

# *Floating Power*

May/June 2012



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

Fred Annells  
Dave Shepherd  
Peter Riggs  
John Giffard

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**Missing magazine?**

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

The closing date for input  
for the Jul/Aug edition  
of *Floating Power* is Friday 18<sup>th</sup> May

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

- 2258 Mr. Stephen Francis, Cheltenham, Gloucester
- 2259 Mr. Peter Martland, Southport, Merseyside
- 2260 Mr. Peter Saunders, West Molesey, Surrey
- 2261 Mr. Martin Overington, Tilford, Farnham
- 2262 Mr. Patrick Russell-Jones, Leatherhead, Surrey
- 2263 Mr. Walter Bennett, Aquitaine, France
- 2264 Mr. Geoff Elliot, Dringhouses, York
- 2265 Ms. Deborah Callaway-Lewis, South Mundham, Chichester
- 2266 Mr. Bill Phillips, Poole, Dorset
- 2267 Mr. Samuel Priest, Askern, Doncaster
- 2268 Mr. David Williams, Weymouth, Dorset
- 2269 Mr. Tony Badenoch, London



**TRACTION  
OWNERS  
CLUB**

# welcome

I will be standing down as Editor of *Floating Power* at the end of my second year and my last tasks as Editor will be the 2013 calendar and the Jan/Feb 2013 edition of *Floating Power*. So if any of you may be interested in taking over as Editor please contact Bev Oates.

Bernie is on holiday so there is no President's Ponderings in this issue but as well as all of the usual favourites you will find in TOC News some important information about the club toolkits and the carrying of breathalyzers in the car in France and elsewhere articles about Republic of Ireland and Northern Ireland vehicle registration numbers, some interesting WWII photos in Correspondence, reports on the Salon Champenois du Vehicule de Collection in Reims and on Techno-Classica at Essen, photos of the TOC stand at the Trafford Park Classic Car Show, an article on Citroën's *Floating Power* system and information about a proposed Tour of La Rioja and Cantabria, Spain in 2013. In TOCtech we look at Traction grilles.

At the risk of sounding boring as well as calendar photos I do desperately need suitable photos for the covers of *Floating Power*. If you would like to submit a photo please bear in mind if it is landscape for use across both covers that the right hand side of the photo will actually be the front cover so try to make that half interesting and also make sure the resolution is high.

Finally again I must make an appeal regarding Classified Adverts. If there is an advert running and it is no longer required please please email me or telephone me to let me know.

**Den Hewitt**

**COVER IMAGE:**

The editor's 1955 11B on wedding duty.  
Photo courtesy of Sarah McDowell

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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**

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The post of Secretary is vacant. Anyone interested in taking up this position please contact Bev Oates.

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#### **COMMITTEE ARCHIVIST & CHILD PROTECTION**

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## Chairman's Chat



I hope lots of you were able to enjoy a Drive it Day event in your Tractions on April 22<sup>nd</sup> – hopefully all the Section Co-ordinators will send in reports and photographs for the next issue of Floating Power.

Do help the Editor and send them in by 16<sup>th</sup> May.

Are there such events held in other Countries? Do tell us please.

On the 24<sup>th</sup> and 25<sup>th</sup> March John & I helped on the TOC stand at the Trafford Park Classic Car Show in Manchester. Thanks to Steve Wright for organising our stand and to Mike McDonald, Brian Connolly and all their partners for 'working' over the three days which included setting up on the Friday.

This was only the second show at Trafford Park and was a good event as not too busy so plenty of time to talk to people. See photos on page 25.

I am now looking forward to the Reliability Run in Northumberland, the Annual Rally in Shropshire and ICCCR in Yorkshire - I hope to meet lots of you at these events.

If you haven't signed up and still want to attend please do so quickly!

As you will have noticed this issue of Floating Power has arrived with your renewal letter. Please make life easier for John & me and deal with it as soon as possible – before you forget or lose the letter (we are all getting older and for many of us the memory isn't what it was!!).

Due to the increase in postal charges we have had to increase the fees for European and Overseas members. In light of the recent news from the Post Office it is likely we will have to increase UK fees as well next year.

I am sorry but I have to appeal to you all once again. Is there anyone out there who is willing to come and join the Committee? We need members to come and join us and help us take the TOC forward – it doesn't matter how long you have been a member - one week or ten years plus... Without 'new' members the Club will struggle to survive. As you will read in this edition we have no Secretary, the Editor is resigning at the end of the year and the Treasurer would like someone else to take on the job or least offer help plus my three years as Chairman ends at the next AGM.

Are you looking for a new challenge? Want to have your say in how the TOC is run? Then please come and join us. If you want to find out more first informally then please telephone me or email me. I can be very persuasive...

Bev Oates

## In Committee

### In Committee – March 11<sup>th</sup>

**Committee Posts** – the Committee is keen to try and recruit members to join the committee. Potential vacant posts soon are Editor, Chairman, Secretary and Treasurer.

**Editor** – Den is resigning at the end of 2 years and his last tasks as editor will be the 2013 calendar and Jan/Feb 2013 FP. A number of suggestions were made for Den's consideration as to how the editorship of FP may operate for future editors.

**Treasurer** – Tony reconfirmed his wish to resign but may consider staying on if help comes forward to do regular audits and checks.

**Club Shop** – Steve is keen to have new stock but would like members to say what they would buy and help develop new logos. A colour brochure is to be produced to go out with new member's pack and use at events. However we can only sell goods to TOC members.

**Spare** – second hand spares to go on the stock list soon. Members seem happy with the new price list on our website. Chris to ask members for ideas of what else the club should stock. The annual stock take is arranged for 1<sup>st</sup> April.

**Membership** – we currently have 598 members. Renewals going out in this issue of FP. Unfortunately due to postal costs we had to increase our membership fees for European and Overseas members.

**Tools** – Tony Hodgkiss has added additional tools to the sets held by the Section Co-ordinators.

**Social** – Paul updated us on all events – see the Events pages. The AGM is not attracting attendance by many members so the Committee agreed to have a discussion on this issue at the next AGM. Is it time to change the format?

**NEC** – Mick & Moira Holmes have agreed to organise the TOC's presence at the NEC in November so will be looking for cars and volunteers.

**Webmaster** – site is still being well used by members but Mick is aware it needs a complete overhaul and update which will happen after the ICCCR in August.

### **Other Business –**

Footman James has an article in this issue of FP to explain they offer a Car Club rate for TOC members seeking insurance rather than a discount.

We will be sending out a tax disc holder with all renewals as we have surplus stock.

Arras – we have received an additional refund of around 125 Euros

The next Committee meeting will be a Conference Call on Wednesday 16<sup>th</sup> May followed by a full meeting on Sunday 15<sup>th</sup> July at Stevenon. Members are welcome to come along and meet the Committee to help before deciding if they feel able to offer their help.

Bev Oates

## Club Toolkits

The present kits are about to be upgraded with much wider range of tools, to do more jobs on the Traction or the same jobs more easily. The tools which are already with each kit holder will be added to the new ones to complete the sets.

The existing sets currently provide some of the tools to:

Remove the front brake drum [1750T & 1820T]

Remove inner and outer front wheel bearings [1819T, 1826T],

Separate upper and lower steering swivel joints [1850T & 1851T]

The additional tools will provide:

Appropriate size hexagon sockets and driver bar to operate the existing tools without damage

A 38mm hexagon socket for the outer hub nut

A lock to hold the brake drum when the outer hub nut is loosened or tightened, for use with 'centre-bar' [LHD] wheels

Outer ring nut spanner [1825T]

A lock to hold the driveshaft when the inner hub nut is tightened or loosened [equivalent to Citroën tool 1830T]

Driveshaft/stub axle extractor [equivalent to 1824T]

Driveshaft flange extractor [equivalent to MR 3328]

Differential bearing extractor [equivalent to 1750T & 1753T]

A track-rod end breaker, for both wheel and steering rack ends [equivalent to 1964T]

Steering wheel extractor [equivalent to 1950T]

Brake shoe centraliser for front and rear [equivalent to 2100T & 2103T]

Rear torsion bar removal clamp [MR 1578]

Battery terminal extractor [equivalent to 2200T]

The kits will consist of 2 steel boxes with sliding lids and a 2-wheel folding trolley, because of the increased weight.

Box sizes are: [mm] 600 x 300 x 190 – [weight 29kg] + 300 x 300 x 160 – [weight 16kg]

The trolley is 68 x 44 x 19 when folded, [weight 6kg]

So the total weight of each kit will now be 51kg. The contents of the original kits weighed 12kg.

There will also be an updated check list and set of user instructions to go with these new tools.

Having enabled everyone else to fettle their traction, I might now be able to get on and do mine!

**Tony Hodgekiss**

## Carrying Breathalyzers in the Car to be Compulsory in France from July 2012

France is battling drink-driving by forcing every car driver, including visitors to the country, to carry a single-use breathalyzer kit from July.

The rules will apply to anyone driving on French roads, including foreigners visiting the country.

Anyone caught without the kit will not immediately face €11 fine. Police are to be instructed to start issuing fines

only from November.

The start date for the new measure has been pushed back to July 1st 2012, a time when many foreign visitors take to the country's roads for their holidays.

The date has been pushed back from the original planned date of April 1st to give manufacturers time to produce enough of the kits.

The single-use breathalyzer kit can be used to check the driver's blood alcohol level. The legal limit in France is 0.5 grams per litre compared to the UK's 0.8 grams per litre of blood.

France has been battling to reduce the annual number of road deaths, which sat stubbornly around the 4,000 mark in 2011, a slight reduction on the figure for the year before.

The new test will allow people to test themselves and to give them the means to test others if they suspect they are over the limit.

Single-use breathalyzers cost between €0.50 and €1.50 and authorities are trying to make sure there are enough available before the law comes into force. They will be available at cross channel ports.

Tests carrying the "NF" label are recommended in France, of which there are two manufacturers: Conralco and Red Line.

The French transport department did not offer guidance on which tests to buy outside France, nor did it confirm whether a communication campaign will take place to publicise the new rules.

Motorists are being advised to have at least two breathalyzers at all times, so that one can be used if necessary while the other is kept to produce if requested by police.

Anyone driving in France is already required to carry a warning triangle and a fluorescent safety vest. The vest should be carried inside the car and not the trunk. Failure to have these in the car can lead to a fine of €90. Other items required are a first aid kit, fire extinguisher and spare bulbs for car lamps, lenses and reflectors.

More information is available, in French, on the website of government road safety agency [Sécurité Routière](#).

If you're a new driver (i.e. one who passed the test within the last two years) a number of countries have lower alcohol limits, like 0.1mg in Spain. In the same way, some countries also give higher penalties for those found with a much higher concentration of alcohol in the blood.

In many parts of Europe, the police don't need 'probable cause' to stop your vehicle and breathalyse you. They're permitted to make random stops and checks, so you could easily find yourself stopped unexpectedly.

Don't expect leniency if convicted of drink-driving abroad. The penalties differ greatly from country to country, but at the very least you're going to receive a large fine. You can, for example, receive a six month sentence in the UK and Ireland, and anywhere from one day to three years in Luxembourg. Drink-driving convictions in France can bring jail terms of two months to two years, and in Finland up to three months. In all cases your licence will be suspended or you'll be banned from driving in the country.

If you're banned from driving in one country, that doesn't

stop you driving elsewhere in Europe. Attempting to return to that country driving a vehicle, though, will lead to your arrest. However, according to the AA, drink driving convictions abroad do not affect your UK licence. They claim that even if your licence is confiscated abroad, the foreign government will simply send it to the DVLA, which will then return it to you without penalty!

But that knowledge doesn't change the fact that you simply shouldn't drink and drive. There's no way to do it with complete safety. You risk a conviction, fine and a great deal more. Enjoy your nights out on your European holiday, by all means. But walk or take a taxi; the other way simply isn't worth it.

Den Hewitt

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## Use of Vehicles for Hire or Reward

Due to recent emails from members regarding hiring out their pride and joy I feel that it is necessary to repeat what can and cannot be done.

The regulations are such that the only uses for reward that a car constructed to seat fewer than 9 passengers (reward does not just mean cash, it can be any benefit) are for **weddings and funerals**. Any other use for hire (birthdays, anniversaries, sightseeing trips etc.) requires the car, the owner and the driver being licensed for hire i.e. having Private Hire Operators Licences.

In other words you are subject to the same regime as taxis (Road Safety Act 2006 amended 28<sup>th</sup> January 2008 within section 53). These licences are not easy to obtain, are expensive to get and the car needs testing (quite vigorously) twice a year. Any visible rust for example is a fail.

If you were to be caught the fine is around £2,000 and the penalty could include your car being taken away and crushed.

Please remember should you decide to risk it that your insurance is invalid and should you be caught your passengers will be required to continue their journey under their own steam.

Den Hewitt

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## DVLA and Imported Vehicles

Terry Gest relates his recent experiences:

"First of all, the V55/5 form (application for a first licence for a motor vehicle and declaration for registration - for use by individuals) cannot be downloaded from the internet but needs to be ordered on line and will be sent by post. I rang the DVLA and was told I could pick one up from my local office. I went there and yes these forms are freely available there and can be filled in while you wait. Much simpler and faster!

No appointment possible but a simple numbered ticket system when you get there and you take your turn.

I therefore turned up at the Lincoln DVLA office with all the required documents, including my UK insurance document, the UK MoT certificate and the French equivalent as well as the original French log book. I was dealt with by a very polite and very helpful gentleman.

My main problem was that he wanted to keep my original log book. I offered to give him a colour photocopy of this

valuable document but that was not acceptable. After discussing the issue with his supervisor he advised me that I could keep the log book but that meant that the car would need to be inspected. I accepted this and made an appointment for the following week.

The inspection by the DVLA in Lincoln went very smoothly and fast and I was given my 'new' 1952 vintage registration number there and then. Now I just need to order the old type black registration plates.

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## Insuring with Footman James

The TOC is pleased to have agreed a membership benefits scheme with classic car provider Footman James, the relationship is not exclusive so please ensure that your needs are met by shopping around for the most appropriate cover needed. Footman James is a product tailored to a discerning customer who is looking for a benefits led product as opposed to one that is purely price led. The net price is a key factor but when comparing it is always good to ensure that when compared, like for like benefits are offered. Below are some best practice rules of thumb to assist you when requesting a quote or buying insurance from Footman James

1. Always tell the staff that you are a member of TOC **at the outset**
2. If you have already been offered a quote from another provider it may be that the Insurance Underwriter has an equal promotion available so offer the price quoted, it may be that you can have all the benefits of an FJ product but the price of a cheaper one
3. Offer as much detail as possible, reducing unlimited mileage to one that you will realistically do will reduce the premium
3. Offer as much detail as possible, reducing unlimited mileage to one that you will realistically do will reduce the premium
4. Agree the value if the car is worth more than £5,000. Classic cars are increasing in value and this will guarantee the price paid in the event of a claim!
5. The FJ product is a quality comfort factor product which includes Euro/UK breakdown, Legal cover, Courtesy car, Road rage and many other benefits. If you do not need these valuable features then shop around for a price led product that may be cheaper and more suitable but remember, insurance is key when a claim is made so ensure you buy from a quality source. Your vehicle is cherished and you will want someone who is a specialist to repair the vehicle in the event of an accident
6. The TOC enjoys access to a Club Liaison Manager in Martyn Raybould. He is there to assist members with any issues they may find when buying from or being a customer with FJ, he is not available to non members!

To clarify the interpretation of 'discount'. The club rate that TOC members get is one available to yours and other clubs members only. The rate is less than the standard rate, the actual amount of course is subject to the details of the specific driver etc, but the rate is less. By definition it is less because it's a scheme rate but not the standard rate 'discounted'...

Martyn Raybould MCMI, Footman James

# Rol and NI Registration Numbers

Dan Uprichard gives us the lowdown on Republic of Ireland and Northern Ireland vehicle registration numbers.

We I'm sure have all seen "personal" & "cherished" number plates on vehicles, many of them are in fact Northern Ireland numbers that have come off the system as normal and been sold on, such as oil tankers with County Fermanagh numbers OIL 2828.

The DVLNI have held back the more desirable numbers for the past 20 years or so and now sell them at auction, so for example BIG 1 which sold at auction for £80,000 and the money went to the treasury.

The first cars in Ireland had the 2 prefix letters then up to four numbers after this; see the chart for geographical details.

After partition The Republic of Ireland placed the Z or I in front of the other letter. When they changed from black number plates to coloured ones, they were all red. In 1987 the old numbering system was changed for the current system which includes the year of first registration and the county of first registration, more latterly the plates are in a European style.

In Northern Ireland after partition the numbering system has largely been kept, there is no obvious pattern to the sequence of issuing of the Z series of identifiers in the two columns below. i.e. Belfast first car reg OI 1 ran through all the letters with the numbers prefixing these until OI 9999, then after all the letters had been used the numbering started again this time with the letters prefixing the numbers i.e. 1 OI until 9999 OI, after all the letters had been used up to 9999 on each. In 1966 a new configuration was conceived to give a longer life to the numbering system, for example County Down started with AIJ 1 through the numbers to AIJ 9999, then went on to BIJ through the numbers then CIJ etc. until it was exhausted at YIJ 9999. Only when a series has been exhausted does the administering region move on to the next series. For example, one region had worked through the registration series SLZ 1 up to SLZ 9999 and has since moved on to the next series, which is TLZ 1 to TLZ 9999, and is currently working its way through YLZ. The new letters commence only when the present one is exhausted of 4 digit numbers so there is no date related system in Northern Ireland, for example as very few cars are sold in the City of Londonderry they commenced the current prefix in 1970 with AUI and have only now got as far as TUI whereas Belfast has got through five alphabets during this time.

QNI Marks were introduced in 1989. These are issued to vehicles with a chassis of indeterminate age and/or origin.

**Non underlined text = Ireland.**  
**Underlined text = Northern Ireland.**  
*Italic text = never used.*

These two columns list all of the combinations of the letter "I" followed by another letter starting at IA and ending at IZ, and then reversing the order of letters to AI, BI and so on to ZI. They were issued in alphabetical order -- Laois and Offaly were called Queen's County and King's County when the list was compiled in 1903. Dublin City and County registrations were combined in 1952.

There is no obvious pattern to the sequence of issuing of the Z series of identifiers in the two columns below. i.e. Belfast first car reg 1 OI ran through all the letters with the numbers prefixing these until 9999 OI, then after all the letters had been through the numbering started again this time with the letters prefixing the numbers i.e. OI 1 until OI 9999, after all the letters had been used up to 9999 on each. In 1970 a new configuration was conceived to give a longer life to the numbering system, for example County Down started with AIJ 1 through the numbers to AIJ 9999, then went on to BIJ through the numbers, then CIJ etc. until it was exhausted at YIJ 9999. Today County Down is on SJZ and when the numbers are exhausted for this they will commence TJZ. The new letters commence only when the present one is exhausted of 4 digit numbers so there is no date related system in Northern Ireland, for example as very few cares are sold in the City of Londonderry they commenced the current prefix in 1970 with AUI and have only now got as far as TUI whereas Belfast has got through five alphabets during this time

<u>IA</u>	<u>Antrim</u>	<u>AZ</u>	<u>Belfast</u>
<u>IB</u>	<u>Armagh</u>	<u>BZ</u>	<u>Down</u>
<u>IC</u>	<u>Carlow</u>	<u>CZ</u>	<u>Belfast</u>
<u>ID</u>	<u>Cavan</u>	<u>DZ</u>	<u>Antrim</u>
<u>IE</u>	<u>Clare</u>	<u>EZ</u>	<u>Belfast</u>
<u>IF</u>	<u>Cork County</u>	<u>FZ</u>	<u>Belfast</u>
<u>IG</u>	<u>Fermanagh</u>	<u>GZ</u>	<u>Belfast</u>
<u>IH</u>	<u>Donegal</u>	<u>HZ</u>	<u>Tyrone</u>
....	<u>Dublin City</u>	....	
<u>IJ</u>	<u>Down</u>	<u>JZ</u>	<u>Down</u>
<u>IK</u>	<u>Dublin County</u>	<u>KZ</u>	<u>Antrim</u>
<u>IL</u>	<u>Fermanagh</u>	<u>LZ</u>	<u>Armagh</u>
<u>IM</u>	<u>Galway</u>	<u>MZ</u>	<u>Belfast</u>
<u>IN</u>	<u>Kerry</u>	<u>NZ</u>	<u>Londonderry</u>
<u>IO</u>	<u>Kildare</u>	<u>OZ</u>	<u>Belfast</u>
<u>IP</u>	<u>Kilkenny</u>	<u>PZ</u>	<u>Belfast</u>
<u>IQ</u>	<i>Never issued</i>	<u>QZ</u>	<i>Never issued</i>

# Rol and NI Registration Numbers

IR	Offaly (King's County)	<u>RZ</u>	<u>Antrim</u>
IS (post 1982)	Mayo	<u>SZ</u>	<u>Down</u>
IT	Leitrim	<u>TZ</u>	<u>Belfast</u>
IU	Limerick	<u>UZ</u>	<u>Belfast</u>
IV (post 1982)	Limerick	<u>VZ</u>	<u>Tyrone</u>
<u>IW</u>	<u>Londonderry</u>	<u>WZ</u>	<u>Belfast</u>
IX	Longford	<u>XZ</u>	<u>Armagh</u>
IY	Louth	<u>YZ</u>	<u>Londonderry</u>
IZ	Mayo	Z	Dublin County
AI	Meath	ZA	Dublin City
BI	Monaghan	ZB	Cork County
CI	Laois (Queens County)	ZC	Dublin City
DI	Roscommon	ZD	Dublin City
EI	Sligo	ZE	Dublin County
FI	Tipperary North Riding	ZF	Cork City
GI	Tipperary South Riding	ZG (post 1982)	Dublin (combined)
HI	Tipperary South Riding	ZH	Dublin City
<i>II</i>	<i>Never issued</i>	ZI	Dublin City
<u>Jl</u>	<u>Tyrone</u>	ZJ	Dublin City
KI	Waterford	ZK	Cork County
LI	Westmeath	ZL	Dublin City
MI	Wexford	ZM	Galway
NI	Wicklow	ZN	Meath
<u>OI</u>	<u>Belfast</u>	ZO	Dublin (combined)
PI	Cork City	ZP	Donegal
<i>QI</i>	<i>Never issued</i>	ZQ	<i>Never issued</i>
RI	Dublin City	ZR	Wexford
SI	Dublin (combined)	ZS (post 1982)	Dublin (combined)
TI	Limerick	ZT	Cork
<u>UI</u>	<u>Londonderry</u> <u>City of</u>	ZU	Dublin (combined)
		ZV (post 1982, as AZV nnn to YZV nnn. ZV nnnnn now being issued by all local authorities to vehicles over thirty years old being registered for the first time)	Dublin (combined)
VI	<i>Never issued</i>		
WI	Waterford	ZW	Kildare
<u>XI</u>	<u>Belfast</u>	ZX	Kerry
YI	Dublin City	ZY	Louth
ZI	Dublin	ZZ	Dublin City (temporary registrations, whole country)

Dan Uprichard



# TOC Club Shop Corner

Having taken a full inventory and now a full appreciation of the Club Shop stock, it looks like it's going to take a bit of work to be able to get the sales back up to previous levels.

As far as I am concerned, what we've got in stock is the same old thing; same old T shirts, sweat shirts and alike, with our same old corporate logos. If you're a bloke, why would you want another T shirt? The one you bought five years ago still fits, yes it might have a few stains on it, but it still presentable and anyway, you can always wear it under a jumper if you're out somewhere nice and the sweat shirts the Club supply are the same as the one you bought a couple of years ago. As for the ladies, well there's nothing feminine for them at all. As I commented in my previous report, the ladies in our Club are just as important to us and I feel that if we can offer them some really nice tops, slacks and even bags ( being careful not to stereotype too much) we could really galvanise the Shop sales. Perhaps some of you ladies would like to let me know, if there is any thing you would like to see the Club Shop offer you in particular.

The way the Club Shop operates is changing; most wholesalers/suppliers will now offer products at much smaller quantities; even one-offs; so we will probably be able to offer an individual the exact product with the exact logo they looking for, mail order. Obviously a one-off will

be more expensive, but if you're looking for that individual item...

I made an appeal last issue, for some new ideas for logos for the Club's merchandise,

This is 2012 and not only is it the year of the ICCCR, but there's something called the Olympics on as well, surely there is someone out there who has the time, ability and the comic genius to be able to combine a Traction and sporting fixture into a comic picture? I know we have some very clever people out there and I'm just hoping that one or two of you will come forward and help us out. The only problem we have is time; if we're going to launch any new merchandise for the Annual Rally and the ICCCR, we need your ideas in as soon as possible.

Right! Getting back to existing stock, time for a bit of a clearance. We have some 30 TOC mugs that desperately need new homes and so they are on sale for only £1.00 each + p&p. We also have a Traction pin badge, stocked in three colours: red, white or black which have been reduced from £6.00 each to £4.50 each + p&p.

Please contact me by email at [clubshop@traction-owners.co.uk](mailto:clubshop@traction-owners.co.uk) or by 'phone on 01730 821792

Steve Reed



Traction Mug (blue on white) £1 plus p&p



Traction pin badge, red, black or white £4.50 plus p&p



Grille badge £20.00



Hi Vis Vest £6.00



Baseball Cap £6.99



TOC Umbrella blue and yellow £18.99

# Section Scene



Section Co-ordinator

Club Tools Holder

S	Scotland	 	<b>Ian Smith</b> - 43 Stoneywood Road Bucksburn, Aberdeen, AB2 9HT Tel: 01224 715221 email: smithy_stoneywood@btinternet.com	LB	Lakes and Border	 	<b>Bob Cuppage</b> - Low Park Skelwith Bridge, Ambleside, Cumbria LA22 9NP Tel: 01539 433391
NE	North East England	 	<b>Graham Handley</b> Tel: 01661 843493 email: grahamhandleyhandley@btinternet.com	P	Peak	 	<b>Bev &amp; John Oates</b> - 55 The Knoll Tansley, Matlock, Derbyshire, DE4 5FP Tel: 01629 582154 email: peak.tbc@virgin.net
SM	South Midlands	 	<b>Simon Saint</b> - Snigs End Danes Green, North Claynes Worcestershire, WR3 7RU Tel: 01905 454961 email: janeandsimonsaint@hotmail.com	E	Eastern	 	<b>Jasmin Gagen</b> - Little Home Farm Bury Road, Thorpe Morieux Bury St Edmunds, Suffolk, IP30 0NT Tel: 01284 827039 email: jasgagen@btinternet.com
MS	Mid Shires	 	<b>Stephen Prigmore</b> - Brambles Lower Street, Great Doddington Wellingborough, NN29 7TL Tel: 07759 372242 email: stephenprigmore@hotmail.com	WE	West of England	 	<b>Terence &amp; Jane McAuley</b> 7 The Normans, Bathampton, Bath BA2 8TD Tel: 01225 466939 email: mrsjane_bea@toucansurf.com
L	London	 	<b>Peter Simper</b> - 215 Whitton Road Twickenham, TW2 7QZ Tel: 0208 500 3267 (weekdays) 0208 891 1093 (evenings & weekends)	SHS	Surrey Hampshire and Sussex Borders	 	<b>Helen Shelley or John White</b> Tel: 02083 307216 or mobile 07790 530383 email: helenshelley@msn.com
SW	South West	 	<b>Walford Bruen</b> - Wintersland Southern, Ottery St Mary, Devon EX11 1SD Tel: 01385 558909 email: kembru@btinternet.com				<b>Steve Reed</b> - 1 Terwick Cottage Rogate, Nr. Petersfield, Hampshire GU31 5EG Tel: 01730 821792 email: stevereed@aol.com
I	Ireland	 	<b>Richard Sheil</b> - 23 Baymount Park Clontarf, Dublin 3, Republic of Ireland Tel: +353 1 833 7731 email: richardsheil@eircom.net	RoW	Rest of the World	 	<b>Walter &amp; Noëlla Callens</b> - Belgium Tel: 0032 50 425 836 (weekends only) email: waiternoellacallens@hotmail.com

## North East England

The planning for the Safety and Reliability Run on May 6<sup>th</sup> goes well and entries with payments have come in. It looks like we will have 20-30 cars which should be enough for a "grand day out". Initial dates for your diary are:

22<sup>nd</sup> April - Lunchtime - Drive It Day Meeting at Walworth Castle  
6<sup>th</sup> May - 8.30 onwards First UK TOC Safety and Reliability Run  
13<sup>th</sup> May - Kielder Castle and Vintage Show. I always go to this one but I appreciate its quite north for some. Let me know if you want an entry form.  
20<sup>th</sup> May - Wallington Hall. We put on a good display last year and received many compliments. We even have a pic in this months NECPWA mag.  
23<sup>rd</sup> - 24<sup>th</sup> June - Sledmere House. I've never been to this but it is organised by the York branch of the NECPWA. Mick Popka says it's worth going.  
29<sup>th</sup> June - 1<sup>st</sup> July - TOC Annual Rally.  
15<sup>th</sup> July - Newby Hall. It's a must as we seem to have a good gathering there.  
9<sup>th</sup> - 12<sup>th</sup> August - ICCCR - over to you Mick!  
30<sup>th</sup> September - Beamish

**For details of future planned activities contact:**

**Graham Handley**

**Telephone: 01661 843493**

**email: grahamhandleyhandley@btinternet.com**

## West of England

**2012 Inaugural meeting.**

Following a successful get together on 26<sup>th</sup> February in Wells, with most of the usual suspects present, some 22 souls, a plan for the year is emerging.

From May onwards it currently looks like this:

**13<sup>th</sup> May** The local "Classic and Historic Car Club" run a "Mendip Tour" each year. This year it is on Sunday May 13<sup>th</sup>. It starts at Tyntesfield House and (as always) finishes on the Cathedral Green in Wells, via a lunch stop at Bath University.

See: <http://www.candhmotorclub.co.uk/info.php?p=5>

for details. This year Nic Shaw has apparently negotiated a member's rate of £35 instead of the normal £40 for TOC members to participate. It supports Riding for the Disabled, so is a worthy cause. John Ogborne has done it before, so can give you the low down.

**May 26<sup>th</sup>-27<sup>th</sup>** is again "La vie en Bleu" at Prescott hill climb near Cheltenham. While not strictly "in area", it is next door and is a jolly day out on the Saturday or Sunday.

**June 10<sup>th</sup>** is likely to be a trip to Rodmarton Manor preceded by lunch at the Tunnel House down the road. They don't normally open on a Sunday but do open for groups and have provisionally agreed to for us. (This replaces the possible visit to the Tractor museum at Gordano, which is a shame as I know Mary Webb was particularly looking forward to it!) Anyway Rodmarton looks delightful - guided tour of the house (pretty arts and crafts) followed by a look round the garden followed by tea and homemade cakes. Julian Taylor is in charge of the day so would like to know if this finds favour and how many would be likely to go before he presses the button. Can you therefore let him know (cc me) his email is: Julian Taylor <j1416@btinternet.com>

Finally, so far...

**Sept 2<sup>nd</sup>** The aforementioned Nic Shaw has volunteered to organise a trip to the Helicopter Museum near Weston-super-Mare. More details to follow but I gather that this is a proper route/convoy job and will be based on an event that Nic has organised previously.

If anyone would like to organise anything else, please feel free and I will include it in the programme. If there are any comments or observations on the above please let me know.

**Jane & Terence McAuley**

**email: mrsjane.bear@toucansurf.com**

**Telephone: 01225 466939**

## Peak

Our meeting in February, which was to be Sunday lunch at the Knockerdown Inn at Carsington, had to be cancelled on the morning due to the snow. I must admit I felt awful telephoning the landlord as we had to cancel for the same reason last year. I have promised we won't book our February meeting there ever again.

In the hope there will not be any snow in June our next meeting is on Sunday 3<sup>rd</sup> June at the Knockerdown Inn. If it is a nice day we can have lunch and then drive down to Carsington Reservoir for a stroll, feed the ducks and have an ice cream.

**For details of future planned activities contact:**

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

**Telephone: 01629 582154**

## Surrey, Hampshire & Sussex Borders

**20<sup>th</sup> May**

We have booked with Standen House for our May meeting on the 20<sup>th</sup>. This is a National Trust property in Sussex. We will need to know who wishes to come as they are making arrangements for as many cars as possible to be on the Goose green in front of the buildings. We would also need to know if you are National Trust members.

**Please contact Helen Shelley or John White**

**e-mail: helenshelley@msn.com**

**Telephone: 02083 307216 or mobile 07790 530383**

## 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)**

## Mid Shires

**For details of future planned activities contact:**

**Stephen Prigmore & Tina O'Connor**

**telephone: 07759 372242, mobile 07759 372242**

**fax 01933 277737, email - stephenprigmore@hotmail.com**

## Eastern

**For details and suggestions of future activities contact:**

**Jasmin Gagen Telephone: 01284 827039**

**email - jasmgagen@btinternet.com**

## Scotland

**For details of future planned activities contact:**

**Ian Smith Telephone: 01224 715221**

**email - smithy.stoneywood@btinternet.com**

## Rest of the World (RoW)

**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**

# Correspondence

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 Jul/Aug 2012 issue of Floating Power is Friday 18<sup>th</sup> May

Den,

May I be the first to observe that in the photograph on the front cover of the Mar/Apr 2012 that the fan is on back to front. I enclose two photographs to illustrate the two possibilities for affixing the fan.



**Correct**

The fan is a steel pressing with the reinforcing ribs towards the radiator. The blades are convex when seen from the radiator. Not necessarily the last thing in fan design but such aerofoil shape as there is allows a smooth passage of the air over the blades and backwards.



**Incorrect.**

The blades are concave as viewed from the radiator.

Fan blades are designed to behave rather as an aircraft wing generates lift (\*) and that will not be happening here very much. Turning up for your holiday flight to Toremolinos you would be disconcerted to find the wings of your aircraft fitted on upside down would you not? With the fan on this way round the air flow will be turbulent and cooling will be inefficient? (\*) Well since you ask – The convex upper surface of the wing creates the Coanda effect where the wing is said to act as a

“pump” and forces a huge mass of air very rapidly and vertically downwards from the rear of the wing. As a consequence, Newton’s third law of motion (action =

opposite action) applies and forces the wing upwards. Spin that aerofoil around fairly quickly and you have a helicopter or a propeller.

The Traction’s fan is therefore not just some kind of rotating air scoop, there is a purpose to that forward facing curve in the blade.

**Martin de Little.**

Thanks Martin.

Fitting the fan the wrong way round will also give problems with fitting the bonnet etc.

Also there is no fuel overflow tube on the inlet manifold. Having the hole in the inlet manifold blocked could cause fuel to detonate and fracture the manifold.

**Den**

Hi, Den,

I have had a query from a chap in the Shetlands who is compiling a record of all cars registered in the Shetlands up until 1960. There was only one Citroën, a Light 15 ever registered there, a 1948 model, PS1663. He has been in touch with the original owners daughter, who states it was last seen in the Edinburgh area in the 1970/80 era, I have checked all I can up here – is it or has it been in the Club? I said I would get back to the chap once I had contacted you.

**Many thanks, Andy Burnett**

Hi Andy

There is no record of this in the club, and according to the DVLA the registration is not on a Citroën. The plate would have fetched a few hundred, maybe Peter Stringfellow bought it!

**Regards, Den**

Hello Den,

Many thanks for your clutch judder advice.....

Yesterday I got around to re-assembling the rear mounting.....it was loose in its housing as you suspected.....I used the tape as recommended (there was signs of tape being used in "a previous life")....I didn't feel I needed to make any further adjustments as the mounting did sit above centre.....99% of my clutch judder appears to have gone!.....I admit I have got used to operating the clutch to minimise it anyway...But I did manage to do a "proper" hill start this morning without the engine climbing out of the engine bay...

**Many thanks for your help and advice,**

**Alastair Carter**

Hi Den

I thought I would write in regarding an amusing coincidence last week. I live in Walkern Hertfordshire and since acquiring my Traction in October have had the usual interest shown by passers by when it has been outside on my drive. A local artist asked a while ago if he

could draw the car once the weather improved and I said that would be perfectly ok and I could leave it out if necessary as I didn't need to be in attendance.

Last Wednesday 29th March I was out for the whole day and my Traction remained safely in my garage. We live opposite the Walkern Tearooms and my wife had been vaguely surprised to see another black Traction with cream wheels parked opposite the Tearooms but thought nothing of it. She was even more surprised when she drove home later in the day to the artist sitting on his stool and drawing the car. She assumed the artist had another contact and had gone with that one rather than waiting to draw mine.

The following evening we were out at a function attended by the local Art gallery owner who told us that the artist had assumed that I had left my Traction in the street all day for him to draw and had nipped home to get his equipment and commenced drawing. He was then confused / alarmed to see someone other than me come out of the Tearooms and get in the Traction ready to drive off!

It was just a total coincidence that on a day when I was not around another Traction owner should visit Walkern. The artist has since spoken to me and wants to draw mine as he only had a side view of the one left in the street.

I don't know who the other owner was but my wife thinks the registration was something like ??? 116 or ??? 166. Presumably just on a drive out on what was a lovely sunny day and fairly local to Walkern.

**Regards, Roger Gullen**

**PS** The drawing can be seen here  
<http://rodshone.blogspot.co.uk/>

**Dear Den,**

Concerning David Boyd's letter and his quest for photographs of Tractions of WW II for his friend Bertrand de la Motte I'm pleased to send the attached picture.



It was taken by my late father during the Battle of Britain on an airfield used by Luftwaffe Jagdgeschwader (Fighter Squadron) 53, Ace of Spades, in France near Abbéville.

You see 3 pilots, one of them a higher ranking officer, with the staff cars: 3 Mercedes, one Peugeot and two Tractions, one of them my father's car. All cars show the markings of JG 53 on their left front wings - Ace of

Spades, as it was carried by their Messerschmitt 109's on both sides of the engine cowling.

I also have this colour slide from Africa - Bizerte airfield, Tunisia 1942/3 during the African Campaign - and my father's Traction parked in the left corner of the aircraft shelter.



Please forward the pictures to David as I haven't got his email data.

My cars are a 15/6 1951, a 2CV 1958, a DS 21 Cabriolet Usine and I'm just negotiating to buy an AC4 Torpedo 1930 to complete my collection of significant Citroëns.

**Best regards, Dr. Thomas Loebenstein, Vienna**

Thanks Tom. It is a real shame that we cannot publish this photo in colour as colour war photos are very rare.

**Den**

**Hi Den,**

I spotted these on the [geograph.org.uk](http://geograph.org.uk) website.



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<http://creativecommons.org/licenses/by-sa/2.0/>

They are behind The Crooked Billet pub which is near Stoke Row, Oxfordshire.

**Regards, Mike Tebbett**

**Robin Dyke knows of these cars:**

I go to the Crooked Billet about once a year - it's only 10 miles away and the food is very good. About 9 years ago the Traction was in the front garden and we parked alongside. It was my Light 15's 50<sup>th</sup> birthday so the chef / owner offered it a pint of oil, and then tried to negotiate a swap. Needless to say I didn't accept!

**Regards, Robin**

# Salon Champenois du Vehicule de Collection in Reims

## Dan Uprichard visits the Salon Champenois du Vehicule de Collection in Reims

On the weekend of 10/11<sup>th</sup> March I went to my house in the Champagne region, the prime objective being to visit 25<sup>ème</sup> Salon Champenois du Vehicule de Collection in Reims organised by Belles Champenoises d' Epoque



This huge event attracted 41,000 visitors to at least 500 stands in 2011, arguably one of the largest old car fairs in France. Now in its 25<sup>th</sup> year it is certainly well established.

My buying list included one or two if found Pilote wheels for my Light 15, lengths of adhesive rubber door seals, electrical dashboard switches and any nice bits and bobs that I might fancy.

I previously purchased 3 Pilote wheels at the Autumn annual vide garage in the Reims motor museum 2 years ago and have been hunting more down ever since then, knowing that when you see what you are looking for, buy it, even if there is not the quantity that you are looking and also, if you have to pay over the odds, well at least you are not still searching around any more. I paid 90 Euros for my last 3 Pilote wheels, so I had a bench mark figure to go on.

I arrived in the locality of the Parc Des Exposition just east of the city of Reims shortly after 10am when the doors had opened, the traffic grew thicker and the parking, French style, was getting thicker. Despite rows of no parking bollards and police tape, hundreds of cars had already managed to park on the footpaths and grass verges several kms from the event, having now this in my mind and being familiar with the area, I knew where I should try and find a spot to park my rented Fiat 500 (nasty car!). I quickly and easily found a

gateway to a disused industrial unit 5 minutes brisk walk from the gates of the Parc Des Expo.

I armed myself with several large heavy duty plastic bags, photographs of my sample wheels and a measuring tape, and then set off for the fair.

What a crowd of people, it was like trying to get into a football match, there was nothing for it, I had to pretend I was a German to get my way through the queue, it took me about 30 minutes to buy my ticket and then about another 5 to get through the gate in to the fair.

Once inside the gates the array of stands outside the main indoor exhibition halls was overwhelming, I had attended a huge auto jumble last autumn in Mannheim and this was reminiscent of it with all types of stands manned by dealers from all over France, Germany, Belgium, Holland and beyond.

I thought I would systematically search through all these stands before venturing into the lure of the main halls where I knew the cream of the weekend would all be parked up. I briskly walked along the aisles trying to dodge tyre kickers and groups of gossipers. After only a few strides I beamed as I saw 3 Pilote wheels stacked with an array of other rusty wheels at a stand. I went over and pulled out my photos and immediately discovered that these were not for me, as they all only had 4 holes for the stud and not 5, despite this the stall holder tried to sell them to me and said that they would fit all Citroëns! I managed to escape and continue on my way, later discovering from a jovial Frenchman that what I had looked at were for a Peugeot 202.

Some while later after dismissing about a third of the stands hidden under a trestle table was what looked like what I was after. I got down on my hands and knees and fished it out from all other large lumps of metal that were hoping to find new owners and inspected it more closely. With the aid of my photos on which I had written the correct dimensions of what I was looking for and my measuring tape I was able to declare that this indeed was a Pilote wheel suitable for my Traction. It was well aged and had more than just surface rust on it but I reckoned I could take a chance on it. Monsieur demanded 60

# Salon Champenois du Vehicule de Collection in Reims

Euros but I was able to indicate the condition and eventually paid him 40 Euros.

One down perhaps another might come my way. Sure enough within a minute I found another in much more reasonable condition but as I was not prepared to pay 120 Euros for it and the vendor was not willing to drop his price I thought it wiser to leave it to someone who was in more desperation to give him his price than me.

Another Pilote spied again at the back of other heavy bits of rusty iron under a table was no where near as bad as the rusty one I had just bought but it did have a dent on the rim which looked like it could be dealt with. How much? "70," "I'll give you 40, look I've just bought one and yours has damage.....", "ok then", so we settled on 50 Euros. Great, my main objective for the day complete I took the 2 Pilotes back to the car where I could be rejuvenated by my picnic and coffee whilst studying the very good catalogue which had come complimentary with my 10 Euro entry fee.

Then back to the fair with my mind on the next items. I was now more relaxed and could take more of the other items in that were for sale on the stands. Is it me or are all the French second hand headlamps very expensive? I found something that I had only seen before and quite recently in Floating Power magazine, a vintage adjustable search lamp, or as described in the magazine as a doctor's lamp. There were several on one stall, all really a bit rough looking and in need of re-chroming priced upwards from 130 Euros, hmmm, maybe wait and see what else I can find.

Time now to visit the inside halls and the cars on display. First I found a number plate maker, so I ordered myself a new front number plate, GAS 358, then on to the main event. The theme at the salon this year was vehicles that had been built in the region, there were some great vehicles including a row of veteran SCAR (Société de Construction Automobile de Reims) as well as examples of Begot & Cail, Clement Bayard, Lambert and others, all very interesting. Many of the French car clubs were represented and had stands with cars displayed, the Georges Irat club (see photos below) had a great example on display, so did Salmson and Panhard.



There was a hall with further stands where I did find myself a very good vintage adjustable search lamp, so after a bit of a hagggle I bought it for 100 Euros, good job I thought. I managed to also pick up from a good dealer who had new items in the retro style, an interior mirror, exterior mirror, some switches and grommets as well as 5 metres of good self adhesive door seal rubber.



I made my way over to the stand of Les Amis Du Circuit De Gueux and had a great chat with them. There is an appeal about the old grand prix circuit at Reims, so I joined the club, but here begins another story for another time.

Just to top the day off I went back and dropped the car off in the north sector of the city, took the tram into Reims and found the Sherlock Holmes pub where I quite happily watched Ireland beat Scotland in the rugby, a great way to round off a super day.

Website links are below

<http://www.amis-du-circuit-de-gueux.fr/-Accueil->

<http://www.bce-reims.com/>

**Dan Uprichard**

# Citroën Floating Power System

Eighty years ago, in April 1932, Citroën fitted C4 and C6 cars with 'Floating Power' engine mountings, having bought the licence to use this system from Chrysler. Although the engines were designated MFP (Moteur Floating Power) on their data plates, on the cars, and in their publicity, and instruction books 'Floating Power' was translated as 'Moteur Flottant' in order to avoid contamination of the French language and to disguise the foreign origin of the system.



Floating Power was used on the Rosalie 8, 10, and 15CV side valve engines from October 1932. In 1934 production of the Rosalie was much reduced to make way for the Traction Avant, which was also equipped with Floating Power.

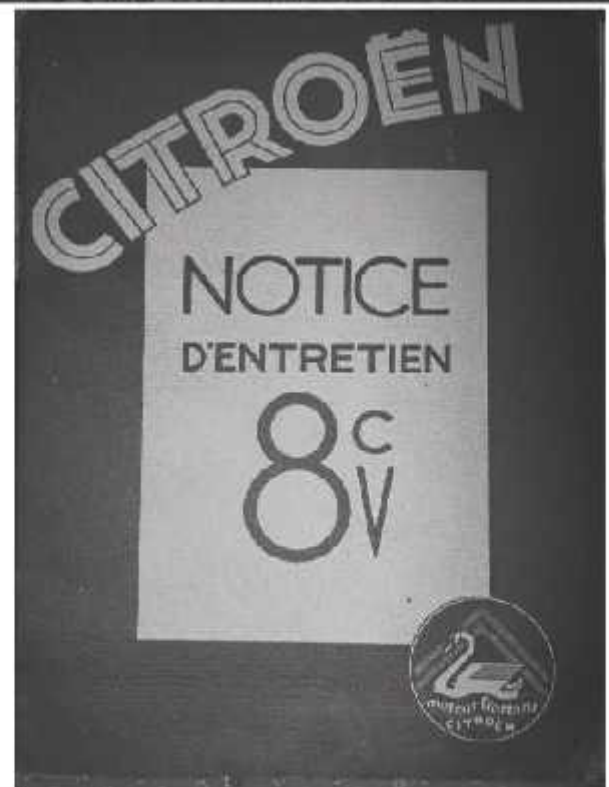
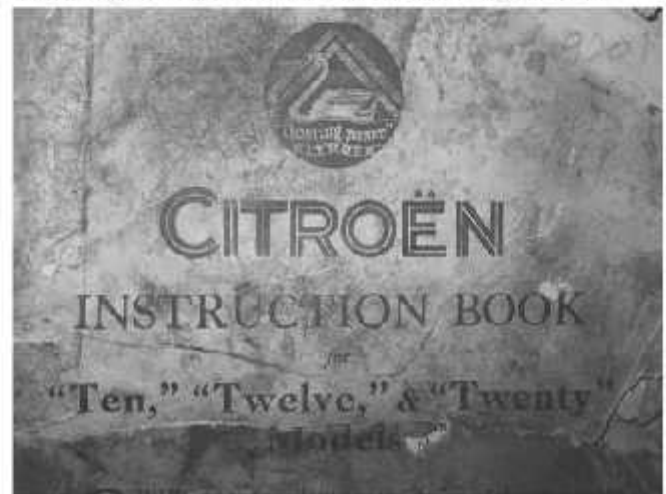


However due to their premature launch, the unreliable Traction Avant was a major factor in Andre Citroën's bankruptcy in December 1934.

After the business and factory was taken over by Michelin in 1935 the Traction Avant was substantially revised and improved, and Floating Power engine mounts were dispensed with, to

be replaced by a French designed system called 'Pausodyne'. At the same time, the Rosalie was re-launched, using the overhead valve Traction Avant motor turned round to drive the rear wheels. These engines were designated MI (Moteur Inverse) and they no longer used Floating Power, terminating the use of the system by Citroën.

Slough-built Rosalie's did not need to have Floating Power translated on their badges and instruction books, but owing to tiny production and the passage of time very few examples of the English version of this Citroën logo exist.



Jonathan Howard



## TOCtech forum – issue 64

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

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### Traction Grilles

One of the important things to get right when restoring a Traction is the grille. It is one of, if not the most noticeable things about a Traction. The English traction grilles were made by Chausson and Fairey, the others by the Chausson company. Over the years there were changes to their construction. And due to the fact that the grille is extremely vulnerable it has often been changed, but how do we know if we have the correct one as at first glance they all look the same.

#### 4 Cylinder French Traction Grilles

##### 7A, 7B, 7C, 7S: May to August 1934

The grille is in two parts, an outer frame, and an inner grid of 24 steel vertical bars (12 per side counted across the top halves) mounted on a steel framework which fixes to the outer frame. These bars chrome plated. The general shape of the grille viewed from the side is curved slightly inwards.

The outer frame is brass, copper plated, nickel plated and chrome plated. This chrome on nickel is what gave the early grilles a whiter looking chrome.

There is an indentation in the inner edge of the outer frame to take an aluminium snap ring (one piece each side of the frame). This indentation has 7 holes each side to locate the snap ring fixing clips.

The outer frame includes a chrome-plated brass centre bar with a 7cm diameter round hole for the cranking handle. This hole for the cranking handle has a raised, more pronounced edge than the later grilles.

The outer sides of the frame have a cut-out on each side to clear the Gemmer steering rods.

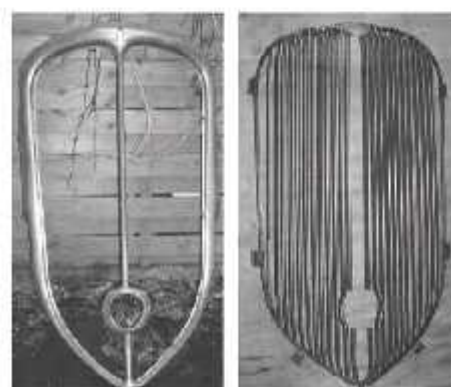
The chevrons are made of aluminium, bending slightly inwards and are mounted behind the grille.

The bonnet centre hinge strip fits on a bracket (Citroën part no. 329526); there is nothing spanning the hinge strip and the Zamac grille emblem.

The Zamac grille emblem is thinner and shorter than the later ones and has no shoulder.

The top of the grille frame has an indentation to seat the Zamak grille emblem.

On the bottom of the outer edge of the frame is the manufacturers name tag (CHAUSSON).



7A, 7B, 7C, 7S 2 part grille



Steering rod cutout



1934-1937 7B, 7C, 7E, 7H, and any with 11A grille emblem

1938 on 11B grille emblem



## 11A early 1934

Same shape as the Légère with the 7 cm diameter round hole for the starting handle (not an elongated slot like the later larger saloons) but the grille is wider and the inner grid has 13 vertical bars per side. The relief of the bars is more pronounced where they join the outer frame.

## 11A May to August / September 1934

Still in two parts except that now the outer frame has a rounded top enabling the distinguishment at first glance between the Légères and Normales. The starting handle hole is still round.



## 7B, 7C, 7S, 11AL, 11A from August 1934 to October 1935

The grille is now stamped in one piece, chrome on brass, the rest of the details are unchanged.

## 7C, 11AL, 11AM, 11BL, October 1935 to January 1939 and 11A, 11B, October 1935-October 1937

The grille is now painted body colour and has a horizontal reinforcing bar across the grid on each side. From approximately late 1936 grilles may also now be pressed from sheet steel.

The chevrons are now external, made of aluminum; flat in the middle, raised along each edge. They are fully polished on the 7's but painted the body colour in the centre on the 11's.



## 11B, 11C, from October 1937 to January 1939

As above but the hole for the starting handle becomes elongated in height (11 cms high). Made from sheet steel it is known as the "intermediate" grille and it will also be found on the 15/6.



## 7C, 11BL, 11B, from January 1939 to March 1939

Grilles are now only pressed from sheet steel.

The notches for the early Gemmer steering rods are no longer there.

A captive nut is now used to fix the chrome bonnet hinge to the grille.

The centre vertical rail of the grille grid has cutouts for the U shaped holding fixture on the end of the chevrons.

The chevrons are single rib with flat faces and are polished aluminum. The profile is the same as the chrome chevrons used from March 1939 to the end of 1939 (see below).



## 7C, 11BL, 11B, from March 1939 to end 1939

As above except that that the chevrons are a similar design but to those of January to March 1939 but are now chrome on steel.



At the end of World War II only the 11 BL (Légère) is brought into production. The 15's and Normale's do not appear until 1946 and 1947 respectively.

**11BL from June 1945**

Grilles reappear without the aluminium snap ring surrounding the vertical bars.

The characteristic details are:

- stamped from sheet steel and painted
- starting handle hole is moulded
- "Chausson" punched into the bottom edge
- chevrons chrome on steel single rib, flat faces (as 7C, 11BL and 11B from March 1939 to the end of 1939).

It is likely that these grilles were pre-war stock because they are exactly like those of 1939.



**11BL June 1946**

Aluminium chevrons single rib, flat faces (as 7C, 11BL and 11B from January 1939 to March 1939).



**11B March 1947**

Production restarts but is very limited. The grille is now identical to the pre-war one

- oblong crank handle hole (11cm)
- stamped from sheet steel and painted
- aluminium chevrons single rib, flat faces (as 11BL June 1946)

**11B July 1947**

The grille gets the longer slot – 20.5cm but with no ornament



**11BL 1948**

A round three-spoke aluminum ornament covers the starting handle hole, the correct orientation seems to be for it to look like a letter 'Y'.

The faces of the chevrons until then flat now have a slightly concave shape.



**11B 1948**

The grille now gets an aluminium ornament for the starting handle hole. This long slot metal stamping and aluminium emblem are used until the end of production in July 1957.

**NB.** A chrome 11B grille was never offered as standard but it was possible for a 15-6 grille to be supplied when a new car was ordered.



**11BL and 11B 1950**

The profile of the aluminium chevrons changes to have a more pronounced rib down their centre line.



**11BL Autumn 1951**

The round three-spoke aluminum ornament covering the starting handle hole disappears and is replaced by an aluminium crossed wings ornament (right wing over left wing).



**11BL 1955**

The crossed wings ornament disappears.

## The 15 Grille's

### 1938-1939

Painted grille, steel chevrons behind the vertical slats, oval crank handle hole 11cms high (same as the 11's October 1937-July 1947), "15 6 cyl." emblem, painted in white on black, covers the starting handle hole.

### October 1939 - February 1946

Aluminium chevrons behind the vertical slats



### February 1946 - May 1947

The grille is still painted but the aluminium chevrons are now on the outside.

### May 1947

The arrival of the D motor requires a change to the crank oblong slot in the grille and it is lengthened to 22.5 cm (the same as on the 11's but as previously stated they didn't get theirs until 1948). The 15/6 emblem stays at the top of the slot and to hide the bottom of the slot a winged cover is produced.

NB. when viewed from the front the right wing lays over the left wing.



### June - September 1947

The outer frame of the grille is chrome, the rest of the grille is painted.

### May 1948

Chrome grille, nickel-plated slats.

### Summer 1948

The grille is now completely chrome and the chroming was carried out on a zinc coating instead of copper and this is why the chrome has a whitish shine to it. It may be that the effect of the chrome grille being seen when the 15 was coming towards you was where the phrase 'Queen of the Road' came from.



### June 1950

The winged emblem changes to the left wing laying over the right.

### Autumn 1953 to July 1956

The winged emblem reverts to the original pattern - the right wing laying over the left wing.

NB. There is no difference between an 11B, 11F, 11C or 15 grille, the 11B grille is more common.

### Chevron sizes

Each of the 4 chevrons on a grille is different in that they are handed and there are 2 different lengths for a particular model grille ; the top chevron being longer than the bottom one. The smaller grille's have shorter chevrons than those of the larger grilles and the table below shows the difference in sizes between the 11BL and 11B/15 Six chevrons. The measurements are taken along one side, point to point, and exclude the fixing tabs on the chevron.

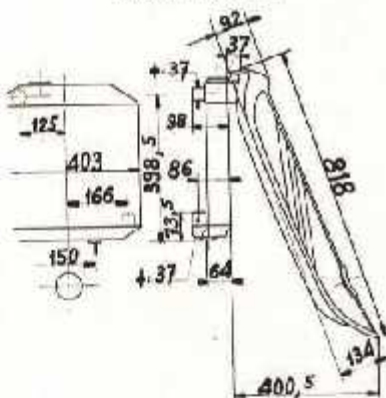
	11BL	11B, 15 Six
Top chevron	305 mm	345 mm
Bottom chevron	295 mm	330 mm

### Early Radiators and Grilles

The early radiators (made by Chausson) were different to the later types because of the gearbox (and had a special narrow bridging piece) and because it is fixed to the engine it rocked. The distance between the lower fixing bolts was only 150 mm, instead of the 270 mm of the later type. On top of the radiator was a bracket where two rods were attached to the water pump to increase rigidity. In the 1935 Chausson catalogue are detailed drawings, with dimensions of the different types of early radiators and grilles

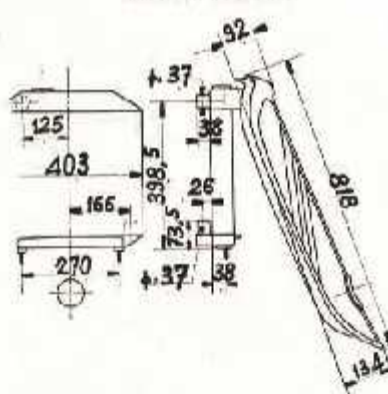


Radiateur « CITROEN » 7, 1<sup>er</sup> Modèle  
Dessin : 46.912



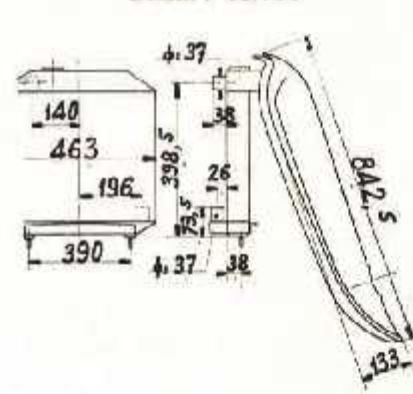
Faisceau de 60 T.P.Q., ailettes cuivre

Radiateur « CITROEN » 7, 2<sup>e</sup> Modèle  
Dessin : 46.952



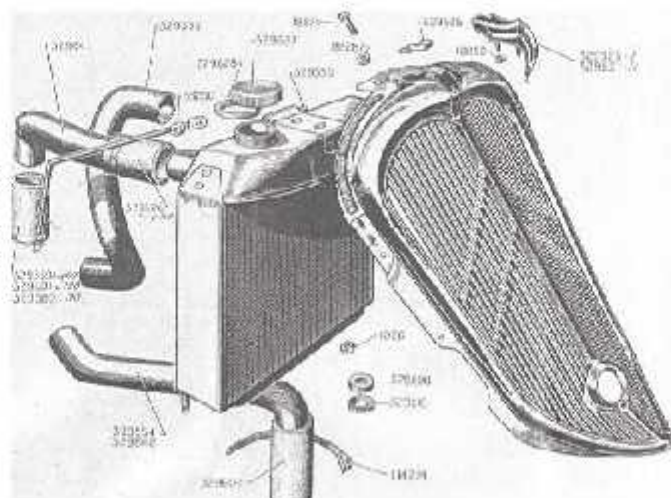
Faisceau de 60 T.P.Q., ailettes cuivre

Radiateur « CITROEN » 11  
Dessin : 46.955



Faisceau de 60 T.P.Q., ailettes cuivre

In the early Traction parts manual is a diagram that shows the cut-out in the sides of the grille to clear the early steering rods and it also shows the bracing rods and steel water tubes with short rubber hoses on the early radiator.



## Slough Grilles

### September 1934

All models had the same style grilles as French cars with chevrons behind the slats, except they are brass, made by Chausson and the surround is chrome and the vertical slats are body colour.

### September 1935

Brass Chausson grilles, external chevrons similar to but not the French ones, with a flat centre that is painted body colour.

### September 1936

All models with the exception of the Super Modern Twelve now have a grille with a chrome surround, body colour slats and external chevrons.

### August 1937 - All models

The grille still has the chrome surround and body colour slats but now has polished instead of part painted chevrons and a circular badge in the left top quarter (viewed from the front).



### August 1938 - All models except the Popular models

No chevrons and the round badge of 1937 is replaced by a small triangular badge in a similar position. Possibly chrome slats.



### August 1938 - Popular models

Grilles looking similar to the French cars

### August 1939 - All models except the Standard model

Double chevrons return fitted behind the grille but unlike the French models they meet at the top of the grille. The grille is now completely chrome. Larger models including the 6 have the short slot grille as the French cars. The 6 has a 6 cyl badge covering the starting handle hole.



**1948 – Light 15**

A round three-spoke aluminum ornament covers the starting handle hole, the correct orientation seems to be for it to look like a letter "Y".

**August 1951 – Light 15**

The round three-spoke aluminum ornament covering the starting handle hole disappears and is replaced by an aluminium crossed wings ornament (left wing over right wing).

**August 1951 – Big 6**

Grille now chrome on steel.

**August 1952 – Big 15**

Completely chrome grille, long slot for the cranking handle, internal chevrons and a 15 4 cyl badge and wing emblem (left over right) covers the starting handle hole.



Please let me know of any errors or omissions particularly regarding the Slough Grilles.

**Den Hewitt**

*Acknowledgments : Pim Berends, Marcel Ningen, Karel Beukema toe Water, Hans-Peter Duerr, Jonathan Howard, Martin (Vic) Vickerstaff, Walford Bruen, Jon Pressnell, Frank Grant, Tony Stokoe, Olivier de Serres, La Traction Universelle*

**Driveshaft Locking Tool**

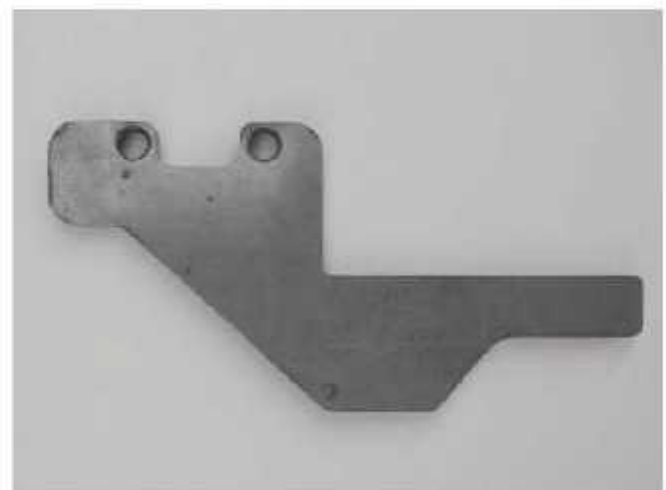
Steve Hedinger has made a driveshaft locking tool.

I thought the following may be of some interest to club members who are considering replacing their original driveshaft's with the new CV type.

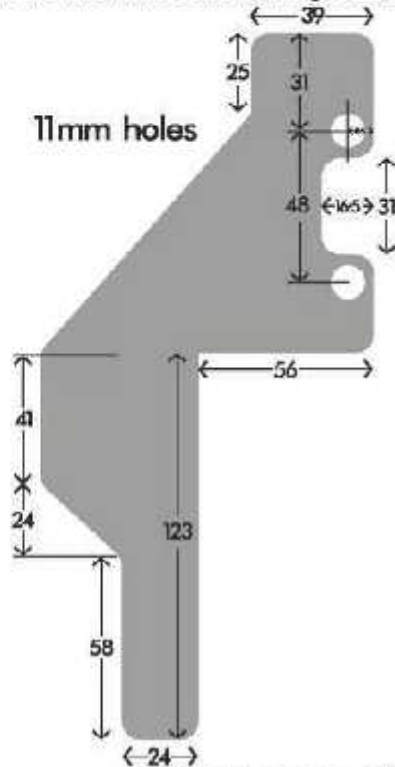
Those planning to do the job themselves, like me, will soon encounter the problem of how to prevent the shaft from turning whilst tightening the castellated inner wheel bearing nut and the driveshaft hub nut...

My solution was to make a locking tool which locates onto the cardan couplings.

I first acquired a substantial piece of mild steel, 10mm thick, and drilled two holes to align with the studs of the couplings. Then by carefully marking and cutting facilitated access to the studs.



The resultant strange shape allows for a piece of thin ply or similar material to protect the cradle as the tool locks against it. I can't be sure if this tool would work on a Légère or Light 15 model as there is less space, but it worked very well on my Normale (using the correct torque settings). I would be happy to lend the tool, free of charge, to any fellow member who could make good use of it.



Steve Hedinger, 07961 556538  
or email [hedihog@tiscali.co.uk](mailto:hedihog@tiscali.co.uk)

I was recently asked to revise and make safe the wiring loom of a 1953 Light 15, following an electrical problem that had immobilised the car last summer.

This car had been partially rewired about 12 years ago. Since then indicators, a radio, a Kenlowe fan, spotlights, a fog light, an electric fuel pump, a klaxon, a cigarette lighter socket, an alternator, and electric power steering had been fitted at different times by different people, amounting to a committee.

Although the ignition circuit and alternator output were apparently protected by fuses, both fuses had been bypassed, rendering them ornamental



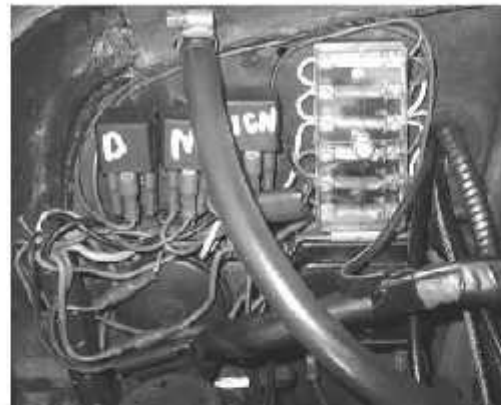
Behind the dash a bewildering bird's-nest



of multicoloured wires was draped and looped around the scuttle vent opener and gear change gate, with the odd live bare terminal awaiting contact with a metal part.

In view of the number of accessories on the ignition circuit, a relay was fitted, activated by the original ignition switch. Three fuses of a six way fuse box were allocated to the ignition switched accessories. One fuse was allocated to the lighting/horn circuit, and relays were fitted to the dip/main beam function to reduce the load on the original 'comodo' light/dipswitch. Some of these are inclined to get hot owing to wear on the contacts, and extra load imposed by higher wattage headlamp bulbs. One fuse was allocated to un-switched lines to the radio and lighter socket. The sixth fuse was to protect the alternator.

A total rewire would have been ideal, but that was not the brief. The existing system has been made safe, and despite fitting a fuse box and relays,



simplified.

Jonathan Howard

Editor's footnote – possibly a Robin's nest.



# TOC at the Trafford Park Classic Car Show



# Techno-Classica 2012

## Mick Popka tells us about his recent visit to Techno-Classica

Techno-Classica is billed as the "Largest classic car show in Europe". In 2011 there were over 185,000 visitors over the 4 days that the show is open to the public.

The show differs from Retromobile and the NEC in 2 aspects: The major German motor manufacturers have a very strong presence and over 1,200 cars are on sale, either through car dealers or by private sellers.

At Techno-Classica you can choose between an Austin 7 and a Bugatti Veyron, depending upon the depth of your pocket!

2012, as you will of course be aware, is the year of the 15<sup>th</sup> ICCCR. In order to promote the ICCCR, we have been invited for the past 3 years by the German Citroën Clubs to join them on their "Citroën Strasse" stand. This gave me the chance to give the roadster a "run" to blow the winter cobwebs out and to display an example of a very rare sight – a Citroën from Slough!

We set up the stand on Tuesday, in advance of the "Press Day" which takes place on Wednesday afternoon and evening.

The public are let loose on Thursday and arrive in force on Friday. Saturday and Sunday.

For the stand and stall holders the "big event" is the Friday night party, where the drinks and food are free and a band provides entertainment.

The "Citroën Strasse" theme this year was the SM and the 85<sup>th</sup> Anniversary of the Rosalie. Appropriate cars from the Citroën Conservatoire

were on the stand, together with cars owned by members of the club.

In addition to the Roadster, we had been requested to bring a Slough DS and a Bijou. Sadly, the latter two were not available so the UK contingent was placed next to a beautiful DS 21 Cabriolet, with the registration number "D-S 21". The owner of the vehicle lived in Dusseldorf and was able to request the number from the local registration office for a mere €20! However, having moved home from Dusseldorf, he decided to buy a flat to enable him to retain the registration number.

The Citroën Strasse stand features a "French Café" similar to the TOC stand used at the NEC, however it contains a concealed area with sink, micro-wave, coffee urn, ready meals, wine, water and soft drinks – these guys really have it sorted!

I really got carried away with the show and took lots of photo's which can be seen on-line at <http://tinyurl.com/cfbajdq>.

I strongly recommend that if you have not been to the show, that you go next year.

Entrance is €20/£16.50 per person per day. Cheap flights are available to Dusseldorf from the low cost airlines (Leeds to Dusseldorf return is £85 – cheaper than the cost of the rail fare to London!). Flight time is 1 hour and the train from Dusseldorf to Essen takes 20 minutes. At Essen Bahnhof take U-bhan, Line 11 to "Essen Messe" (7 Minutes).

When you go, be sure to say hello to the people on the Citroën Strasse stand!



Mick Popka

# First Ever Drive-it Day held in Germany

On Sunday, 29 April 2012 The Museum of Applied Arts in Cologne (MAKK) organised its first "Drive it Day". This Oldtimerteffen took place around the museum.

From 10am to 6pm the museum invited every historic car, those with an "H" plate or 07-red flags, and its owner, to come and 'hang out' in a one day exhibition.

The Museum, bordering the Cathedral (Minoritenkirche) in the centre of the city, is at the heart of a small square surrounded by greenery and parking spaces.

These were reserved exclusively for classic cars which cruised or simply posed around the square, showing off their lines, corners, smells, noises and tempting fumes... Tunisstrasse was closed to all but historic vehicles.

Car design is for the MAKK, with its great design department, an important issue; it plays an increasingly important role in museums and therefore fits well with the constantly expanding, internationally significant, design department of the museum.

Paolo Tumminelli, a Professor of Design Concepts at the International School of Design in Cologne (KISD), studied, with his students, about 70 vehicles for the open-air exhibition entitled "Bubbles, Boxes and Bizarre". A Citroën DS was amongst them.

A 1956 Mercedes 300 SL Gull wing and a 1968/69 VW Karmann Ghia owned by the museum were also on display.

Inside the Museum of Applied Arts buildings there were films, showing old cars and their owners, tables by marque, so the visitors could find out whose car was whose and there was a raffle with prizes which made only the classic car fraternity, and no one else in the world, happy.

For those who had never had the chance to sit in a classic car there were taxi rides around the square, luring, hopefully, new devotees into the world of classic motoring.

Admission to all events was free.



## Notable Dates

### May and June

3 <sup>rd</sup> May 1934	7A Series I launched
4 <sup>th</sup> May 1964	Andre Lefébrve died
15 <sup>th</sup> May 1934	7A Series II launched
15 <sup>th</sup> May 1936	Rack and Pinion steering
2 <sup>nd</sup> June 1934	7B and 7S launched
16 <sup>th</sup> June 1934	First 7A at Forest, Belgium
27 <sup>th</sup> June 1938	15-Six G launched

# Events Diary

## 2012

### May

- 5-6 Technorama Oldtimer-Teilemarkt Ulm, Germany-for details <http://www.technorama.de/>  
 CitroMobile Haarlemmermeer (Amsterdam), Holland-for details see <http://www.citromobile.nl/>
- 6 First UK Citroën Traction Avant Safety and Reliability Run Country Durham.
- 6 Charity Classic and Sports Car Treasure Hunt Knightshayes Court (National Trust) near Tiverton Devon. The charity is Hospicecare and the entry is £12, booked in advance, with entry to the house and gardens. To book email [adamtwose@googlemail.com](mailto:adamtwose@googlemail.com) or phone 01392 493926
- 10-11 Les Belles Champenoises Reims, France-for details <http://www.bce-reims.com/bce.htm>  
 19-20 80 Years of Citroën Rosalie Circuit de Montlhéry, France. All Citroën models are welcome to join the event. More info at [www.Citroën-rosalie.com](http://www.Citroën-rosalie.com)
- 26-27 La Vie en Bleu Prescott, Gloucestershire see details on page 29  
 26-28 Retromoteur & Véhicules de Prestige Ciney, Belgium-for details see <http://www.cineyexpo.be/agenda/evenement.php?id=209>

### June/July

- 16-17 Jun 10<sup>th</sup> Festival des Belles Mécaniques Parc des Sports-Vélodrome à Roubaix, France  
 29 Jun -1 Jul TOC Annual Rally Shropshire. See details on page 30
- July**
- 8 Darling Buds Classic Car Show Pluckley, Kent. Details [www.darlingbudsclassiccarshow.co.uk](http://www.darlingbudsclassiccarshow.co.uk)  
 12-15 Brittany Rally Golfe de Morbihan.  
 Details Martin Nicholson - [vicmarnic@gmail.com](mailto:vicmarnic@gmail.com)  
 16-22 50 Years of the Finnish 2CV Guild Sätkäälän Säpinät, Finland. All Citroën models are warmly welcome to join the event. For more details see page 29

### August

- 9-12 15<sup>th</sup> ICCCR Yorkshire. Details from Mick Popka or register at [www.icccr2012.org.uk](http://www.icccr2012.org.uk). See update on page 31  
 19 Wervik 12<sup>th</sup> Intl. Classic Car Meet Wervik, Belgium-for details <http://oldtimersengels.in.wervik.be/>  
 26-27 Dunsfold Wings and Wheels Dunsfold Park, Surrey- tel 01843 542226  
 for details see [www.wingsandwheels.net/tickets.html](http://www.wingsandwheels.net/tickets.html)

### September

- tba Citroën Grand Master France  
 tba City-Retro 2012 France  
 8-9 Technorama Oldtimer-Teilemarkt Hildesheim, Germany-for details <http://www.technorama.de/>  
 14-16 Circuit des Remparts Angoulême, South West France – for details and videos see [www.circuit-des-remparts.com](http://www.circuit-des-remparts.com)

### October

- 12-14 Wartime Weekend 1940s weekend based around the North York Moors Railway.  
 Details from Mick Popka  
 21 Bourse d'Echange, L'Aigle – Basse-Normandie Autojumble

### November

- 11 Remembrance Sunday Parade Elvington, Yorkshire  
 16-18 Classic Car Show NEC, Birmingham  
 24 TOC Dinner & Dance Stratford Manor Hotel, Stratford-upon-Avon  
 25 TOC AGM Stratford Manor Hotel, Stratford-upon-Avon

## 2013

- May 4-6 Resistance Tours-2013 Marcillat-en-Combraille, France. See page 32 for details  
 Sept Proposed Spanish Rally La Rioja and Cantabria Tour – see page 33 for details

**Send details of future events to: [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk) or by post to the Social Secretary**

### **La Vie en Bleu 26<sup>th</sup> & 27<sup>th</sup> May 2012**

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

Last year the TOC had a joint display area with the Citroën Car Club and 2CVGB and we will have the same arrangement again this year. Once again Citroën UK have kindly agreed to supply us with one of their mobile exhibition units which provides a very welcome facility and a substantial focal point for the stand.

There will be a French market, catering and a licensed bar and the Bugatti Trust will be open to visitors.

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the new Bugatti Veyron Super Sport. Weather permitting the RAF Falcons Display Team will be overhead. On the Sunday you will be able to register to take your car up the hill climb in a non-competitive convoy.

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

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

At the present time we anticipate that there will space on the stand for 12 vehicles from each of the 3 clubs. If you are interested in putting your car on display, please contact me before booking your tickets on 01905 454961 or at [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com). You could display your car for one or both days.

Entry fees are per person as follows:-

On the gate Saturday £18, Advance purchase ticket £15

On the gate Sunday £18, Advance purchase ticket £15

Weekend Ticket £30,

Advance purchase ticket £25

You can purchase advance tickets over the phone on 01242 673136 or 679796  
Email: [club@bugatti.co.uk](mailto:club@bugatti.co.uk)

Camping will be available at a cost of £5 per person/per night and this year will on site in the Orchard.

**Simon Saint**

### **50 Years of the Finnish 2CV Guild Welcome to Sätälän Säpinät 18<sup>th</sup> - 22<sup>nd</sup> 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>

# Events

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## TOC Annual Rally – Shropshire - Friday 29<sup>th</sup> June – Sunday 1<sup>st</sup> July

The Rally's itinerary is finalised.

On the Friday evening book into your accommodation and then meet at the Buckatree Hotel for a bar meal and chat.

On Saturday we will visit Acton Scott Historic Working Farm and then on to the Craven Arms Discovery Centre for lunch. Later we will drive on to the Museum at RAF Cosford where you can stay as long as you want – there is certainly plenty to see. The evening meal and entertainment will be at the Buckatree Hotel.

On Sunday we will spend the morning exploring Ironbridge and then on to Wroxeter Roman City. Our final stop will be at Attingham Park where we will set up the Club Shop and have the prize giving. All this for just £50 per person.

The Buckatree Hotel is now fully booked. The nearest hotel is the Telford Whitehouse about 5 minutes away from the Buckatree. The telephone no: is 01952 250700.

Those wishing to camp nearby need to contact the Severn Gorge Campsite. Telephone 01952 684789.

Please complete the booking form below and send to

Martyn Baker, 23 Market Fields, Eccleshall, Staffs, ST21 6LA. 01785 850287

## Booking Form – TOC Annual Rally 2012

### Driver Details

Name

Address

Post Code

Tel No

email

mobile

### Passengers Details

Number

Names

### Traction Details

Reg no

Model

Year

The Rally Fee is £50 per person.

This includes: Plaque and Rally details, Saturday evening meal and entertainment, Aton Scott Museum, Craven Arms Discovery Centre, Wroxeter Roman City, Attingham Hall

It excludes accommodation and all meals (except Saturday evening).

### Payment

- Cheque – made payable to “The Traction Owners Club Ltd”
- PayPal – to [PayPal@traction-owners.co.uk](mailto:PayPal@traction-owners.co.uk) please enter the Service as “Rally Fees”
- Credit Card – please fill in details below. (NB Credit card details cannot be accepted via email)
- Bookings can be made via the estore on the TOC website

### Credit card details (MasterCard or Visa only)

Card number

Expiry Date

Name on Card

3 Digit Security Code

Signature

## ICCCR 2012 Update

### Current Bookings at 4<sup>th</sup> April 2012

**Vehicles:** 1,302 (including 263 Tractions), 456 from the UK, Australia 10, Austria 10, Belgium 66, Canada 3, Czech Republic 3, Denmark 19, Finland 1, France 258, Germany 109, Hungary 1, Ireland 7, Isle of Man 1, Italy 20, Luxembourg 7, Malaysia 1, Netherlands 160, New Zealand 2, Norway 16, Portugal 2, Poland 4, Russia 1, Spain 1, Sweden 10, Switzerland 35, USA 13, Total 1,245 (excludes 57 "additional" other vehicles).

**Participants:** 2,624

The world's largest all-model Citroen event is getting closer! If you have already registered – thank you; we promise you an event to exceed your expectations.

If you have not yet registered – now is the time! We have kept the last price increase to a minimum, so at present, the **Advance Whole-Event rate is £80 for a car and driver, plus £10 per adult passenger.** This gives you access to the full four days of the Rally, including camping for five nights (Wednesday to Sunday inclusive) plus all the evening entertainment. People are telling us that the entertainment alone is well worth the fee - but more about that later!

Although the ICCCR is being run on a not-for-profit basis, make no mistake, the charges will rise as the event gets nearer. We would prefer you to book now and save money, because the earlier that we have the majority of our total income, the better we can spend it to develop the event. If you book later, or simply turn up on the day, not only will you pay more, but we will not be able to make the best use of your money at such a late stage.

So here are the facts: **the current rate is £80; this will increase to £100 on 22<sup>nd</sup> May and finally to £120 on the gate at the Rally.** We're making these future increases because your money is more use to us now rather than later, and to reward you for booking early. We're telling you what the future increases will be to make it clear that you will save up to £40 by registering now! Go to [www.icccr2012.org.uk](http://www.icccr2012.org.uk) to register, or contact us by any of the means listed below.

A few other points about our pricing – children under 16 are free to register, and there is no extra charge for campers, motor caravans, tents or additional vehicles in the same family ownership. Once registered, you can change your booking details – a different car, or more passengers – without difficulty if you need to.

**Single-Day tickets will be available on the gate, and also in advance (at the same price) from 1st July.** In all cases, registering in advance will speed your admission on arrival, as there will be separate express-access lanes for pre-registered participants.

On to the ICCCR itself – and you will need all four days to see it all! For the full experience, aim to arrive on Wednesday, and leave on Monday morning – you owe it to yourself! The presence of absolutely everything - and everybody - to do with Citroën goes without saying, but there's much more. Without repeating the last Bulletin, here is a reminder of some highlights, and the latest information.

If you haven't heard about our entertainments line-up, on two stages over five nights, take a look at our programme at: <http://icccr2012.org.uk/new/en/programme.shtml>. These are indeed 'class acts', culminating in the world-famous Ukulele Orchestra of Great Britain on Sunday evening – see: <http://www.ukuleleorchestra.com/main/home.aspx>

If you are taking advantage of the inclusive camping, you will appreciate the flush toilets and hot showers around the site; we have added to their numbers for your convenience... A limited number of electrical hook-ups are available, and these may be reserved in cases of medical need – please contact us. Unreserved hook-ups will then be allocated in the order of requests.

The **Trade Stands** are being taken up rapidly, so if you are a Citroën specialist and you want a stand – you need to contact us now! [http://icccr2012.org.uk/new/en/traders\\_info.shtml](http://icccr2012.org.uk/new/en/traders_info.shtml)

The range of merchandise in the **ICCCR Shop** has been further expanded to include a second style of clothing, which is being produced according to demand. See: <http://icccr2012.org.uk/new/en/merchandise.shtml>

We were fully represented at the Parisian show 'Retromobile', and took a significant number of advance registrations. The Slough-built Light Fifteen displayed on the stand proved extremely popular with visitors, and our thanks to Denis Huille (Conservatoire curator) for making it available.

Following very cordial and constructive discussions with Xavier Duchemin (Citroen's Global Marketing and Communications Director) and Denis Huille during Retromobile, the directors of ICCCR2012 would like to express our appreciation of their whole-hearted support for the ICCCR, notably with regard to the provision of vehicles from the Conservatoire and liaison with Citroen UK.

Finally, we're still looking for more **volunteers to join the Organising Team**, so if you would like to help, have any questions, or any suggestions to make a great event even better, simply contact us at:

<http://tinyurl.com/ICCCR-Contact>

**Email:** [info@icccr2012.org.uk](mailto:info@icccr2012.org.uk)

**Phone:** 07766 785563

**Post:** ICCCR2012, 151 Tadcaster Road, Dringhouses, YO24 1QJ, UK

See you in Yorkshire for ICCCR2012 – the 'Great British' Citroen Event!

**Nigel Wild**

# Events

## Proposed 2013 International Gathering of the TOC at the Chateau du Ludaix Marcillat-en-Combraille, the Allier, Auvergne, France Bank Holiday Weekend May 4<sup>th</sup>-6<sup>th</sup> 2013

Long standing TOC member David Morton is offering to host and organise an International Gathering of the TOC over the Bank Holiday weekend May 4<sup>th</sup>-6<sup>th</sup> 2013 at Chateau du Ludaix, a hidden treasure in the centre of France.

Marcillat en Combraille (03420) is 410 miles from Calais; 200 miles south of Paris and sits on the end of the chain of the Puy Volcano's, featured in the Volvic water adverts on TV (we call it bottled water -they call it rain!)

It is near Montlucon and 55 minutes north of Vichy and Clermont Ferrand. It is France for the French, not a tourist area, and hides many treasures. Some of interest are the historical sites of the resistance movement of the Second World War.

David owns and operates Chateau du Ludaix, which is in the centre of this small rural town.



It has 12 bedroom suites to accommodate up to 22 guests, lounges, and parkland and grounds with secure parking. Five minutes walk away is further accommodation at another more modern chateau which offers 25 hotel style bedrooms. There is also an event room that offers indoor dining for up to 60 people.

David and his team propose a programme of activities for all comers:

- Full board accommodation: bed, French breakfast, dinners – one formal and one informal; tea, coffee, snacks, wine and beers, water and soft drinks
- Secure overnight parking; plus petrol and recovery services offered by the local garage

- Reception by the Mayor in the Town Square and press call
- Meeting with the local vintage car club
- Open house for passengers: pool, games and garden activities and a programme of retail therapy and visits to local markets/bars etc.
- Optional local circuit visiting places of interest within 30km – treasure hunt including an SOE landing site; resistance camp in the woods (weather permitting access on tracks); Museum of the resistance in St Gervais; and a range of local villages accessed through wonderful small lanes.
- Driving skills test/competition on suitable local off-road facilities
- Formal Champagne reception and dinner Sunday evening with musical entertainment

If interest is shown he could also develop:

- a visit to a vintage car collection;
- a talk or DVD presentation by a member of the local Resistance
- a programme of relevant films in the evening
- a visit to the Michelin tyre factory and possibly their test track;
- a tour and display of our cars at various towns in the area.

These ideas he will develop if the TOC feel appropriate.

Costs for full package (lunches not included) with arrival during Saturday the 4<sup>th</sup> of May and departure during the 6<sup>th</sup> of May:

**Based at Chateau du Ludaix**

[www.chateauduludaix.com](http://www.chateauduludaix.com)

370 euros for 2 persons

**Based at Chateau du Courtioux**

[www.chateau-du-courtioux.com](http://www.chateau-du-courtioux.com)

300 euros for 2 persons

**Day rate** for all activities but book own accommodation (list supplied on request)

50 euros per person

**To register your interest contact either**

**Paul de Felice on 01992 890975 or email him at [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk) or email David Morton at [david@rapport-online.com](mailto:david@rapport-online.com)**



## Proposed Tour - La Rioja and Cantabria, Spain 2013

Below is a proposed TOC tour of Spain which is at present scheduled for September 2013 providing we can get enough members interested in going on the rally. Any of you that are interested please contact Paul De Felice expressing your interest and then we can see how the numbers go and make a decision on whether the tour goes ahead

### Planning

In this proposal from Classics on the Road you will find an outline of the tour and a suggestion for the most appropriate ferry option. **The cost of the ferry crossing from the UK to Spain is not included** in the quotation to give you the option to buy the ferry crossings in the UK. However, Classics on the Road can arrange this if preferred.

This 6 day, 5 night tour will drive across the communities of La Rioja and Cantabria, but it will also enter other regions, like Castilla-León and the Basque country that are very attractive, from a landscape and cultural perspective, as well of course, gastronomically!

The first part of the trip will take us to La Rioja, where we will enjoy fantastic landscapes, but we will not neglect the reason that this area is so well known inside and outside of Spain: the wine cellars and the good wine. The place chosen to stay on this first part of the tour is an ancient monastery, just a short walk away from the place where the Spanish language was born.

The second stage will drive us across the province of Cantabria, with exciting roads on which to drive your classic car. From our 4 star hotel in the middle of a natural reserve we will visit some of Cantabria's most spectacular towns and drive through impressive mountain passes and gorges.

### Day 1 – Saturday

#### Arrival at Bilbao and drive to La Rioja

Having left Portsmouth on the Friday at 16:30, the ferry arrives in Bilbao at 17:30 on Saturday, and there is still time to drive all the way to La Rioja during daylight enjoying the fantastic landscapes and forests. Arrival at the hotel will be at 20:30 approximately. The hotel is a 4 star charming hotel situated in one of the wings of an ancient monastery.

At 22:00 dinner will be served in the hotel's restaurant. We have prepared a local menu served with a nice Rioja wine.

Total mileage: 90 miles

### Day 2 – Sunday

#### Mountain Roads and Ancient Monasteries

Our first day in Rioja begins with a guided visit to the Suso Monastery, which together with the Yuso Monastery form an important Patrimony of the Humanity.

It is located in the River Cárdenas Valley, in the surroundings of the Sierra de la Demanda and just under the peaks of Mount San Lorenzo, the highest in La Rioja (2,262 metres).

The Suso Monastery is the highest and the oldest one. It was created from the caves inhabited by hermit disciples of San Millán in the sixth century. Following extensions across the centuries turned the caves into a monastery. The cultural importance of Suso shows in the collection of manuscripts and codices created there, which makes Suso one of the principal scriptoriums, if not the most notable, of the Spanish Middle Ages. It is also the place in which it appeared the first written manifestation of the Spanish Language.

Back in our cars, we will head for the Cameros National Reservoir, with impressive roads such as the Montenegro Pass, at over 5,000 feet. The vultures are always easy to see in these mountains, as well as deer, wild boar... and even wolves!

After this 75 mile drive, we will arrive at Valvanera, where we will have lunch.

In the afternoon we have scheduled a guided visit of the Yuso Monastery, constructed to extend that of Suso in the 11th century.

Dinner is at the hotel's restaurant at 21:30 h.

72 miles in the morning, 21 miles in the afternoon

### Day 3 – Monday

#### Vineyards and Wineries

On Monday we will head to the north, which is the most renowned part of La Rioja. Our first stop is an ancient winery that still produces high quality wines in a totally handcrafted way. The estate covers an area of 53,076 square meters, 3,433 square meters of which are underground cellars up to 200 meters long. Some 13,000 Bordeaux oak barrels are stored in the heart of a mountain within their cellars.

After the guided visit and the wine tasting we will drive to Laguardia, a city with a centenary wine tradition. Our restaurant here has its own cellar, in which we will have a glass of wine and tapas before lunch. After lunch enjoy a relaxing walk on the narrow streets of this ancient walled city before going back to the cars and a drive through endless vineyards on the way to our hotel. We can stop at the Marques de Riscal winery to take a close look at the impressive building designed by the architect

# Events

Frank Gehry and maybe buy some wine at the winery shop.

Dinner will be served at the hotels restaurant.

50 miles in the morning, 28 miles in the afternoon

## Day 4 – Tuesday Mountain Passes

From La Rioja to Cantabria we have chosen an itinerary through some of the most beautiful mountain passes of Northern Spain, including the Estacas de Trueba Pass and Palombera. This is a beautiful drive across protected areas of forests and natural parks with very little traffic.

For lunch we have selected a nice restaurant in Fontibre, the place where the Ebro River is born.

After lunch we will cross the mountains and find ourselves surrounded by nature on one of Cantabria's best preserved forests.

Arrival at our hotel is scheduled at about 18:00, and dinner is scheduled at 21:30 in the hotel.

146 miles in the morning, 22 miles in the afternoon

## Day 5 – Wednesday Picos de Europa

Picos de Europa is a national park with peaks as high as 8,000 feet. Driving across the mountain roads and gorges of this area is a great experience. In the morning we will visit a natural cave with impressive stalagmites and other formations that make it a must in the area. And then, following our route, we will get to Fuente De. The stone walls show that this place was a mountain glacier.

Those who wish to have a different view of the Picos may wish to take the cable car that rises 750 metres over the valley. After this visit we will drive to a nearby restaurant where the local dish cocido lebaniego will be served.

On the way back to the hotel our itinerary will take us across other fun and twisty roads.

Dinner is again at the hotel's restaurant.

72 miles in the morning, 60 miles in the afternoon

## Day 6 – Thursday Santander and Ferry

On this sixth day, the route will take you directly to Santander.

Classics on the Road will obtain special permission from the local authorities to take the cars into the Magdalena Palace's Gardens. The Palace was built as a summer house for King Alfonso XIII and his family but now it hosts official functions. The palace property is on a peninsula and the views over the bay of Santander are beautiful.

After this visit, we can go to the ferry terminal and leave the cars safely so we can enjoy a walk in Santander. We have not scheduled a group lunch on this day so you can walk around, shop and be back by 13:30 for boarding, as the ferry leaves at 15:00.

Classics on the Road Staff will make sure everyone is onboard.

40 miles in the morning

### Estimated price\*\*

• GBP 695/person\* VAT Included (twin room occupancy).

\* Based on currency exchange rate £1 = 1.17 €

\*\* Ferry crossings excluded

### The trip includes:

- Detailed itinerary previously driven by Classics on the Road
- 3 Nights at 4 star Monastery-hotel in La Rioja
- Lunch in Valvanera
- Lunch in Laguardia
- Guided Tour and wine tasting at a traditional Winery
- Lunch in Fontibre
- Ticket to Cueva del Soplao (Cave)
- Lunch in Fuente De
- 2 Nights at a 4 star hotel in the Saja-Besaya Natural Park
- Dinner and Wine each night.
- Water and wine are included on every meal.
- CD with complete tour's photo album.

### Also included:

- Negotiations with town halls and local authorities to get permission to park the cars in representative places of each town.
- Management of permissions to be able to circulate in a group
- Road book with detailed indications of the proposed routes and additional information of interest on the way.
- Presence of Classics on the Road staff and an assistance car every day of the trip

### Payment Terms:

- 25% of total payment 3 months before arrival date.
- Balance due 1 month prior to arrival.

### To register your interest

contact Paul de Felice on 01992 890975 or email him at [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk)

## 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](mailto:editor@traction-owners.co.uk)

## CARS FOR SALE

Due to his forthcoming retirement Kenny Cocker is offering for sale the following tractions:

**1957 11B Normale**, midnight blue.



original 11D engine (rebuilt 2007)-unleaded head new valves, guides, seats, springs, pistons and liners, timing chain & tensioner, clutch pressure plate and release bearing. New silencer and tailpipe. Converted to 12volt with alternator, halogen lights and heater. New carpets and headlining. Underside Dinitrol treated. Comes with service history back to 1985. This car has been used by me for ten years and has covered 26,000 kms in that time. Prior to that it was in a private collection in France for 17 years. Available for purchase from 1<sup>st</sup> October - £10,500

**1956 11B Familiare**, midnight blue.



New floor, sills, etc. stainless steel exhaust system [2000]. Fitted ID19 block, crank 11D flywheel, new clutch, pistons & liners, timing chain and tensioner, unleaded traction head (new valves, springs guides, seats etc) new water pump and 11D oil pump [2005]. Gearbox replaced [2007]. CV joint drive shafts.

Converted to 12volt with alternator, halogen lights, heater and CD radio. Stainless steel bumpers. New carpets and headlining. Underside is waxoyled.

Comes with a service history back to 1985.

Used by me for 10 years and has covered 34,000 kms in that time.

Available for purchase from 1<sup>st</sup> September - £12,500

1940 Slough Light 12 RHD Small Boot



Burgundy, 22,000 miles since full restoration was completed in 1988. This was one of the very last cars to be built at Slough before production ceased in 1940

## CARS FOR SALE Continued

All the usual Slough features - sun roof, burgundy leather upholstery and complete interior [by Southbound]. Very rare 3-piece walnut dashboard (1940 models only). Pilot wheels. Driver operated rear window blind.

New floor, rear wheel arches, inner & outer sills etc. Full photo history of rebuild available. Underside is Dinitrol treated.

Perfo engine with new pistons & liners. Stainless steel exhaust (1998). Replacement gearbox with 9x31 GWP and CV joint drive shafts [2004].

Fitted heater, radio, front inertia reel seatbelts, stainless steel bumpers.

Comes with a service history since 1988 rebuild.

Used by me for 14 years. Can be viewed at Harrogate (CCCR).

Available for purchase from 1<sup>st</sup> August - £16,500

All three cars are used regularly and are fully maintained. All three carry long MOTs and are located near Perth, Scotland.

Contact details: Tel: 01821 650436  
 Mobile: 07802 350622

E mail: [ken@hillfoot.fsnet.co.uk](mailto:ken@hillfoot.fsnet.co.uk)

FOR SALE: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilot 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 Citroën 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 £6,500.

Please call Vanessa Anderson on 07901 662315 or email: [vanessatwthill@hotmail.com](mailto:vanessatwthill@hotmail.com)

# Classified Adverts

## CARS FOR SALE Continued

**FOR SALE:** 1954 15/6 Familiale (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](mailto: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](mailto:nightingales.charity@virgin.net)

**FOR SALE:** 1948 Light 15 Slough built,



black with beige cloth interior, un-coded conversion, alternator, electric fuel pump, MOT August 2012. £15,000 ovno Please call Rodney on 01303 278116, or mobile: 07767 480983

## BODY SHELLS FOR SALE

**FOR SALE:** Repaired body shells 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 291880 (London)

**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](mailto: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: [jcress23@aol.com](mailto:jcress23@aol.com)

**WANTED:** 1950-52 11BN with current MOT, not a restoration project. Call Mike on 02077 039742 or 07761 608656 or e-mail [wilcock@baconsctc.co.uk](mailto:wilcock@baconsctc.co.uk)

**WANTED:** Traction Légère or Normale - LHD. dark colour preferably black, in good condition and ready to use. Sensibly priced. Contact Alan 07956 527090 or email [alancroft9@aol.com](mailto:alancroft9@aol.com)

## 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. Mention you are a TOC member. We also balance traction wheels for free. [www.longstone.com](http://www.longstone.com) 01302 711123 [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)



## LARGE COLLECTION OF TRACTION PARTS FOR SALE:

Engines (3) Gearboxes (3) (all dismantled/checked and full description given). Doors (10), Front wings (10), Rear wings (9), Boot lids (4), Bonnets (3), Front closing panels (9), Front grilles (8), Driveshafts (30), plus various other body and mechanical parts. Many panels stripped, repaired and etch primed ready for colour. Come and choose your needs! Phone Andy on 01339 886290 any time or email on [shellandyb@btinternet.com](mailto:shellandyb@btinternet.com) Located in (Aberdeenshire)

## BIG6 PARTS for SALE

(1) Bare cylinder head in need of refurbishment. Sound casting good combustion chambers, etc. A good spare to have. £50

(2) Complete O/S driveshaft, right hand, -3 piece- outer double yoke, bibax coupling and splined inner shaft. No lift or wear detected on any of the crossheads or splines - A very good one! £80

(3) Big 6 bumper, 120mm wide, 1500mm long, heavy steel 3 rib design, needs re-chroming or repainting, but sound and solid. £30  
Phone Andy on 01339 886290 (Aberdeenshire)

## PARTS FOR SALE Continued

**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](mailto:Mick@popka.co.uk). Tel: 01904 701005. Next day despatch.

**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](mailto:denhewitt@f1550.fsnet.co.uk)

**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](mailto: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](mailto:denhewitt@f1550.fsnet.co.uk)

**FOR SALE:** New 11B, C or F 60 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, inner and outer filler pipe rubber seal and flexible filler extension for 11C or 11F. £200. Located near Bristol. Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)

**FOR SALE:** Pair of Marchal ABTP 547 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.



Marchal TP 436 headlamps with 436 units  
Very rare item. £300 plus postage. Located near Bristol. Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)

## PARTS FOR SALE Continued

**FOR SALE:** Garage Clearout, mostly Light15, some Big15, Brake back plates and drums, Front hubs and wishbones, Complete sub frame/front cradle, Rear arms for back suspension, Steering rack, Radiator, 6 and 12 volt dynamos, Light15 and Big15 driveshafts. **Tel Mick, evenings 01939 220254**

**FOR SALE:** from ex member's garage. Standard oval air filter bought by mistake for my 11BL. New, and still almost oval in shape. CTA brake centring tool. I think it's for the rear brakes. Used once!

1956 11BL drive shaft oil seals now (x2)  
1956 11BL rear torsion bar silentbloc bushes (x4), new but now a thin coat of rust on the steel parts

Marchal headlamp lens red tell-tales (x2) from 11BL, original glass ones.

1956 Paris Rhone 6v starter motor, in pieces, was working but pinion worn out.

1956 11BL 3 front torsion bar silentbloc bushes as removed from my car. I kept them in case they could be re-bushed. Also one empty outer case and worn pin

I would prefer the whole lot to go as one and be collected in person. £50

Please contact Dave on 01634 271654 - Kent

## FOR SALE

Four hub caps, outer parts, for Pilote wheels. These have a very slightly larger hole which fit the original chromed brass centres, possibly earlier type? I have one brass hub cap centre in excellent condition but needs re-chroming.

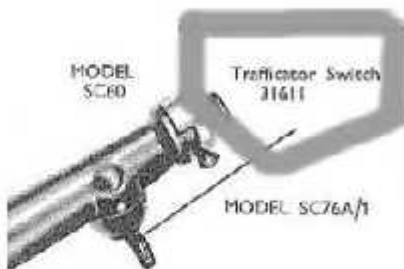
£40 for the outers and £10 for the inner.

One BM type wheel with the four slots for a six cylinder, commerciale/tamilale model. Shot blasted and painted in cream in exceptional condition. It wasn't until I had a set of wheels repainted that I discovered this one was a little wider than the rest. Offers

Phone Steve Hedinger on 07961 556538 or email [hedihog@tiscali.co.uk](mailto:hedihog@tiscali.co.uk)

## PARTS WANTED

**WANTED:** Either Lucas Indicator Switch Part No. 31611 - that mounts onto the control arm (Indicator/Dip switches and horn button).



or complete control arm with all switches - Lucas part no 31128.



Please ring Mick Popka on: 07766 785563 or email: [mick.popka@gmail.com](mailto:mick.popka@gmail.com)

## PARTS WANTED Continued

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

**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

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

**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

**WANTED:** Long slot Normale grille

**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

**WANTED:** 'Ladies head' bonnet mascot for an 11BN. **Tel: Stephen Prigmore 07759 372242 email [stephenprigmore@hotmail.com](mailto:stephenprigmore@hotmail.com)**

**WANTED:** 1 or 2 Pilote wheels. Contact Dan Upchurch **tel 07831548803 or email [dan.upchurch@mcgrigors.com](mailto:dan.upchurch@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 7318, 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@gmail.com](mailto:vicmarnic@gmail.com) Tel/fax 0033 233 610 015.**

## ACCESSORIES WANTED

**WANTED:** Marchal 12 volt Supersport Ignition Coil. It is red in colour. Must be new old stock or in correct working order. See photo on the left below.

**WANTED:** Marchal 12 volt Ignition Coil. Mainly silver in colour. Must be new old stock or in correct working order. See photo in the middle below.

**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. See photo on the right below.



**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

**WANTED:** Dashboard mounted map reading light - see photo below.



**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

## MISCELLANEOUS FOR SALE

**FOR SALE:** "Long Live the Traction" a 39 page coloured booklet brought out in 1984 to celebrate the 50<sup>th</sup> anniversary of the Traction Avant.

"Running in your Citroën" a 19 page booklet dated 1945 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**

## MISC. FOR SALE Continued

**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:** Citroën Traction Avant Tariffs (sales price lists) No.66(a) 15/10/1945. 69D 1/5/1946. No.70 2/10/1946

**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

## MISCELLANEOUS WANTED

**WANTED:** Citroën Revue Issue No 6 March 1995.

**Tel: Den Hewitt 01934 834274 or email [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**

## tocspares hotline



01243 511378

Chris Treagust

98 First Avenue

Batchmere

Chichester

West Sussex

PO20 7LQ

email:

[spares@traction-owners.co.uk](mailto:spares@traction-owners.co.uk)

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