

Floating Power

September/October 2012



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

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



**TRACTION
OWNERS
CLUB**

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Floating Power is the official magazine
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Missing magazine?

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

The closing date for input
for the Nov/Dec edition
of **Floating Power** is Sunday 16th September

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

2278 Mr. Brian Alford, Plymouth, Devon
2279 Mr. Ian Mills, Portsmouth. Hampshire
2280 Mr. Paul Burke Kennedy, Blackrock, Co. Dublin
2281 Mr. John Stanfield, Bath, Somerset
2282 Mr. Ian Gosling, Faversham, Kent
2283 Mr. Michael Shoobridge, Whitstable, Kent
2284 Mr. Christopher Walker, Wymondham, Leics
2285 Mr. Duncan Macrae, London
2286 Mr. Andrew Hephher, Welwyn Garden City, Herts

welcome

At the time of writing this editorial due to a serious illness in the family I am unsure if Liz and I will make it to Harrogate. Also if this issue is late then I apologise.

Elsewhere in this issue, as well as the usual favourites, you will find a Club Spares update, the TOC 2012 Annual Accounts, more information on the implications if the exemption from licensing of Funeral and Wedding Cars is removed; the consultation period has been extended to 10th September so if you haven't objected then you must do so, and a report from Robin Dyke on his research into Traction body numbers, in TOCtech something on Robri's and an article to complement it on polishing aluminium. Then there is a report with pictures on the Annual Rally. Also an article from Drew Almond on how he came to own a Traction.

Den Hewitt

COVER IMAGE:

The courtyard behind Attingham Park
(Sunday afternoon on the 2012 Annual
Rally).

Photo courtesy of Sue Dyke

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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.

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President's Ponderings



Photo courtesy of Keith Norris

Well, it's all over then – I mean "Arrogit", of course but not at the time of writing which finds me still in panic-mode putting finishing touches to the Cloverleaf while the incessant rain now threatens the very existence of any meeting – and this coming Sunday is St. Swithin's Day! I really don't think I could face another 40 days of this dismerable weather. Hey-ho. I just hope that by the time you read this dear old St. S. has done his thing and we have all enjoyed ourselves whilst basking in glorious sunshine overshadowed only by the threat of more hosepipe bans.

In the meantime despite the risk of the annual rally in Shropshire being overshadowed by the ICCCR, Martyn Baker (ably supported by Diane) put together a most enjoyable package which was well supported ensuring a superb weekend was had by all. Like so many of our previous rallies, it introduced us to hitherto unknown areas of the UK – even though some of us had passed incredibly close to the area when we did the "Black Country" a few years ago. From my point of view there was only one disappointment and that was the lack of "Concours" entries – only five in total. Before I say more I shall also add that, wearing a different hat, it was bliss because the judging took less than an hour. (Judges normally have to devote several hours to the scrutineering and, as a result, almost invariably miss out on visiting one or more of the rally's organised attractions).

Over the years the general standard of members' vehicles has risen sharply and the TOC has therefore introduced a number of changes to the "Concours" categories in an effort to ensure more cars are recognised. However, we only awarded

just over half the available trophies last year and this year there were only five trophy winners plus the "People's Choice" and "Disaster of the Year". Just what has changed to cause this (apparent) on-going decline in entries because, in my opinion, it has not been lack of suitable vehicles present at our meetings. Is it simply a general lack of interest in the Concours or are members not happy with the way it has been run in the past? From a judges point of view I question if we should consider abandoning it altogether and just retain the "People's Choice" for simplicity. In honesty I would not want that because, now that the 5hp is about to emerge from its cocoon, I too might like to enter in future. (With that thought in mind I must thank John Oates and Pete Marley for their invaluable support with the judging 'cos they could be on their own next year!).

I am sure there are lots of differing opinions so I would like the whole concours subject to be debated in the correspondence pages of future issues of FP. Feed-back is needed – especially if it is perceived that something is wrong.

Sadly, we have just learned that PSA have announced redundancies and closures on a grand scale in France. One of the main sites due to close is Aulnay – home of Citroën Heritage (the Conservatoire). We can only hope the action being taken now will safeguard the long-term future of the Marque as well as the heritage.

I am sorry to say that, despite my optimism last issue, the Picasso is now deceased. It appears that the broken rocker arm was only the tip of the iceberg and misfortune had also spread to the lower reaches of the engine. Why can't they build cars like they used to? Luckily I do have the Traction to fall back on so I am not under pressure to replace it immediately I wonder, in light of the news above, if there will be any good deals to be done on new Citroëns in the next few weeks

Anyway, I've more important things to worry about right now so I'm off back to the garage to fiddle with my wiring and I hope that before you read this we have all had a ball in Arrogit!

Bernie Shaw

PS. "Lou-Lou" passed her first MOT on Tuesday 25th July



and took me to the pub on Wednesday to celebrate!



Chairman presenting Martyn Baker with the "Disaster of the Year" Award at the Annual Rally. Photo courtesy of Steve Wright.

Thank you to Martyn and Diane for an excellent rally in Shropshire. It is an area that John & I didn't know at all so really enjoyed exploring it and will certainly go back. The climb up Long Mynd was beautiful with such spectacular scenery. Also an excellent choice of hotel - The Buckatree was first class with a really nice meal and entertainment on the Saturday evening. Well done to you both!

By the time you read this the ICCCR will be over so I should imagine there will be lots of reports in the next Floating Power. I hope I return home hoarse from too much talking...

Our next events are the NEC and then the AGM. Please contact

Mick Holmes if you are able to volunteer some time to help out on our TOC Stand. It is always a good show and you do get time to go for a wander around as well as meeting friends old and new.

This year our AGM is in Stratford. Please come along and support us – we need more members to take an interest in the running of the TOC by attending events and having your say. Also it is a chance to have a nice weekend away before the madness of Christmas. If you wish to book a room please let Paul know as soon as possible. If the numbers continue to drop we will have to decide if a weekend event is feasible or just have the AGM on a Sunday as we did years ago. What do you want?

The Committee would love you to use the Correspondence pages in Floating Power to have your say on anything – what do you think of Concours – see Bernie's ponderings? Do you want an AGM social event? What else do you want the TOC to do? Comments on Spares and the Shop? Come on – let's 'talk'. Criticism and positive comments will all be welcome. We can't change if we don't know what is required by you.

My appeal this time is still for volunteers to fill committee posts. We are still looking for an Editor to take over from Den in January? Want to know more? Then contact Den who will tell you – warts and all. Also if you like taking notes and typing then we need a Secretary – John Osborne will be the person to tell you more about that particular role.

Also tell us where you have been in your Traction this summer? What events are going on in Europe and Overseas? What jobs have you tackled on your Traction?

Do share your stories – we always need more articles please – with photographs if possible. Also do you have any nice shots for the 2013 Calendar? Remember this year's deadline is 23rd September.

Bev Oates

In Committee

Committee meeting held in Steventon on 17 July.

10 committee members attended plus 3 observers.

Summary of main items discussed:-

Floating Power – need to encourage more members to send in articles. The printers have agreed that the numbers of pages can be changed each issue subject to content.

Committee Posts – still have vacancies for Editor and Secretary. Tony Malyon and Bev Oates have agreed to continue as Treasurer and Chairman respectively.

Treasurer's Report – annual accounts to be published before AGM. Club has total funds of £38,611.65.

Club Shop – feedback on new stock gained at the annual rally. New stock to be ordered and taken to the ICCCR. Stop Press on the FP envelope can be used to advertise new stock or sales.

Spares – turnover of £35K since 1st March. Chris trying to source new Slough bumpers. Two pairs of front wings to be ordered. Lucas and SEV wiper motors needed – anyone have any or know of any stockists?

Tools – most Section Co-ordinators have new tool sets complete with a list of contents and user instructions. A deposit of £250 will be required and banked before tools can be borrowed. A contract and disclaimer are being developed so that members know they use the tools at their own risk – the TOC is not responsible.

Social – excellent annual rally in Shropshire thanks to Martyn and Diane.

ICCCR – TOC needs volunteers to help in the Club room each day 11-3 plus the Charity Rides on the Saturday and Sunday. Names to Bev Oates

NEC – being organised by Mick & Moira Holmes. Theme being used is "First to Last". Volunteers needed and all will be asked to wear a TOC polo shirt so easily identified by the public visiting the Stand.

AGM – the committee would like to encourage more members to attend both the social event and the AGM itself. There needs to be a discussion on why members are reluctant to get involved.

2013 Rally – being arranged around Bury St Edmunds by Jasmin Gagen.

2013 Chateau du Ludaix weekend – now full with a reserve list.

Membership – still 120 members not renewed their membership. Reminders will go out soon. Committee to look at the feasibility of Direct Debit payments. The Committee also considering an Internet membership but only for members outside Europe. They pay much more for postage but rarely benefit from the mainly UK based social events.

AOB

Technical DVD's – all Floating Powers are being scanned and will be on the TOC website and available to members in the near future. A search facility is being developed. If this is successful then there will be no need for a DVD to be produced. No definite decision made yet until web system has been tested.

Minutes – the Archive is missing some sets of Minutes from various dates in the 1980's. If members reading this were active members of the Committee at that time and have retained all their old Minutes please contact John Osborne.

Next meeting will be held on Sunday 30th September 11.00 at Tickford Community Hall, Newport Pagnell – all welcome.

Bev Oates

TOC Spares Corner

I thought it was time to write another report on Spares as it has been a couple of issues of Floating Power since I wrote the last one.

Trade has been extremely brisk with some £35,000 worth of spares including VAT being sold since March the 1st 2012.

The high turnover of spares has given us an edge on holding prices down and the stronger pound to the euro has also helped to hold prices stable. But how long for is anybody's guess.

I have put on hold the Alternator project mainly due to lack of interest; only one person showed any interest in possibly changing either their 6 volt or 12 volt dynamo to an alternator.

I have however increased our stocks of 6 volt and 12 volt dynamos and starters as I managed to purchase extra ones from the Rochester spares that John Gillard had.

I am now wanting to purchase more 12 volt and 6 volt wiper motors, Lucas for Slough Cars and SEV for French.

If anyone has any surplus to their requirements I'm ready to purchase as long as they are able to be overhauled and not too expensive.

The other area that I could do with some help and ideas for is Slough bumpers. The bumpers I have are all damaged and in need of repair and rechroming; there lies the problem as by the time we have the bumpers stripped, checked and repaired then rechromed the cost has gone through the roof. Rough estimates are around £500 to £600 per bumper. The alternative could be new bumpers or new stainless steel bumpers. The only down side I can see with this is the shape of the bumper could cause problems. If anybody has any ideas or views please contact me, also anyone interested in new bumpers please let me know as quantity normally brings down the price.

There has been a steady increase of new spares. I intend to give a full list in my next report in Floating Power; 'till then happy motoring and if you need spares phone the Spares line on 01243 511378 or email me on the Spares email address.

Chris

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,

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



TOC 2012 Annual Accounts

Profit and Loss Account Year ended 31st March 2012

	2012	2011
	£	£
Turnover	50,478	49,479
Cost of Sales	<u>35,109</u>	<u>30,219</u>
GROSS PROFIT	15,369	19,260
Administrative Expenses	<u>27,403</u>	<u>25,176</u>
	(12,034)	(5,916)
Other Operating Income	<u>21,721</u>	<u>21,898</u>
OPERATING PROFIT ON ORDINARY ACTIVITIES BEFORE TAXATION	<u>9,687</u>	<u>15,982</u>
Tax on Ordinary Activities	<u>5</u>	<u>9</u>
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX	9,682	15,973
GENERAL FUND BROUGHT FORWARD	<u>127,426</u>	<u>111,453</u>
GENERAL FUND CARRIED FORWARD	<u><u>137,108</u></u>	<u><u>127,426</u></u>

Balance Sheet at 31st March 2012

	2012	2011
	£	£
Tangible Fixed Assets	2,022	578
Investments	750	750
CURRENT ASSETS		
Stock	89,783	82,465
Debtors	3,818	7,331
Cash at Bank and in Hand	43,694	37,429
CURRENT LIABILITIES		
Creditors falling due within one year	<u>(2,959)</u>	<u>(1,127)</u>
NET ASSETS	<u>134,336</u>	<u>126,098</u>
CAPITAL AND RESERVES		
GENERAL FUND	<u><u>137,108</u></u>	<u><u>127,426</u></u>

These are being published ahead of the AGM which is to be held on Sunday 25th November 2012 at the Stratford Manor Hotel, Stratford-upon-Avon

Any questions or comments can be emailed to: <treasurer@traction-owners.co.uk>

Explanatory Notes on the Accounts

Headlines

- Net profit before tax was down by £6,295. (This is in line with previous variations)
- Cost of sales increased by £4,890
- Turnover was up by £1,000.
- Administration Expenses are shown as up by £2,227*.
- Fixed assets value increased by £1,444 including upgraded area tool kits.

Background

- 2011-12 represents the return to normal fluctuations from year to year, the general trend being within the normal range of parameters.
- Spares levies were up by £131 and Subscriptions were much on a par with last year (only down by £238). Advertising income also down by £71
- Administration expenses: -
 - *(The £2,227 is distorted by fact that I omitted to apportion pre-payment of Mar/Apr FP 2011 mailing of £652 in a previous account, and the increase was in fact £1575).
 - Floating Power costs up by £803, (Increase in printing cost)
 - Increase on storage cost for spares, (£700), hire of meeting rooms, (£100), and some committee members claimed expenses for travel to meetings, (£259) (For years no one has exercised their entitlement to reimbursement, but recent fuel price increases have led to some claims).
 - A small increase in telephone expenses of £100 and the allowance for depreciation of fixed assets increased by £408.
 - Events cost up by £305 (covers NEC and AGM).
 - Website - the 2 yearly fees were due £172
 - Overall other postage was down by £100. (But rates have now increased from April this year)

Tony Malyon (Treasurer)

18th July 2012

Could We Soon See The End of Classic Wedding Cars

There is a long tradition for a bride to choose a beautiful classic or vintage car to take her and her father from home to the venue of the wedding ceremony and then after the ceremony on to, with her husband, the reception.

This may not be possible in the future under proposals being put forward by the Law Commission.

Local councils across the country have different laws and regulations regarding private hire and taxis and the standardisation of these is long overdue; it is right that the commission looks at it.

Under all previous relevant laws wedding and funeral cars have always been exempt from licensing.

The commission has made proposals for the much needed reform but buried in the multitude of clauses is "Weddings and funeral cars would no longer be exempted under primary legislation".



Having been hiring my Tractions for weddings for just over 6 years I would think that well over fifty percent of wedding cars are supplied by small companies or individuals, with just a few cars, to whom the cost of licensing would be prohibitive.

Each individual car would need to pass a local authority test (see in the next column an example of current costs). The vehicle owners/companies who operate the business would need a private hire operator's licence and all drivers would also have to be individually licenced. The really difficult part would relate to the drivers who would normally be driving for weddings on just a small number of weekends in a year. They would also have to be licenced which involves having to take the DSA (Driving Standards Agency) private hire/taxi driving tests, have a CRB report (Criminal Records Bureau), as well as a group 2 medical examination and probably take the "knowledge" test.

One other problem is that under present law cars licenced for private hire use can only ever be driven by fully licenced private hire drivers which means your wife or friend cannot drive the wedding car to a car show, the shops, in fact never on the public road even for a road test following work on the car unless they hold a full private hire licence.

Fortunately there is a proposal in the Law Commission's proposals to drop this awful condition, having said that it does not have to be dropped in the final new law so may well still exist when ultimately passed by parliament.

You can read the full proposals online at:

<http://lawcommission.justice.gov.uk/consultations/1804.htm>

Let's hope that the Law Commission have included wedding cars in their proposals by mistake.

For your MP and contact details go to: http://www.direct.gov.uk/en/diol1/doitonline/dg_4018047 then click "Find your MP"

**Den Hewitt
Traction Wedding Cars Ltd**

If objections to wedding cars becoming private hire cars are not made you may well find in a few years time there are virtually no classic or vintage cars to choose from and any left will be very expensive indeed.

Just think what would happen if a bride did find a car and the driver goes sick the day before the wedding and a replacement fully licenced driver could not be found?

Then the car would have to be cancelled at the last minute leaving absolutely no time for her to find a replacement from one of the few remaining companies prepared to hire wedding cars.

I did approach North Somerset Council a couple of years ago and took my Légère along for them to look at. I came away disappointed – not because of the costs involved but because of the work that would have to be done to get through the test. My Légère dropped a small drop of oil while I was there. "Is that oil?" I was asked. "Yes" I replied. "Then it will fail" was the reply. I was also told that the car would have to be fitted with front and rear seat belts.

Example costings for licensing cars and drivers.

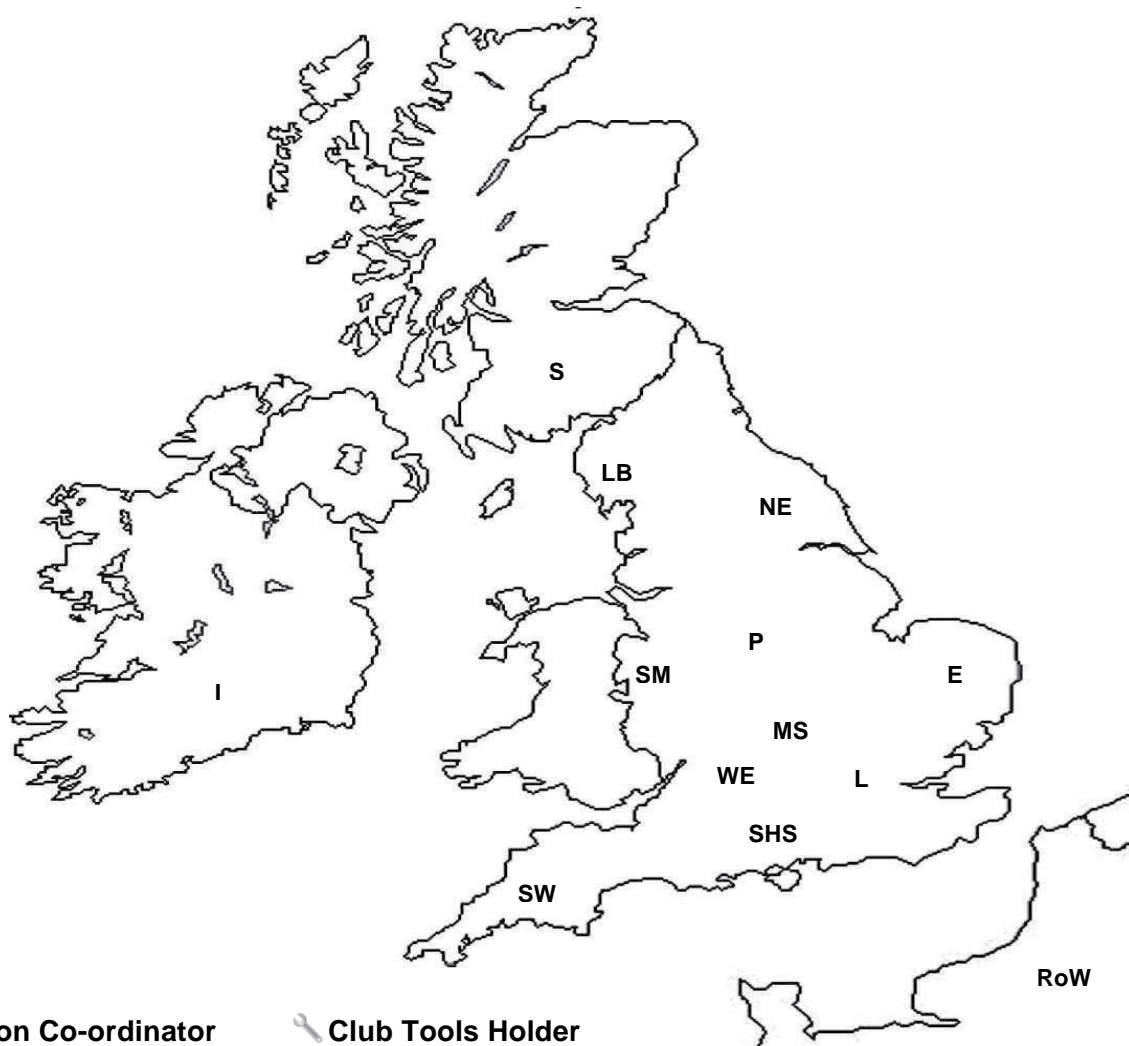
Cars	Annual Costs
Twice yearly testing	£522 (per car)
Owners	
Operator's licence	£169
CRB report	£ 44
Drivers	
Private hire licence	£100
DSA test	£ 96
CRB report	£ 44
Medical	£ 90 (Fees are set by the medical centre used and will vary)
Totals	
The total annual cost for an owner to hold an operator's licence, driver's licence and have one licenced vehicle would be £925. Each additional car would cost £522 and if the owner were to pay for the licencing of drivers the cost would be around £330 each driver.	

Is an occasional driver is going pay £330 out of his own pocket just to drive wedding cars on ten or twelve weddings a year?

These occasional drivers are essential to drive wedding cars. Those driving classic or vintage wedding cars are usually around retirement age but because of their age have the proper skills to drive these wonderful old cars. Many young drivers of today are not aware of the care required when driving classic and vintage cars.






















If you want to save one of this country's wonderful traditions then please object to the Law Commission proposals and get your MP on side as well. Don't let faceless bureaucrats take away part of the greatest day in the happy couple's life.

Email the law commission at tph@lawcommission.gsi.gov.uk and refer to "Taxi and Private Hire Consultation" with your objections to the "Weddings and funeral cars would no longer be exempted under primary legislation" clause, also that you agree with the dropping of the present 'licenced drivers only' condition.



 **Section Co-ordinator**

 **Club Tools Holder**

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Section News

Scotland

All Ireland (CCC) Rally, Dublin.

Smithy and the Burnetts attended this Rally again - Smithy in his DS4 and Sheila and Andy in the Big 15, and again it was very good and enjoyable.

However, the journey down through Northern Ireland was in high winds and sheet torrential rain, accidents everywhere, could hardly see the road for spume off tyres, with the wee Traction wipers doing their best, with windscreen misting up inside too - it was not funny!!

Nearer our destination, the weather cleared and it remained so for the whole weekend.

Great hotel as a base in Dun Laoghaire, overlooking the harbour, and Saturday was for exploring the sights and sounds of Dublin. Evening saw a full house for the special dinner, and as this event is as always open to all the Citroën Clubs, it was great to meet up again with old friends and make new ones in great company and atmosphere.

On Sunday morning we all set off on a long journey through the beautiful Co Wicklow countryside - by now over 60 Citroëns' strong - with a coffee stop then on to a famous country inn with a private room for our lunch and get-together. Speeches and prize giving thereafter, and I would not have liked the judges job given the extremely high quality of the many Citroën models present.

Congratulations to all the organisers and helpers for organising such an excellent rally, and would recommend to all to attend any future rallies there as you are assured of a very warm welcome and you will enjoy the company!

Ah, yes - the Big 15 won the award for best Traction. Sounds good, eh?? er,- but there were only two tractions there!!.

The other local news is that Wendy and Ian Nairn - ex long term Scottish Section Secretary, has sold his Light 15 (KUA 444) which he had owned for 22 years, and, as it was not now being used much, they felt it was time to move on. When Ian bought the car 'way back then' it was from the then Scottish Section secretary, and he had to inherit the job with the car, which he carried on for over a decade!!

We will miss their company at rallies, but hope they will continue to join us at social events "sans traction".

Kenny and Julie Cocker have also decided to call it a day on their small Traction wedding hire venture, and as you will have seen in the sales section they are offering all their beautiful Tractions for sale. We wish him well on the sales - but at the same time quietly hope he keeps one so that they continue to come to our get-togethers as in the past!

Keep in touch, Smithy.

For details of future planned activities contact:

Ian Smith Telephone: 01224 715221

email - smithy777@btinternet.com

North East England

The summer of 2012 is becoming known as the year of floods and washouts. In fact as I write this it is raining again here in Northumberland and the forecast doesn't sound good. Undaunted Tractionistes in the North ploughed on. We first met at:-

Wallington Hall on Sunday 20th May

It had been pretty wet running up to the NECPWA get together and they positioned the cars carefully on the lawn by the side of the Hall. Initially, Wendy, me, Ray and Margaret Andrews turned up and then in glorious splendour Ali arrived and just stopped on the road in front of the gathering and was ceremoniously pushed out of the way. He'd come 50 miles without trouble and the car refused to start. Bonnet up we found a loose distributor and Ali tightened it up, and with Rays help guessed the timing and away she went.



The sun shone and we had a good natter.....some ladies with wine, I recall.



Hexham on Saturday 7th July

I received a written invitation to join in the Army Day and Jubilee Celebration Day Parade in Hexham from the office of the Mayor of Hexham. Could we dress our cars accordingly and of the 30 or so cars invited the owners had to vote for the best dressed car and the Mayor would present a prize to the winner. Fortunately, 3 weeks earlier the Olympic Torch had come past our house with all the razzmatazz and our Traction had stood proudly on the drive as the procession went by.....in the rain....so the bunting came out again and Wendy dressed her up in red, white and blue streamers. Our granddaughter joined in the fun, and like us all dressed in red, white and blue. Surprise, surprise we won and were presented with a picture of two German (mmm??) classic cars.



Our granddaughter is suitably very proud of her granddad's old car.

Newby Hall Sunday 15th July

As you all remember, it rained and rained with floods, swollen rivers and fields underwater. The Great Yorkshire Show was cancelled and regrettably the north east's largest Classic Car Show also went the same way.

By the time you read this the ICCCR will have come and gone on the Great Yorkshire Showground in Harrogate and we just hope the weather improved.

Beamish Open Air Museum Sunday 30th Sept

Once again we join in with the NECPWA end of season rally at Beamish Museum. We have access to the Museum from the showground. A full day if you want to see it all. NECPWA driver and passenger get in for free and extra passengers £5 each. Well worth it even if you've been before. All comers are welcome. Meet at 10.00 to 11.00 am in the show field (well signposted).

For details of future planned activities contact:

Graham Handley

Telephone: 01661 843493

email: grahamhandleyhandley@btinternet.com

West of England

As the year continues on its scorching way we are coming round to looking at our next local event. As previously advertised, Nic Shaw has kindly volunteered to organise this. His email is below, which sets out the proposal.

So, can folk let him, and me, know if you propose to come. Should be a grand day out.

Sept 2nd It is all systems go for the Helicopter Museum Run on 2nd September. The start will be from The Wessex Flyer, Hengrove Leisure Park, Bristol, BS4 1UD, which is on the site of the original Bristol Airport at Whitchurch. 10.00 am for 10.30 start. The route goes around the new Bristol Airport before going on to The Museum at Locking. Full route books with information about the route will be provided. Parking has been reserved at the museum where people can picnic or use the cafe which is there. (Cheap and cheerful is how to best describe it). We have reduced entry to the museum - £5 each or £4 for OAP's providing that we get at least 12 people. The route is 51 miles.

Nic needs to know how many people/cars will be coming so that he can print the route books and let the museum know how much space we will need. Phone him on 01749 675384.

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

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

Peak

Our June meeting was held at the Knockerdown Inn at Carsington and it was great to have 20 people there – not many Tractions as it was an extremely wet day. The planned walk around part of the reservoir was cancelled due to a lack of wellies and willing participants!

There was no meeting in August due to the ICCCR.

Our next meeting is our annual trip to the Yew Tree in Cauldon – a 'must' if you have never been. Cheap good beer and the best pork pies in the world!!

This will be on Sunday October 7th at 12.00.

See you there,

Bev & John

For details of future planned activities contact:

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

Telephone: 01629 582154

Surrey, Hampshire & Sussex Borders

Considering the awful weather we have been having we were really lucky for the trip to Standen House in May; really good turnout.



The courtyard at Standen House

The picnic at Margaret and Michael Rolfe's in June was very well attended.



Thanks to Margaret and Michael for finding tasty Cornish pasties and the cider was flowing; we did have a friendly game of Boules which was won by Peter Simper.

Regarding attending charity classic car meets it went down hill from then.

We cancelled going to the Clandon Park in July owing to awful weather, and met at the Fairmile instead. As it was short notice I was pleased to see so many of you, more than had booked, to go to Clandon. We welcomed a new member Craig Fergus, and were pleased to know he had purchased Robin Jones' car. Nice to know it is still in the area.

John and I did have a pleasant surprise at the Ripley Surrey, Classic Car Show and Fete run by the Rotary Club of Ripley and Send. We won best in class, and second in show, with Bertie, our 1924 Citroen Cloverleaf and were awarded a red rosette and two bottles of sparkling wine.



Section News

The proceeds this year went to the Surrey Air Ambulance, and joy of joy's it stayed sunny. This is one of the additional events John and I like to attend. I was pleased to meet Patrick Russell-Jones, there, who is slowly restoring his new acquisition, a Slough Built Traction. We had a chat regarding the Le Vie en Bleu event at Prescott which he attended.

September 16th Our outing for will be to the Basingstoke Canal for a trip on The John Pinkerton Canal boat. Leaving from Colt Hill Wharf, Odiham Hampshire at 2.30pm. This is approx. a 2 hour boat trip. Picnic by the canal or book your table at the Water Witch pub. Tel 01256 702778. Meet at the Fairmile 10.30a.m or see you there. Please phone Helen to book the boat trip.

4th October Amberley Museum. For the Autumn Vintage Vehicle show. Leave The Fairmile 10am or see you there, in the public car park.

18th November meet at The Faimile, Cobham, for our winter meeting from 12noon.

16th December Christmas lunch in The Malting House, at The Barley Mow, West Horsley, Surrey. Contact me and I will put you on my booking list and send you the Christmas menu.

TOC members, relatives and friends are welcome to our trips and meetings.

Please do not hesitate to contact Helen or John at any time if by phone please leave a message and we will return your call. 02083 307216 or e-mail helenshelley@msn.com

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

KOP HILL Climb Sunday 23rd September 2012

Originally run from 1910 – 1925 this hill climb for classic cars and motorcycles was revived in 2009 and increases in popularity every year.

This year TOC member Bob Street has entered his Traction and I'm sure he would appreciate some support, if only to pick up the bits that fall off. So I'm suggesting a club picnic on the Sunday to cheer him on.

Kop Hill Road, Princes Risborough, Buckinghamshire, HP27 0LB. www.kophillclimb.org.uk

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 - jasgagen@btinternet.com

South Midlands

For details of future planned activities contact:

Simon Saint Telephone: 01905 454961

email: janeandsimonsaint@hotmail.com

Rest of the World (RoW)

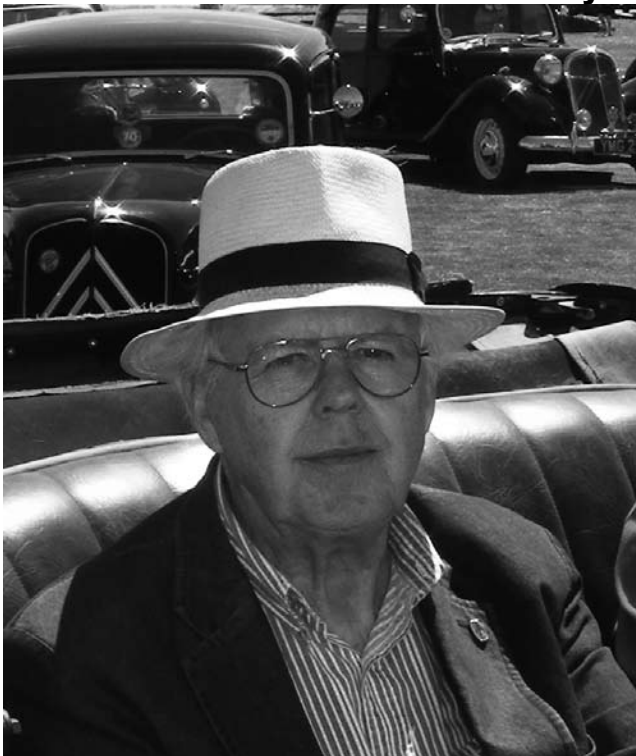
Walter & Noëlla Callens

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

Obituary - Ian Middleton



Sadly, Cornwall 'Traction' enthusiast Ian Middleton passed away in May. Ian was the proud owner of a 4 Speed, Maroon Light 15 and was also a keen motorcyclist. His two wheeled collection included an Indian V-Twin, a Vincent Comet and a Cami-Velocette.

As a retired lecturer in Graphic Design, Ian was the obvious choice to create the signage, logo and handbook for the 2009 TOC Annual Rally. Many of us still proudly display Ian's inspired "Float in Power to Cornwall" logo on our screens.

He was a regular at South West meetings and his enthusiasm, wit and wisdom will be much missed. Ian is survived by his wife Elizabeth and son Ben.

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 Nov/Dec 2012 issue of Floating Power is Sunday 16th September

Dear All,

I am sure that everybody will join me in complimenting and thanking Martyn & Diane Baker for organising this year's TOC Annual Rally in Shropshire. The hotel near Telford was a good choice, and the evening meal on the Saturday was most enjoyable. Earlier that day the drive up the Long Mynd was certainly memorable. I had no idea the scenery was so spectacular, nor some of the lanes so narrow. The museum at RAF Cosford was particularly impressive. Sunday was much more gentle drive, and although it was bit blustery at Virconium (Wroxeter) it was sunny at Attingham Park where I think I counted 27 tractions displayed around the courtyard. Altogether it was a most enjoyable weekend – many thanks to Martyn & Diane.

Robin Dyke

Hello Den,

When John Stewart renewed his membership he sent me the attached letter. I then contacted him to ask if we could publish it in FP.

"Of course you can" he replied. "The article in FP revived a few fond memories of that time for me. It's a shame I didn't meet Rupert Davies. That would have made my day!".

Regards, Bev

This is John Stewart's letter.

Dear Bev & John,

Just a note about the Rupert Davies article in the Nov/Dec 2011 issue of Floating Power.

I had my first Traction in 1960 when I was 18 yrs old. It was a low mileage maroon Light 15, regn. JRP 399.

I purchased it from Abbotts Garage, Eads Barton, for £325.00. At that time Abbotts Garage was the main Citroën Agent for Northamptonshire. The Light 15 had only one previous owner, and he had traded it in for a new DS 19.

At the time there were about 7 Tractions within a 15 mile radius of Northampton. Including mine there were 4 Light 15's, 1 Big 15 and 2 Sixes. We vaguely new each other, and when we saw each other on the road we would flash our headlights in acknowledgement to each other.

There was also another Traction that used to appear periodically. It was impressive and very fast. After a few periodic appearances and sightings on roads in the Northampton area the Traction would flash its headlights in recognition. It would also be seen, during these appearances, parked outside a house in a salubrious part of Northampton.

Recently, all was to be revealed to me about this mysterious Traction.

My partner of 20 yrs, seeing the article about Rupert Davies commented – "Oh I know him, it's Rupert Davies, he had a car like that. My parent's next-door neighbour

was related to him and he occasionally used to visit her for 2 or 3 days. We often used to have a chat, and he once gave me a lift into town in that car."

After 51 yrs, the mystery Traction and driver has finally been revealed to me. My partner of (I repeat of 20 yrs) knowing of my passion, boring her about Tractions, and the tale of the mystery Traction that parked near where she lived, has only just revealed to me who it was, Rupert Davies: aka Maigret! As for matters of importance that's "wimmin" for you.

I would appreciate it if you could give me Jamie and Andrew's contact details please. They used to work on my Big 15 and 6H at the Arch some years ago.

With kind regards, John Stewart

Dear TOC Members

As many of you know, I have been trying to find methods of working out when Tractions were built, particularly as most of the records from Slough have been lost. Almost every week one or two owners will ask me to help date their cars.

One approach has been to use a database, hoping that a new car can be fitted between cars with known provenance. Another approach is to use the published ranges of chassis serial numbers for each model and for each year, and then to estimate how far through the year the car was made.

A third approach would be to do something similar with the coque number, but this is only present on cars built in Paris or Forest. Owners of Paris cars can buy accurate data from the Conservatoire Citroën (for 50 Euros), but this service is not available for Slough cars (which do not have a coque number).

This is a request to all owners – please would you send me as many details of your car as you can. Ideally I would like

Registration number (and previous registration numbers).

Chassis serial number – usually 6 digits (some Slough cars have a 9 prefixed) (some Forest cars have 7 digits).

Coque number – this is a coque code of 2 letters and a coque number of 4 or 5 digits.

Carrosserie number (rare) – stamped on the cross member under the front seats, or on the bulkhead, or in later cars under the dash by the glove locker.

Slough body number – on a small plate welded to the right jamboneau near the starter, painted over and disregarded, but of interest to me. (If you have sent this to Den Hewitt already then there is no need to send it to me).

Engine number (and previous engine numbers) – usually 2 letters and 5 digits.

Any history, past owners, colour(s), photos, etc..

If possible I would prefer numbers taken from the car –

Correspondence

they may differ from those in the log-book.

Here is an interesting theory to ponder upon – I believe the numerical parts of the coque, carroserie, body and engine numbers are unique and were allocated sequentially in date order. The very few duplications that I have found usually involve a suspicious record.

Robin Dyke, 01865 858555
traction.owner@btinternet.com
18 Henfield View, Warborough, Oxon OX10 7DB

Hi Den,

In the last FP Nigel Webb wrote of a 1938 Popular 12 he owned for many years. This model is a curiosity as it was essentially a Paris built Légère, with all the characteristics of a French-built car, but right hand drive, with the speedometer and fuel gauge calibrated in miles and English respectively. The chassis plate implies that the car originated at Slough. The aim of Citroen was to provide an entry-level Traction Avant with the smaller engine (1628cc.) and basic interior priced at £212. However it seems that the English market demanded finery, so very few of the basic versions were sold. Perhaps it is unsurprising that this car was originally sold to a Scot, who prized built-in quality above bolt-on. It seems that this car is the sole survivor of its type.

Nigel sold it in late 2008.

It was exhibited - without the owner's knowledge or consent - at 'La Vie en Bleu' at Prescott in May 2009, and a photo of it is on page 9 of the July/August 2009 issue of FP.

Since then, the car has after extensive work been put back on the road. While I did not get involved with welding or painting the body, I did everything mechanical. Attached are more recent photos of the car.



Yours, Jonathan Howard

Dear Den,

I am surprised that the committee has decided to replace the Technical DVD with scanned copies of Floating Power on the TOC website. Many members will have a collection of copies of Floating Power with a considerable material value, which will be debased if scanned copies are put on the website. They will be read not just by those TOC members who have internet access, but by non-members who have "acquired" passwords. About 12 years ago at an AGM in the Midlands, I recall our current chairman leaping to her feet, vociferously protesting against a proposal to put Floating Power on the website. "It is ours!" she declared, "we paid good money for it! Why should we let anybody else read it for free?" I totally agree with her views. Furthermore I doubt that search facilities can be achieved on the website (within our budgetary means) which could in any way compare with those on the Technical DVD. Surely the committee will want to seek the views of all TOC members before this decision is implemented.

Robin Dyke

Hi Den,

A friend of mine from Dorset saw this Traction at a show nearish to you whilst he was at the Elan 50th celebrations yesterday (15th July).



The car apparently is a Light 15 imported back from New Zealand. I know you are busy with FP but wondered if you knew it?

Regards, Graham Handley.

Sorry Graham I can't be of help as I do not get the details of member's cars anymore.

Den

Hi Den,

I purchased our Traction a couple of years ago with the nationality plate already on the right hand rear wing.



It started me wondering what our particular car had been doing in Morocco and to what extent Citroën had done business there. Any information most welcome.

Stephen Prigmore

Hello Den,

I have found a "new" badge. It measures 6.3cm high, 4.3cm wide, top and bottom 2cm wide, it is slightly spherical. The background is mid-blue in colour.



Do you know something about its purpose and where it had been used?

Kind regards, Hans Peter Duerr

Hi Hans,

I have never seen this badge but suspect that it is pre-Traction.

Regards, Den

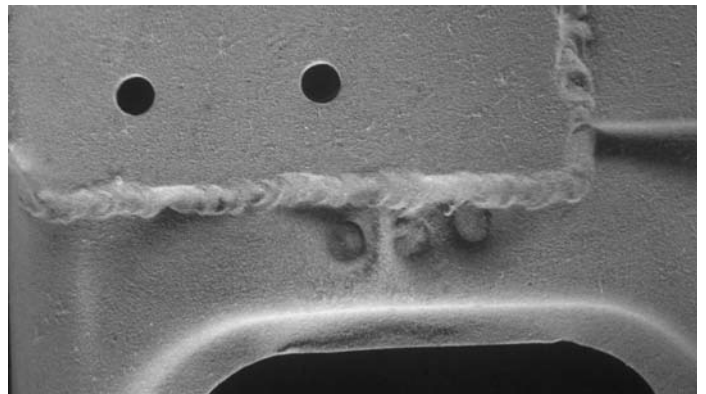
Can anyone help on this?

Dear Den

I thought you might be interested in some photos of my coupe, which Martin Ryland has been doing a superb job of restoring, particularly in view of its very poor state when I acquired it.



The number, which we think is 350, is stamped under the seat support, which has been the attention of some welding to accommodate the English seat fittings.



With best wishes, Roger King, Jersey



TOCtech forum – Issue 66

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

TOCtech is compiled by:
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Traction Body Numbers

Roger King emailed me about the body number on his coupe and as many of you know the sequence of numbering of Tractions is something that has interested me for some time.

I have asked various people about this and I now think that Dominique Bellière is closest to the truth, and that these carrosserie numbers were stamped sequentially as the body parts were assembled for welding.

So I think Roger King's coupe (see Correspondence in this issue) is the 350th ever made (I guess April/May 1934), and was originally intended to be a lhd 7A. It was then shipped to Brook Green, to be finished as rhd.

I don't know if it was one of the first "half-dozen" or the next batch when production was starting in England. So it may have been a complete car in Paris, or a shell (or parts ready for welding).

But it then would have been given an English chassis number, 100623, probably in October/November 1934.

The other car with a similar story is in John Gillard's workshop, being restored for a new TOC member who lives in Switzerland. It had languished in Bryn Hughes' garage for some 25 years. He had started the restoration, but not completed it.

I spoke to him recently, and he can't remember a number on the box section under the seat, but he is not sure. So I shall contact John, and ask him to look.

The chassis number of this Berline is 100244 (an English number). I think it is one of the original "half-dozen", maybe even the Show car.

However I have a new theory about the various numbers used by Citroën.

Engine numbers have a format XX nnnnn – and I have not found any duplications of the numeric part.

This leads me to think that the numbers were issued in sequence in date order – regardless of what type of engine.

Coque numbers were used as the control number on the French (and Belgian) assembly lines.

They have a format XX nnnnnn – and I have hardly found any duplications of the numeric part (and these are probably errors).

This leads me to think that the numbers were issued in sequence in date order – regardless of what type of body.

This date order theory may break down a little in that the managers may have allocated a batch of numbers to one team, and then the next batch to another team – but the second team may have worked faster than the first.

I feel confident that when I gather data on more Tractions, I will be able to show the same applies to the Carrosserie number.

Originally Paris stamped this on the cross-member under the front seats. Later the Carrosserie number moved to the bulkhead, and much later a number (possibly the same concept) is found under the dash by the glove locker.

However on any particular body the carrosserie number was copied to other components (often in chalk or crayon).

It has been reported to have been found on doors, boot lids, the wooden cross member in the roof, and under the rear seat squab.

I think that as the panels were welded together to make a

complete body shell, all these parts had to be kept together.

I have some 30 Carrosserie numbers for pre-war tractions - a mix of 7A, 7B, 7C, 11AL, and 11A models – mostly 1934.

The majority are made in Paris – and the numbers are roughly in date order.

However a sprinkling of Slough cars are in order but later than expected for Paris cars.

This is because in 1934 the body shells were completed in Paris, and then shipped to Slough for final assembly.

Some prototype models were fully assembled in Paris, then disassembled in Slough, converted to rhd, then finished with British parts.

Hans Dürr has the ex-Bryn Hughes 1934 7A Light 12 saloon which was an early prototype at Wood Green.

He also has a 1939 15 Six G which was built in Paris, then rebuilt at Slough.

Later Paris just welded the jamboneaux to the bulkhead (maybe plus some floor component), and shipped this plus all the other body parts to Slough, where they had a jig to weld-up the saloon bodies.

However I suspect they did not have jigs for the roadsters and coupés – so these were fully welded in Paris.

Paris very kindly put a Body number on a plate on the right jamboneau (near the starter), but Slough ignored this number (and painted over it).

I expect my theory will also hold true for these UK Body numbers – I have found no duplicates.

So I think that the body shell of the coupé BTB 387 was welded up in Paris in early or mid 1934.

The Carrosserie number of 350 (by my theory) means it was 350th issued (for any type of car).

Then either the body shell was sent to England for final assembly, or the whole car was built in Paris - then converted to rhd and finished in England.

Probably by then it would have been November 1934 – and it would be called a 1935 model. I think it was originally at the Citroën dealership of Criterion Motors in Southampton.

Brian Lawrence, a director of Criterion Motors was a great enthusiast. He planned to sell it – and changed the registration number to MYM 1.

However a rich passer-by spotted it, and wanted the number for his Rolls Royce.

So BTB 387 became 637 CDL, and was seen on the Isle of Wight. We could estimate the date of 637 CDL.

However it came back to Criterion Motors, and was used as a pick-up truck.

The boot lid had been re-fitted with the hinges at the top (front). Also it had been in a least 3 accidents (and repaired).

Then it was bought by Dave Shepherd (a TOC member), who managed to get the original registration number (BTB 387) back.

Robin Dyke

Robri Accessories

Owners of motor vehicles have always wanted to enhance their vehicles to make them different to standard; to improve them, customise them. One of the ways of doing this has been with after market accessories and a Frenchman – Roger Brillié – created the Robri brand and became, over time, the undisputed master of automotive finery. The Traction Avant was material in allowing him to continue to develop successfully after the 2nd World War. The name Robri became almost a household word in France for aftermarket aluminium embellishments for motor cars; much in the same way as the word ‘Hoover’ became the everyday term for vacuuming.

Robri products were available for Berliet, Chenard, Citroën, Ford, Hotchkiss, Licorne, Mathis, Peugeot, Renault and Rosengart vehicles.

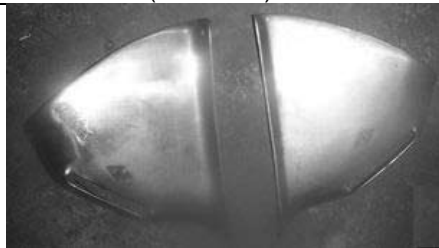
In no part an exhaustive list some of the parts available for the Traction Avant were:

Sabots d’ailes (protectors for the ends of the wings - front or rear). Some sabots d’ailes were designated **Gratte-pieds** (shoe scrapers)

Sabot d’ailes for small boot (malle plat) Tractions

7, 9 and 11CV Légère before 15/6/1937

215	Front short (AV Court)
-----	------------------------



Type 215 Gratte-pieds

272	Front medium (AV Moyen)	55 cms long
-----	-------------------------	-------------

274	Front long (AV Long)	70 cms long
-----	----------------------	-------------

216	Rear	30 cms high
-----	------	-------------

All models 7, 9, 11 CV 16/6/1937 to 15/1/1938

215	Front short (AV Court)
-----	------------------------

272	Front medium (AV Moyen)	55 cms long
-----	-------------------------	-------------

274	Front long (AV Long)	70 cms long
-----	----------------------	-------------



Type 274 Gratte-pieds CV before 15/1/1938

7, 9 and 11CV Légère 16/6/1937 to 15/1/1938

216-B	Rear	30 cms high
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Type 216-B Sabots d’ailes

11CV Familiale before 16/6/1937 to 15/1/1938

238	Rear	30 cms high
-----	------	-------------

All models 7,9,11 and 15CV from 16/6/1937 to 15/1/1938 with Pilote wheels

215-P	Front short (AV Court)
-------	------------------------

272-P	Front medium (AV Moyen)	55 cms long
-------	-------------------------	-------------

274-P	Front long (AV Long)	70 cms long
-------	----------------------	-------------

274-FM	Front with ribs (AV Faux Marchepied)	70 cms long
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11 and 15CV from 15/1/1938 with Pilote wheels

216-GS	Rear Grand Sport	50 cms high
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Type 216-GS for the right rear wing

9 and 11CV Légère from 15/1/1938 with Pilote wheels

216-L3	Rear short	30 cms high
--------	------------	-------------

11CV Normale and 15CV from 15/1/1938 with Pilote wheels

216-N3	Rear short	30 cms high
--------	------------	-------------

11CV Familiale from 15/1 1938 with Pilote wheels

216-F3	Rear short	30 cms high
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Sabot d’ailes for big boot (malle bombee) Tractions

223-AR	Rear of front wings
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224-AV	Front of rear wings	46 cms high
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225	Rear of 11 and 15 CV rear wings before '52
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225 CO-L	Rear of Légère rear wings
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225 CO-N	Rear of Normale and 15CV rear wings
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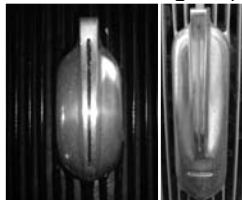


On the left a pair Sabots d’ailes 224s for the front of rear wings and on the right a pair of 223s for the front wings of big boot cars



A type 225 for the rear of the left rear wing

Obturbateurs pour t'ou de manivelle de calandre (covers for the starting handle hole in the grille)



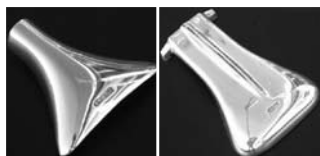
On the left a 310F for the 11CV Normale and Familiale with the intermediate (short slot grille), on the right type a 310NM for the 11CV Normale with the long slot grille and the 15CV

Butoirs de pare-chocs (over riders for the bumpers)



A set of type 250 bumper over riders

Embout pour tuyau d'echappement (tip for the exhaust end pipe)



On the left is the 315 for the 7, 9 and 11 CV and on the right the type 316 for the 15CV

Enjoliveurs de roues (hubcaps)

Plaques de police (registration plates)

Entourages clignoteurs (surrounds for the front or rear indicator lamps on big boot Tractions) and **Entourages lanterne AR-stop** (surrounds for the rear side/stop lamps on big boot cars)



Type 229 for the front or rear indicators and type 230 for the rear stop and tail light on big boot Tractions

Garnitures clignoteurs (extensions to go behind the front or rear indicator lamps on big boot Tractions)



Type 228 to go behind the front indicators on big boot Tractions

Fausse ferrure de malle (extensions to the boot hinges on big boot cars)



Type 227 big boot hinge extensions

Plaque "F" (country plate)



Anti-voil le block vitesses (gear lever lock)



Motif de lanterne de malle (cover for the edge of the number plate lamp cover on big boot cars)

Baguettes de carrosserie (different sets of trim strips to go on the doors, bonnet, dashboard or boot)

Marchepieds (running boards)

The following article and photographs appeared in the French magazine Gazoline, volume 8, number 84, November 2002. My thanks to Jacques Dupuis, Editor of Gazoline, for permission to reproduce the article and photos. Additional text has been supplied by Den Hewitt.

Polishing Aluminium



Polishing is an art. But an art that is within reach of us all, provided that we have acquired some basic techniques required to succeed with work bordering on perfection.

First, a caution: when deoxidising or polishing the bench mounted drill or buffing machine must turn at 3,000 rpm and have a power of 700 to 800 watts), Protect yourself - gloves, goggles and a dust mask. Always work in a ventilated area, or outdoors and put a piece of carpet or cardboard on the floor in case you should drop the piece you are working on. When the tool you are using is spinning make sure that it is spinning downwards. Then if the piece should fly out of your hands it will go down not up into your face!

What is Polishing?

Basically polishing is a technique that helps restore a tarnished or oxidized item to a shiny piece of beauty by using a buffing disk and some fine abrasive.

This could of course be done by hand but it would take time, a long time.

Buffing and polishing using wheels and 'compounds' is somewhat like using wet and dry paper, only much faster. Instead of using 'elbow grease' you will be using the power and speed of an electric motor. We therefore used an electric buffer or a drill. It is more mechanical, less tiring and the result is all the better, faster and more sustainable over time.

The polishing procedure depends on both the material (steel, aluminium, chrome, stainless steel, plastic, ...) and its degree of oxidation or tarnishing. But the main principles remain the same and are similar, because it is nothing but a coarse sanding first, then medium and polishing. As with sand paper, there are several types of discs, each associated with one type of compound. This compound is a block of wax containing an abrasive material. There a number of different compounds which are of different levels of abrasive and are used on different type of materials.

There are also a number of different buffing wheels used with different types of compound and types material to be polished. In this article we use the following 3 wheels:

1) Sisal buffing wheel (staple buffing wheels). A stitched cotton construction with sisal fibre between the layers of cotton. The most aggressive it is used with the grey/black

paste (Emery compound) which is coarse for cleaning and cutting metal (removal of scratches, pits, paint, rust etc) prior to polishing.

2) Stitched cotton (spiral sewn) wheel. A white cotton cloth stitched in concentric circles to give the mop strength. It is used with the brown paste (Tripoli compound), medium grain, used for general purpose cut and colour on most soft – non-ferrous - metals.

3) Loose leaf cotton wheel. Loose leaf mops are fixed only at the centre and as such they will give a much finer finish when used with the same polishing compound. Loose leaf mops are excellent for getting into even the most complex of shapes. It is used with the red/pink compound (Jewellers Rouge), a fine grain designed to polish without any cutting action.

Felt bobs can be used to get into corners and a natural fibre or loose cotton wheel is used for recessed surfaces such as the honeycombs of the AXO sabot d'ailes on the Traction.

However for those seeking a concours finish there is also a hot flannel super finishing technique using a white compound designed for polishing chrome and nickel plate. (equivalent to 1,000 grain wet and dry paper) for use with White Stitched Polishing Mops or Loose Leaf G Quality Calico Mops.

How to Deoxidise and Polish

There are two types of motion to use.

Cut Motion.

The Cut motion results in a smooth surface which is semi-bright and uniform. The piece you are working on should be moved against the direction of the wheel, using a medium to hard pressure.

Colour Motion.

The Colour Motion results in a bright shiny and clean surface. The piece you are working on should be moved towards the direction of the wheel, using a medium to light pressure.

The Three Buffing Stages

Rough Cut to Remove Scratches

This first stage using the cut motion starts with a rough abrasive and each subsequent stage uses a finer abrasive until the desired finish is achieved. The rough pass removes surface defects like pits, nicks, lines and scratches.

Final Cut & Initial Polish

You should first use your wheel with a Cut motion, then finish with a Colour motion.

The finer abrasives leave very thin lines that are not visible to the naked eye. Lubricants like wax and kerosene may be used as lubricating and cooling media during these operations, although some polishing materials are specifically designed to be used "dry." Buffing may be done by hand with a stationary polisher or die grinder, or it may be automated using specialized equipment.

Final Polish (or Lustre)

Use the Colour motion.

One Wheel per Compound

Using different compounds with the same wheel only causes problems because you end up with a mixture of abrasives and metal particles left over from the more abrasive operations. These will scratch the surface negating the benefit from using the finer compound.

Have Clean Discs

Before working, it is extremely important that the disks are clean. After use, their edges are blackened from the joint action of abrasion and heating. These discs can be cleaned by using a wire brush or using a ... the saw blade for Tampico, the disc being rotated.

What can you polish?

All materials can be polished. But it is very important that the pieces are, above all, perfectly degreased and smooth. Often attempts are made to polish oxidized aluminium parts. But if the item is deoxidized before polishing the result will be even better. This can be chemical deoxidation (using rust removers or trade oxidants) or mechanical (sanding if the piece is deeply rusted) but then you will not avoid the "craters" that are sure to appear, (or using abrasive discs). The important thing being to eliminate all traces of scratches or bumps.

Various procedures

The procedure described here is common to all metals, brass, aluminium and steel. For chromium, start directly with the disk refining and brown paste. For plastic, plexiglass, wood or ivory start directly with the hot flannel super finish with beige paste, the speed being reduced to 500 r / min and by exerting very light pressure.

Deoxidising

1)



When polishing something that has a great deal of oxidation, you must be prepared to eliminate all traces of bumps or scratches. Here the action of a chemical failed to eliminate all voids. We will therefore proceed to deoxidise using abrasives, mounted on a buffing wheel.

2)



Here we have a sisal buffing wheel to which we have applied the grey/black paste (Emery compound) and are putting it into the machine. Always put the opening clips on the inside, to avoid injury. Tightening will be done automatically, by self-tightening.

3)



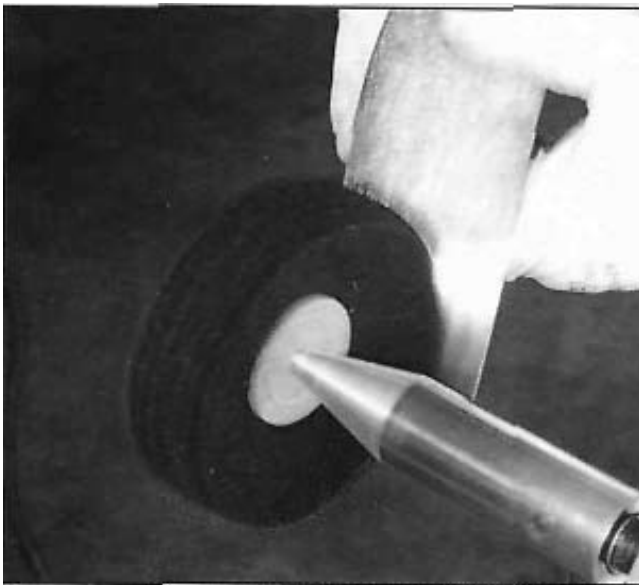
Firmly hold the piece to be deoxidised and place it against the disk. Always work on the lower part of the disk and do not "push" on the piece (you could "dig" the metal). Move the piece vertically then horizontally then vertically again and so on...

4)



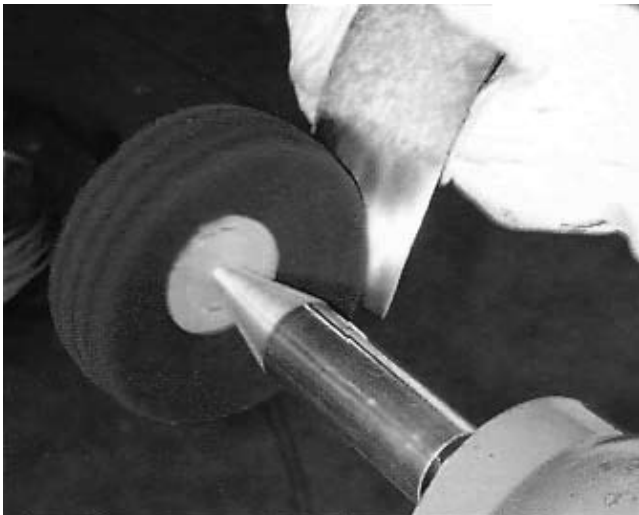
Here is the result of a coarse deoxidation. We must now eliminate the scratches left from using a heavy abrasive.

5)



We then use a medium grit sanding disc.

6)



Then to complete the deoxidisation process we use a fine abrasive disc...

7)



Five minutes after the beginning of the operation, here is the final result. A perfectly smooth surface with a first stage smooth surface

Polishing

1)



Use the sisal wheel. For the compound to penetrate well into the wheel, it must be heated. We pass the piece to be polished across the wheel for about fifteen seconds.

2)



We then apply the grey compound rubbing it against the wheel. Warning, do not put too much on; remember that the disk rotates at 3,000 rpm! Two seconds are generally sufficient to impregnate the hard compound.

3)



Buff the piece again always by passing it across the wheel. You will very quickly see it begin to shine". If the piece is black then the disc is dirty, so clean it. If the disc gets dirty too quickly then you have used too much compound. At this stage, there are still fine grooves, even though we have a shine...

4)



We now use the stitched cotton wheel, and heat the piece by rubbing it on the disk

5)



Impregnate the wheel with the medium grain brown compound, always in small quantities. As a rule, it is better to put too little than too much!

6)



Proceed, once again, with across passes by, until you get a nice shine.

7)



We now change to the loose leaf cotton wheel. This one is new and must be 'run in'. In the photo you can see fibres being ejected by the friction. If necessary cut off any fibres to make it smooth.

8)



Once the wheel heats up, apply the red compound

9)



Polish until you get a high gloss, adding compound to the wheels when there seems to be no change.

10)



For a real mirror finish, we completed the work using a hot flannel super finish. After heating the wheel, we used the white compound. Then polish.

11)



And here is the final result. Amazing!

First a bit of history

Myself being the second born son of a Citroën fanatic I spent my childhood being chauffeured around in a flotilla of DS's with many stories of how great Tractions were, so it's no wonder that my dream was to find a Traction in a barn in France and restore it.

How lucky was I when my entire family clubbed together and purchased on eBay, for my 50th in March 2005, a basket case Traction for me to enjoy restoring although it was not in a barn in France. It had spent a lot of years in a field in Shoreham, Sussex.

The car

Little is known about the car apart from the fact it was born 29th May 1954, a Slough built 11BL and was registered PDT 106 in Doncaster by the garage of Bailey and Law and sold to E.L. Scriven. The next we know it was at Shoreham College of Engineering in Sussex; probably admired by would be engineers or mechanics. The college closed and the car was left in a field to rot for many years.



Discovered by a Traction owner and TOC member Mr Mason, who acquired the vehicle in 2000, he stripped it and replaced the complete floor, outer sills and the nearside door pillar. Not having the time to continue with the venture he placed it on eBay for sale in 2005 and my family purchased it for my birthday present giving me a photo, the cash and an address to go and collect it from. With a friend and his transporter and my van we proceeded to Sussex and picked up the gutted rolling chassis, many loose body parts and numerous boxes.

At this point it's prudent to point out that the car was complete apart from the gearbox and one piston and that although I know a little mechanics I'm not a professional but I did immediately join the TOC.



The rolling chassis went into my neighbour's very large garage where the work was going to be carried out and the remaining parts into my garage. Work started on the last nut and bolt restoration the following day. At this point my family expected 5-10 years of work due to my full time employment. I decided a small job every day before or after work and weekends would be best as I didn't want a missed day turning into weeks, months, years and then re-sale as an unfinished project.

Things were going fine; lots of welding done, body stripped back to bare metal and lo and behold in the first Floating Power I received was advertised a gearbox for sale in Cornwall. A great weekend was had collecting it. Many parts were purchased from the club, Classic Restorations and even CTA in Holland. Everything was going well until I decided to replace the silentblocs on the front cradle. I had a 10 tonne press so what could go wrong. One bent and damaged cradle later I was in Chichester buying a recon. unit from the club and my old unit was too damaged for a return of deposit. Very soon it was time for the paintwork and with my wife's input a colour chosen. A very nice as near as possible RAF Blue. I wasn't convinced but once applied it looked good. Many parts could now be assembled. At this point my neighbours decided to sell and move so I had to vacate their garage and move into my more cramped space. By this time I had decided to purchase a complete rebuilt engine from John Gillard at Classic Restorations. When it was ready I supplied him with the carb, distributor and gearbox so he could test run the engine. During this operation it was found that the gearbox purchased from Cornwall was not in good condition; particularly the crown wheel. It could go to a specialist for repair but for speed I bought another. Engine fitted that left the interior, step in the Missus again; after all she had previously made some curtains and dresses. My sewing machine will not do leather she said so I bought a second hand industrial machine; no getting out of it I replied. Anyway she ended up doing the whole of the interior, headlining, door panels, seats and carpet. What a woman! Anyway PDT106 was MOT'd on 6th June 2007; just 2 years 3 mths to rebuild. She is now named Celeste; French for heavenly. Her inaugural trip to France was via the 09.00 7th June 2007 ferry and we toured around northern France for a weekend. Since then she has returned to France for a second long weekend, been to Hebden Bridge, West Yorkshire twice and to numerous car shows. Also trips in Southern England and on 9th June this year we attended Europe's largest one day car pageant and was rewarded by being chosen as the Classic Car Weekly "Car of the Show".

Drew Almond

TOC Annual Rally Shropshire

The Gestapo were responsible for my love of Tractions. Being a young boy I didn't know what they were. They flashed across the screen, usually chasing another one with a strange symbol on the door. The ones with the symbols were always the faster ones, they were never caught. But even at that age I knew it was the one for me. I grew up got married etc. etc. and life intervened but did find a little information about them, what make, model and where they were made.

In the manner of films, flash forward fifty years to 2010 and I said to my partner "next year is the year of the Traction". I was thinking if I don't get one soon the only Traction I will ride in is likely to be a hearse! To that end we visited the Traction Owners Cub stand at the N.E.C. Not to book a hearse but to join the club and hopefully find a car I could buy.

Once there a very persuasive man named Peter Simper plied me with red wine and encourage me to join the club. I held out for as long as possible, well until the wine ran out, and joined. A very nice lady on the stand asked us where we lived and upon telling her exclaimed "Oh, you will be in our section", which turned out to be the Peak section.

I am glad I joined, initially, because in the very first magazine I received was a car for sale in my price range and not too far away. I thought it would probably be sold, my sort of luck, but Pam encouraged me to telephone. It was still for sale. We both went to see it, I drove it and agreed a price and it was mine. Still 2010 and I had a car although because of inclement weather I didn't pick it up until January 2011 so it was the year of the traction after all. Pam drove me to pick up my car. On the way home I had to stop for fuel. Pam had a word with me, "Slow down" she said "You are breaking the speed limit".

We started attending the Peak meetings, met some nice people, took part in organised runs and started gleaning some mechanical knowledge of which I had none.

Latterly we were encouraged to take part in our first national rally. So, having booked the hotel and paid our rally fee we set off, after work, on Friday night to Telford into the unknown. We booked in at the hotel and found our room to be very acceptable, all usual facilities plus a raised

dais with table and chairs, just right for coffee and a chat and above only sky, well, a skylight. Wonderful.

After a coffee, a brush up and dust down we ventured into the unknown. Down in the bar, the meeting point, we found most people had already gathered and were sitting with their friends. We found an unoccupied table and ordered a meal. Everyone seemed to be having a good time but we sat there for about 30 minutes looking around nodding at an occasional face we recognised.

Then a strange man, or should I say a man who was a stranger, approached whom I recognised from photographs in Floating Power magazine. "Hello" he said "new faces, my name is Bernie". Yes El Presidente Mr Shaw himself. I said I had seen his photograph in the club magazine. "Did you recognise my behind?" I denied ever looking at his behind! He explained a photograph had been published showing him leaning over a car engine.

After that people came and sat at our table and chatted. The ice was broken. I suggested to Pam that we should do our part to meet others and so after our meal we moved more into the thick of things in an effort to speak to others and make ourselves known.

The evening passed very pleasantly until it reached 10 o'clock when somebody stood up and said it was time for bed. I didn't know if this was compulsory or voluntary but not many people moved so I thought it must be the latter. Perhaps they had a long journey to the hotel, maybe they were just tired. However, that started the procession and by about 11 o'clock only Pam, I and Mick Popka remained in the bar.

Pam retired which left Mick and me to talk about motorcycles and things, talking so much our throats had to be lubricated with the odd beer. About midnight we decided to retire, the bar was closed. Back in my bedroom I had a late night coffee under the sky lit skylight.

Breakfast on Saturday morning was magnificent. A breakfast buffet with all you can think of and more including coffee. Unfortunately Pam and I had an appointment we could not

Continued on page 28

TOC Annual Rally Shropshire



Photos courtesy of Steve Wright

TOC Annual Rally Shropshire

Continued from page 26

cancel and had to return home on Saturday morning and so missed the planned runs but we did catch up with the rally at Cosford R.A.F. Museum.

Now I have no particular interest in things aeronautical, but, I was amazed at the extent and the content of the museum and spent the rest of the afternoon wandering about being um... amazed. How do they get a V bomber inside a building, it must have been built around it.

I was surprised how quickly the time passed and soon we were heading back to the hotel. I would recommend this museum to everybody and allow a full day to see it all. A quick shower, shampoo, shave and coffee before assembling in the bar for a preprandial drink and another opportunity to put faces to names seen in the magazine.

Dinner was the same quality as breakfast, excellent. During and after dinner a duo supplied background music and music to which one could dance, although nobody danced, lots of folk sang if the right songs were being played, and mostly they were. There was a raffle and I won a prize - result. Most people enjoyed the evening and at about midnight, the party goes started to disperse. Mick Popka was determined to get intoxicated based on my wallet or was it me who was determined to get Mick intoxicated. Anyway, it didn't work and around 1 o'clock I decided to go back to my room and have a coffee before bed. I like a coffee before bed, a ritual of mine, it helps me sleep. I think that I must be addicted to the stuff.

Sunday morning and another fantastic breakfast, I don't think I could manage breakfasts like these every day. Then, off on the morning runs, first the Iron Gorge Bridge museum. Pam and I did not visit the museum, electing instead to walk along the River Severn to the bridge.

Designed by Thomas Farnolls Pritchard and cast and built in 1870 by Abraham Derby the third, who was the ironmaster who cast the various parts of the bridge in Coalbrookdale, and opened on New Year's Day 1871. As we were walking by the river a lady was releasing a

female swan which had had an angler's hook removed from its throat. The male, who had been looking after their young, recognised its mate, made a bee line for the lady to attempt to break her arm with its wing and protect the female swan. Anyway, the lady was able to release the swan without injury to herself and to the delight of the male and the young. The male and female were later seen on the opposite side of the river canoodling.

Next, off to Wroxham, a Roman remains and a modern Roman building. The latter was, apparently, a project to recreate a Roman villa which was featured on television. We looked at both and the very interesting, small but perfectly formed visitor centre, made our purchases and prepared to move on to the last attraction of the rally.

See what I did there? A small dispute developed here, we thought parking was free, the staff thought otherwise but a good old British compromise saved the day. We would have to pay for parking but get the charge refunded in the visitor centre. Great eh?

Attingham Park was the last visit of the rally. A house and grounds owned by the National Trust used as a hospital during the last World War, then a school and now a popular visitor destination.

It had been arranged that our cars could be parked within the grounds of the house; consequently they were arranged around an inner courtyard where other visitors had the opportunity to have a look at them and also chat with the owners.

A tour of the house followed by a browse in the shop and the rally was near the end.

A final gathering in a room provided by the house for presentations and goodbyes ended the rally.

Pam and I stayed a little while longer to end the weekend with an afternoon tea and then wended our way home.

As first time attendees at a TOC national rally we found people very friendly, the hotel and staff excellent and the rally very well organised.

Thank you Martyn.

What a bargain! What a weekend!!

TOC Annual Rally Shropshire

How the rally fee covered entrance fees, car parking and the dinner I will never know.

Brian Connolly

2012 TOC Annual Rally – Shropshire – Prize List								
Winner	Year	Model	Regn	AWARD	Runner-Up	Year	Model	Regn
Stephen Prigmore	1953	11 BN	FSK 584	Best First Time Entry	Not Awarded			
Not Awarded				Best Post-War Car	Not Awarded			
Mick Popka	1939	Light 15 Roadster	FXD 762	Best Pre-War Car	Not Awarded			
Paul de Felice	1954	Big 15	227 UXY	Best Car In Show	Graham Bradley	1953	Light 15	PNE 796
Paul de Felice	1954	Big 15	227 UXY	Peoples Choice	No Runner-Up Category			
Martyn Baker	1955	11 BL	32 BYK	Disaster Of The Year (Graham Pitcher Trophy)	No Runner-Up Category			
Robert Kiff (Guernsey)	1955	11 BN	20873	Best Overseas Visitors Car	Not Awarded			
Not Awarded				Furthest Driven	No Runner-Up Category			
No Driving Tests This Year				Driving Skills	No Driving Tests This Year			
Not Awarded				Master Class	No Runner-Up Category			
Not Awarded				Special Commendation (For Non-Members)	Not Awarded			
Not Awarded				Stan Barker Award (Traction with Least Attraction)	No Runner-Up Category			
Not Awarded				Barbara Longden Memorial Award (for services rendered to the TOC)	No Runner-Up Category			

2012

September

- | | | |
|-------|--------------------------------|--|
| 8-9 | Citronnades 2012 | Saint Marie la Mere, France
for details http://citronnades.voila.net/ |
| 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 |

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 - see below for details |
| 24 | TOC Dinner & Dance | Stratford Manor Hotel, Stratford-upon-Avon See Pages 31&32 |
| 25 | TOC AGM | Stratford Manor Hotel, Stratford-upon-Avon See Pages 31&32 |

2013

May

- | | | |
|---------|-----------------------|---|
| May 4-6 | Resistance Tours-2013 | Marcillat-en-Combraille, France - see page 32 for details |
|---------|-----------------------|---|

Sept

- | | | |
|-----|------------------------|---|
| tba | Proposed Spanish Rally | La Rioja and Cantabria Tour - see pages 33 & 34 for details |
|-----|------------------------|---|

2014

May/June

- | | | |
|--------------------|--------------------------------|---|
| May 29 -
June 1 | 80 Years of the Traction Avant | Dunkirk, France - see page 34 for details |
|--------------------|--------------------------------|---|

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

Events

Classic Motor Show – NEC Birmingham 16th – 18th November 2012

The Classic Car Show will soon be here again and we would like a few early Tractions to show. They do not need to be concours but nice interesting cars, we already have cars from 1920s and want to display vehicles through the years up to 1956, so please contact me and offer your car.

They will be needed to be at the NEC on Thursday 15th November to be setup ready for the opening this is three days from Friday 16th to Sunday 18th, and complimentary tickets are available to all exhibitors, and stand volunteers so make early contact.

If you plan to attend the show as a visitor you can book in advance by phone or via the show's website and the tickets will be far less than at the door on the day; then if you bring your prebooked ticket to the club stand we will then be able to claim a club commission for each one handed in.

Contact Mick Holmes for any details on 0115 9118218 or email me at m.holmes1@ntlworld.com



**TRACTION
OWNERS
CLUB**

36th Annual General Meeting & Christmas Social Weekend 24th / 25th November 2012

The final TOC Social Event for the 2012 calendar will be held at a new venue **The Stratford Manor Leisure & Spar Hotel, Warwick Rd, Stratford-upon-Avon, Warwickshire, CV37 0PY. Tel: 01789 731173** on the above weekend at one of the best hotels in the area with its 4 star facilities including Archery and a new Spa which can be seen on the internet at:

www.qhotels.co.uk/hotels/stratford-manor-warwickshire

The AGM

The 36th TOC Annual General Meeting will be held at 11.30am in a Private Suite on the Sunday morning. Unlimited tea, coffee and biscuits will be provided at the AGM.

Saturday evening



We will kick off the evening at 7.00 with pre-dinner drinks in the bar. Then at 7.30 we will move through to the private restaurant for a 3-course dinner.

Entertainment

Paul Michael Holmes (Casablanca Piano Bars) is an International Entertainer who started playing in the bars and restaurants of Nottinghamshire whilst still at school. Now, with over 30 years experience both at home and abroad, he is coming along to entertain us with all kinds of music, to suit the audience, from the 50's till the present time. His biggest venue was the Berlin Olympic Stadium with his group "Cut" playing to some 80,000 people. He also played to 110,000 people in Hamburg, supporting such bands as The Scorpions and Westernhagen. His French wife, Sylvie, who also sings, will be accompanying him from time to time.

The theme of Black and White dress code has been very successful in the past and by popular demand will be repeated again as it is a wonderful opportunity for the ladies and gents to dress up for the occasion.

The cost of double/twin room, Saturday night 3 course meal, entertainment and breakfast Sunday morning is the same as last year at £140 per couple - yes - £70 per person. We are again at a Q-Hotel 4* venue and standards will be as good as last year.

All wives, partners and families may use the leisure facilities whilst the all important TOC AGM takes place on Sunday.

Events

To reserve a room contact **Paul De Felice on 01992 890 975 (eves) or on his mobile 07778 053 873 or email: pauldefelice@btinternet.com**. If you would like to register an interest, but unsure of a definite commitment, just contact Paul now, and he will keep you updated. It is a great help if organisers get early indications of potential numbers.

Stratford Manor Hotel, Stratford-upon-Avon



The hotel is set in 21 acres of landscaped tended grounds. The quintessentially English scenery is there for your enjoyment, far from the madding crowds. Yet if that feels too remote, Stratford Manor is only 5 minutes away from both Stratford and the M40 connecting you to the Heart of England and culture galore.

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

Thanks to everyone who has registered interest!

We are now running a reserve list as we have had declarations of interest above our maximum capacity of 60 people. We are looking into options for alternative accommodation and levels of involvement with events and activities to try to ensure that as many people who want to be with us in France can participate in some way.

Booking forms will be issued shortly. Watch this space!



Chateau du Ludaix
a fairytale chateau

www.chateauduludaix.com

To register your interest contact either Paul de Felice on 01992 890975 or email him at events@traction-owners.co.uk or email David Morton at david@rapport-online.com

Proposed Tour - La Rioja and Cantabria, Spain 2013

Classics on the Road will be waiting for you and your Traction at the dockside in Bilbao to guide you for five days through a part of Spain that is quite different to that for which Spain is best known.



To begin with, the ascent to La Rioja, a few miles of highway and then some exciting roads to whet your appetite, through valleys with just a few indispensable straight roads to the Parador de Santo Domingo, close to the birthplace of the Castilian language over 1000 years ago. Here, good food and rest.

The following day you will drive to the foothills of the Sierra de la Demanda across two mountain passes and taking in the beauty of the Cameros region. The waters of these summits irrigate the jewel that is the wine of Rioja. We will try a glass, or maybe two, while we eat divinely, as we are supposed to at a monastery, in this case at Valvanera. The second half of the day awaits us with a fantastic experience of the highland's nature as we travel to our second night in Santo Domingo.

The third day we will enter the heart of the Rioja, among the rolling hills of vineyards, an almost biblical landscape. This is the place where the wine is born and raised, and its secret is shared equally by the land, climate, water and the wisdom of growers and winemakers of past generations. Today we are going to discover this in one of the best wineries of Haro, the village that once a year celebrates the bounty of the harvest with a battle in which no weapon is allowed other than the grape. You will have lunch in Laguardia, which retains the defensive character of its walls and treasure in cellars, excavated to six metres under the houses. Then, a different route back to Santo Domingo, to renew the art of driving across this beautiful tapestry of abundance.

Fourth day: crossing the border between the plateau and the forests of Cantabria. At first, great plains planted with grain crops, then rocky mountains above the valley bottoms, and suddenly, a fall of over 3.000 ft. in less than 4 miles. A dramatic change in altitude, temperature... and gear. The silence of the forest of Saja, in Cantabria, will allow us to rest in a comfortable hotel spa.

The following day you will reach the Picos de Europa with peaks of over 8.500 ft. and only nine miles from the sea and this route will run through deep gorges and high hills, not only to enjoy the driving, but to fill our memory, and that of our camera with the beautiful landscape. You may think this is the Alps, but no this is Spain. Tonight the farewell dinner will be taken in the hotel.

The final day in Spain is in Santander, overlooking the bay and its elegant promenade. The gardens of the Magdalena Palace will be opened exclusively for the Traction Club and a group photo taken against the background of Victorian architecture and the sea.

Events

Enjoy this trip from 13th to the 20th September 2013, organised and supervised by Classics on the Road exclusively for the Traction Club. Local Spanish hosts will reveal a different Spain that you will find both surprising and memorable.



Register now before 31st October 2012 via the web using

www.classicsontheroad.com/pdf/tractiontour2013.pdf

Classics on the Road, is the trading name of Stelvio Tours SL, a Spanish based company specialising in tours for European car clubs. Stelvio Tours S.L. is an authorised and fully bonded travel agency regulated by the Community of Madrid. (CICMA-2532)

80 Years of the Citroën Traktion Avant Dunkirk – May 29th 30th 31st and June 1st 2014



The celebration of 80 Years of the Citroën Traktion Avant has been announced for 2014 and is to take place in Dunkirk, France. It will be organised by: "Club Torpedo de Dunkerque" and "Belgian Old Citroën Club", with the help of Traction Universelle Nord.

Venue for festivities will be the Casino Kursaal of Dunkirk. Use of the full length of the sea-dyke during these 4 days.

Classified Adverts - Current Members

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

Classified Adverts - Non-members

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

Trade Display Adverts

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

Payment

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

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Cars for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the **TOC** website approximately one week after the magazine is published.

In the past advertisements on the **TOC** website have attracted attempted 'phishing' and 'cash back fraud' attacks on **TOC** members. Members' should therefore maintain the utmost vigilance when dealing with responses to their advertisements.

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

<http://www.met.police.uk/fraudalert>
<http://www.binary.co.uk/chequescam>

Please send advertisements to the Editor:

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

CARS FOR SALE

FOR SALE 1923 Citroën C3 Trefle.



Bought in October 2010 and only used for exhibitions, the car is fine for short distances but with a small engine not practical for rallies. Unfortunately garage space is needed. The Trefle has been renovated & the interior and exterior is excellent, several pieces replaced with original Citroën parts, two new 6 volt batteries, head gasket replaced and a full service in November 2011. Maintained by a local garagiste knowledgeable in old cars. The whole fuel system and carburettor have been renewed. The car has always been dry weather run and has been kept in an inflatable garage with fans running to protect from the sun and dust. All the hood and side screens are as new and new chrome wing mirrors have been fitted. **£12,000 ono. Contact Nigel by email lostinfrance0429@orange.fr or by phone 0033561873156**

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



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

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

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 1st October - £10,500

1956 11B Familiale, 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 1st September. - £12,500

1940 Slough Light 12 RHD Small Boot



Burgundy. 22,000 miles since full restoration was completed in 1998. This was one of the very last cars to be built at Slough before production ceased in 1940. All the usual Slough features - sun roof, burgundy leather upholstery and

Classified Adverts

complete interior [by Southbound]. Very rare 3-piece walnut dashboard (1940 models only). Pilote 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 CWP and CV joint drive shafts [2004].

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

Comes with a service history since 1998 rebuild.

Used by me for 14 years. Can be viewed at Harrogate ICCCR.

Available for purchase from 1st August. £16,500

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

Tel: 01821 650436 Mobile: 07802 350622

E mail: ken@hillfoot.fsnet.co.uk

FOR SALE: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. **£7,500 ono.**

Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire,

Tel: 01482 631088 or 07752 851161

FOR SALE: 1955 French built, black 11BL



(big boot) owned and garaged by me for 20 years. Engine has replacement pistons and liners and is powerful and reliable. Recent 12V conversion with halogen headlights, otherwise the car is very original but with new bright work and stainless steel front/rear bumpers. Bodywork is very good with minimal welding and the car was recently used for both my daughters' weddings. Interior is re-upholstered in grey. **Offers around £6500. Mike Peacey 01473 723663 (Ipswich) or 07816475604**

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 FOR SALE

FOR SALE: 1948 Light 15 Slough built,



black with beige cloth interior, unleaded conversion, alternator, electric fuel pump, MOT August 2012,

£15,000 ovno. Please call Rodney on 01303 278116, or mobile: 07767 480983

FOR SALE: 1955 Commerciale. UK registered with new MOT.



Bluegreen in colour with black wings, body sound with good sound panels. 11D engine, crank ground, new shell bearings, new pistons and liners, new clutch and sound gearbox. Converted throughout to 12volt (alternator), fitted with latest modern cv driveshafts, stainless exhaust system, 4 inertia seat belts and Clayton blower heater. Has recently been recarpeted with correct carpeting, new door cards and headlining and the upholstery, while not immaculate, is without cuts or other damage. It drives well and all works as it should.

£9,250. Located in (Aberdeenshire) Phone Andy on 01339 886290 any time or email sheilandyb@btinternet.com

FOR SALE. Paris built 1957 11B Normale. Imported from Holland by me in 1981. Only cosmetic metal work was needed before bare metal re-spray in original Navy Blue. All mechanical work done by a well known club member who maintains it still. Including exchange low mileage unleaded engine & gearbox from then club chairman's car, new 12v wiring, silicone brake pipes, stainless exhaust, electronic ignition and much else. Depanoto upholstery kit fitted but carpets still to do.



There is a full photo history with videos of this handsome car that turns many heads. It is for sale due to an age related shift in interests. Can be seen Wimbledon. Taxed to Sept. 2012. 11mths MOT. **£8,500 o.n.o. Tel. Bob 0208 788 6621. email: mehanalia@gmail.com**

CARS WANTED

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

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: jcross23@aol.com

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

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 01302 711123

sales@longstonetyres.co.uk



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

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

FOR SALE: Nearside front wing for early Traction with the circular hole for the horn grill. Totally solid with only surface rust.

FOR SALE: Nearside rear wing for Traction (not the narrow type) very good and ready for paint.

Might be able to deliver.

Phone Dafydd Evans 01654 700289

FOR SALE: Pair of Marchal TP478 headlamps. Complete and in very good condition except that they are grey in colour so will need re-spraying to match body colour. £50 plus postage. Located near Bristol.

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

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

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), Driveshaft's (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 sheilandyb@btinternet.com Located in (Aberdeenshire)

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item. £300 plus postage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

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, 1560mm long, heavy steel 3 rib design, needs re-chroming or repainting, but sound and solid. £30

Phone Andy on 01339 886290 (Aberdeenshire)

FOR SALE:

1-Big 6 wheel (Rubery Owen) 185x400 - £30

1-Rubery Owen wheel 165x400 (with 4 slots & 3 studs for hubcap) - £20

1-Michelin France wheel (1949) 165x400 - £20

1-Post 52 big bootlid (for resto) - £25

1-Pre-war (34/35) Light 15 bonnet pair with flaps (good condition) - £250

1-Pre-war (37/38) Light 15 bonnet pair with flaps (poor condition) - £100

1-Post war Light 15 bonnet pair (vgc in primer) - £100

2-Légère back doors good condition in primer but minor perforation in bottom corner - £70 each

2-Light 15 back doors (poor but restorable) - £20 each

2-Pre-war (narrow) back wings (poor condition) - £30 the pair

2- Back wings (post-war) both left hand side (good condition) - £60 each

1-Light 15 dashboard (with 4 round holes - £30

1-Perfo block,crank and liners, with sump (bottom end ok) - £80

1-Perfo block,crank and liners for spares - £40

1-Set of ID 19 pistons & liners, slightly domed, (used) - £40

Various Light 12 and Light 15 cylinder heads, crankshafts etc.

May be possible to bring the less bulky items to ICCCR. All items can be seen near Perth, Scotland. Some photos are available.

Kenny Cocker tel. 01821 650436 or 07802 350622 email: ken@hillfoot.fsnet.co.uk

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 driveshaft's.

Tel Mick, evenings 01939 220254

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.

Phone Steve Hedinger on 07961 556538 or email hedihog@tiscali.co.uk

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 oils seals new (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: 1 x Marchal Equilux lens only No TP479 - 128mm diameter - £30 ono.

2 x Marchal Virages Brouillard

(Fog lights) Lens No 640

1 x Marchal Grande Portee (spot lamp) Lens No 642

1 x Marchal Grande Portee (spot lamp) Lens No 672/682

All the above have a lens diameter of approximately 118mm.

All are complete and are undamaged.

Not Grade'A' but in useable condition.

£ 50 each or near offer.

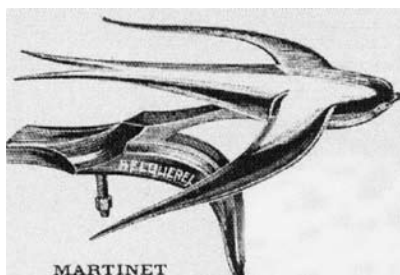
Contact Steve Reed

email: stevejreed@aol.com

or tel: / 0044 (0)1730821792.

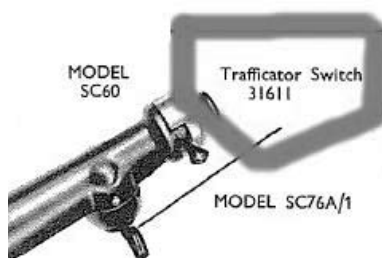
PARTS WANTED

WANTED: A "Martinet" mascot for the top of radiator grille (11BL Légère fitting).



Contact Robin Dyke 01865 858555 traction.owner@btinternet.com 18 Henfield View, Warborough, Oxon OX10 7DB

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 31129.



Please ring Mick Popka on: 07766 785563 or email: mick.popka@gmail.com

WANTED: Marchal ABTP 346 lens for pre-war headlight - 205mm - must be in good condition.

WANTED: Marchal headlamp bulb holders 48mm diameter, must be in good condition.

WANTED: Marchal 520 lamp complete, was used as a reversing lamp? or an indicator? the lens is only 80mm in diameter.

Contact Steve Reed

email: stevejreed@aol.com

or tel: / 0044 (0)1730821792

ACCESSORIES FOR SALE

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

For further details: Martin Nicholson:

Email vicmarnic@gmail.com Tel/fax 0033 233 610 015.

MISCELLANEOUS FOR SALE

FOR SALE:

1. Catalogue des pièces détachées Camionettes 850kg -1200kg, 1500kg. Traction Avant. Modèles 1948 -1959 (the so called HY) July 1959 edition, very good order, illustrated. £85

2. Pièces détachées 10CV 3rd edition, early 20's (showing no front wheel brakes) (also for commercial types as Normande, Boulangère, Coupé de Ville etc.) cover dirty, interior great, illustrated. £125

3. Pièces détachées de 8, 10 et 15. July 1933. C4, C4III, C6, C6III, C4F, C6F, C41X, C4G, C8G, C4MFP, C8MFP, 1800Kk 2T. (not illustrated but shows all factory part numbers (cover a bit water stained) £45

4. Repair Manual for Twelve and Fifteen Models from 1938. English edition, reprinted Oct. 1959 Slough. (Water stained red cover, but interior in good order) £75

Contact Wim by email: wrotter@hetnet.nl

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

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

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

£28 the pair including postage

Tel. Mike Wortley on 01509 502708

FOR SALE: Repair Manual for Twelve and Fifteen Models 1938-1950. English edition, reprinted Oct. 1956. £30

FOR SALE: Repair Manual for 6 Cyl Models. English edition, reprinted June 1956. Excellent pristine condition. £50

Tel. Bob 0208 788 6621. email: mechanalia@gmail.com

TYRE SERVICE KIT

"A serviced tyre is a happy tyre!"

As the only contact a car has with the road, tyres are perhaps the most critical factor in road safety and they are also a big investment, so it is worthwhile getting the most from them. With this in mind, Vintage Tyres have created this unique tyre service kit as part of their 50th celebrations.

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These beautifully presented classic tyre service kits are available exclusively from Vintage Tyres for £15 each which includes post and packaging.

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