

Floating Power

November/December 2012





Honorary Life Members of the Traction Owners Club

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard

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Missing magazine?

Please contact John Oates
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The closing date for input
for the Jan/Feb 2013 edition
of *Floating Power* is Friday 16th November

welcome

Well I did make it to Harrogate but sans Traction. That was like going to a Xmas party but not being able to drink. I managed to meet up with quite a few people but not as many as I wanted to.

At the moment I am having trouble with a 4 speed gearbox that I am putting in one of my Traction. It locked itself in 4th gear for no apparent reason. Hopefully it will be sorted soon.

Recently I had 3 weddings in one week, one on the Wednesday the other 2 the Friday and Saturday. On the one on the Wednesday the Normale started playing up in the middle of Bath after the ceremony but on the way to the reception I managed to limp to the reception but finally had to give up on the journey back home and call out a recovery truck. On checking out the car on the Thursday it turned out that I had water in the fuel. So I ended up with 30 litres in cans (I'll use it in the lawn mower) and put in fresh fuel. No problems after that. The weddings in Weston on the Green on the Friday and Ilchester on the Saturday and those since have all gone without problem. Anyway it wasn't supermarket fuel!

This issue is something of a tribute to the ICCCR with 8 pages dedicated to it. But you still have 4 pages of technical stuff.

This being the last issue before Xmas – Happy Xmas and a Merry New Year to you all – well something like that anyway and I hope you enjoy the TOC 2013 calendar.

Den Hewitt

2013 TOC Calendar

Extra copies of the TOC 2013 calendar can be ordered from John Oates (Membership Secretary) at £4 for UK members, £5 for European members and £6 for RoW members. These prices include postage.

Payment must be made in GB pounds (cheque drawn on a UK bank) or by PayPal or phone him with credit card details.

COVER IMAGE:

Anselm Aherne's 1949 11B pictured at Powerscourt Waterfall, Powerscourt, County Wicklow, Leinster, Ireland

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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

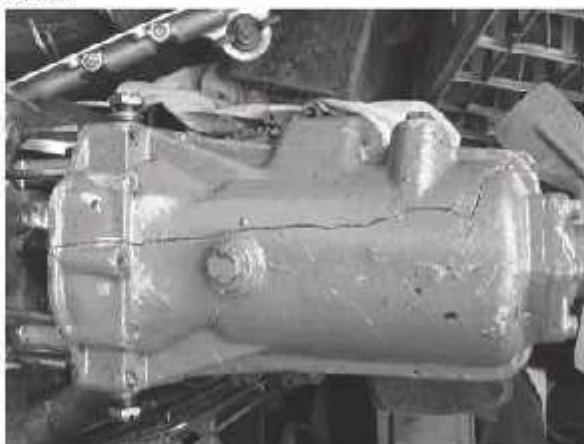


Photo courtesy of Keith Norris

So Harrogate lived up to – and perhaps excelled – the expectations of the great majority. At the last minute even the weather cooperated and a good time was undoubtedly had by all. On behalf of the TOC I should like to thank all members who gave time to help with the ICCCR because the event would never have been so successful without your input. Thank you all.

As you are probably aware the Cloverleaf was finished and passed its first MoT with just one week of my 30 year deadline to spare. I have really enjoyed using it since getting back from Harrogate but, having now driven it reasonable distances, I realise something will have to be done to the engine sooner rather than later. So far I have only changed the plugs and adjusted the tappets and points in 30 years! It runs very well and does not seem to use much fuel or burn excessive oil but it is a bit smoky. It is probably just the rings but we shall see over the winter.

However, just days before the ICCCR I had a minor Traction drama while I was on my way to my Thursday evening drinking and driving session. A tooth parted company with 2nd gear and the result was standard for this situation.



The broken tooth jammed in the Crown Wheel and Pinion which also lost several teeth before the gearbox casing split from end to end cracking the bell housing as it did so. Fortunately I was close enough to limp home and take Pearl's car to the pub instead. After a couple of pints, I stopped worrying about how I was going to get the Cloverleaf to its pick up point and then tow the caravan to Harrogate the following Tuesday.

My spare gearbox looked tidy inside but was completely untried and, having come out of a scrap Light 15, it had a RHD bell housing attached. It is possible to convert a RHD unit to LHD (but not the other way around) but, fortunately, I also found a LHD housing in "stock". It had no pulley spindle so that had to be transferred. The gearbox output shafts studs were also larger than those of the Légère which were therefore fitted in their place. I also decided to swap the cover plates as I knew nothing about the condition of the détente mechanism in the "new" box whereas I was confident mine was good and would not jump out of gear. Over 40 years in the gasket industry has its uses and I had enough material to make all the new joints I needed so, by Saturday afternoon, we were roadworthy again – albeit cautiously.

Initially synchro on second was a bit slow(er than normal) but that soon settled down with use and, on the Tuesday, the car performed admirably with the caravan in tow. The one good thing that came out of this was being forced to revert from my 10x31 to a standard 9x31 CWP. The latter is much better suited to towing and, although I enjoyed that slightly better turn of speed in the past, I shall probably now stick to the 9x31 because I hope to trailer the Cloverleaf behind the Traction for future events.

In light of the huge cuts PSA are facing it was encouraging to hear Denis Huille, Heritage Manager of Citroën France, say (at the ICCCR) the future of the Heritage Department is assured and he is hopeful that there could even be a Citroën museum (based on the Conservatoire collection) in the Paris area in the not-too-distant future.

Last issue I wondered if their financial situation might lead to bargains on new cars. I am pleased to say that, in a way, it has because Citroën have re-branded many models in an effort to rationalise the range. That has led to a clearance sale on the "old" models and I am pleased to say I got a very good deal on a new C4 Picasso to replace my old Xsara Picasso.

Meanwhile, back at the TOC the AGM (at Stratford this year) will soon be upon us. On the social side there is the dinner but the meeting itself is a very important legal requirement for the Club. It is an opportunity for members to ask question of the Committee face to face and, instead of simply grumbling about the way the Club is run; those that believe things should change can stand for election and become part of the change they seek.

In the meantime I look forward to reviewing the photos submitted for the 2013 Calendar and I hope to see many of you at the NEC in mid November where we shall again be working closely with CCC and 2CVGB.

Bernie Shaw



Congratulations to everyone involved in the ICCCR – the Organisers and the vast number of volunteers. It was an excellent event in an excellent venue which was certainly helped by the superb weather. My only small complaint was that the Cerizay building was rather hidden away and we didn't see as many TOC members as I had hoped. So apologies if you didn't find us.

If you perused the Stop Press on the envelope of the last issue of Floating Power you would have read my huge thanks to all who helped me with the TOC commitments to the event. The Club Shop sold around £700 of goods despite our location so thanks to everyone who volunteered their time to 'man' it.

As you will have read I organised the Charity Rides so was so chuffed when our Traction became the official Mayoral car! John chauffeured the Mayor and his wife from the local Citroën Dealer's to the showground so was given the Mayor's official pennant to attach to our Traction.

I followed behind in the Mayor's "real" car – a very smart Skoda – trying to look dignified in my casual clothes and sandals!

I was also very pleased with the Charity Rides as TOC & Citroën Car Club members kindly gave up their time, petrol and vehicles which enabled me to offer people a ride in a Traction (hard or soft top!), DS, ID, Ami, 2CV, GS and a Kegresse. I am afraid I lost count of how many cars and drivers were involved. People enjoyed the drive out into the local countryside, or in the case of the Kegresse a slower ride around the arena. I was thrilled that we were able to raise £511.34 for the Mayor of Harrogate's Charity, Candlelighters.

Candlelighters is a charity formed and run by parents of children who have or have had cancer, ex-patients and the medical staff who treat them. The Charity and the Mayor of Harrogate were delighted with our fundraising effort. I received an email from Pat from Candlelighters - "We are so grateful for your support in fundraising for Candlelighters and the total amount raised is fantastic!" The Mayor, his wife and Alistair (his chauffeur) also joined us on the Sunday evening for the Ukulele Orchestra of GB Concert and thoroughly enjoyed it, as did John and I.

Thank you once again to everyone who helped.

I would like to thank Stephan Joest for my own Charity Ride which was in the DS3 Racing – wow can that car move (and stop)!!

I would like to apologise to members whom I said hello to and said we would catch up later and I never saw them again!

I would like to share a comment made to me by a fairly new TOC member, who will remain nameless, at the ICCCR. He said Floating Power looks like a Saga (other "senior reader" magazines are available!) type magazine as grey photos of grey people at grey events. Yet on meeting TOC members he realised we are, some of us, not so old, lively and very enthusiastic people.

This started me thinking – is it time to think about more colour in FP? I have looked at Citroënian, 2CVGB News and Traction Avant (French mag) and they look so bright and even small photos have much better clarity. Shall we start the debate again? We could keep our traditional covers of black and white. I feel this is an item for the AGM - what do you think? Let me know – email, write or telephone me if you can't get to the AGM. Do we want to be seen as the grey club?

Insurance – please don't forget if you are considering insuring your Traction with either Heritage or Footman James please do tell them you are a member of the TOC. A member contacted me last week to say he checked with Footman James when he received his written quote and by telling them he was with the TOC he got a 10% reduction. So do please check.

I am now looking forward to the NEC and AGM and catching up with lots of you.

If you are not going to be there may I take this opportunity to wish you a Merry Christmas and Best Wishes for the New Year (how funny to write this at the end of September!).

Bev Oates

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

- 2287 Mr. Gordon Allen, Lympne, Kent
- 2288 Mr. Paul Gibbinson, Feltham, Middlesex
- 2289 Mr. John Dawes, Loppergarth, Cumbria
- 2290 Mr. Helge Guldberg, Tofte, Norway
- 2291 Mr. Juergen Bismayer, Wolfsburg, Germany
- 2292 Mr. Alexander Pudney, Brightlingsea, Essex
- 2293 Mr. Llewelyn Owen, Herne Bay, Kent
- 2294 Mr. David Wood, North Shields, Tyne & Wear
- 2295 Mr. Paddy Somers, Wexford, Ireland
- 2296 Mr. Phillip Rogers, Victoria, Australia
- 2297 Mr. Ian Gardner, Southport, Merseyside
- 2298 Mr. David Faulkner, Ashington, Northumberland
- 2299 Mr. Alun Evans, Oxford, Oxfordshire
- 2300 Mr. Steven Wilson, Western Loire Valley, France
- 2301 Mr. John Van Looy, Paisley, Renfrewshire
- 2302 Mr. James McClure, Basingstoke, Hampshire
- 2303 Mr. Keith Smith, Sandy, Bedfordshire
- 2304 Mr. Alan Penn, Exeter, Devon

Notice is hereby given of the Annual General Meeting (AGM) of the Traction Owners Club Limited (TOC) to be held at The Stratford Manor Leisure and Spa Hotel, Warwick Road, Stratford-upon-Avon, Warwickshire, CV37 0PY

on

Sunday 25th November 2012 commencing at 11.30 am

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, to elect the Directors and Committee Members and to conduct any other relevant business.

Members wishing additional matters of relevance to the business and activities of the TOC to be discussed at the meeting are invited to submit them in writing. Such submissions must be from a fully paid-up member, in writing, and received by the General Secretary no later than 11th November 2012. Submissions must include the name, membership number, address, and signature of the member making the submission

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

Nominations are invited for the post of General Secretary and the post of Editor.

The TOC committee, including ex-officio members, currently comprises 16 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The five longest serving members (Denis Hewitt, Tony Hodgekiss, John Ogborne, Steve Reed, Chris Treagust) will stand down and will have the option of standing for re-election together with any other nominees.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 11th November 2012. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

Members who are unable to attend the meeting may nominate a proxy (who must also be a member) to vote at the meeting on their behalf. A member wishing to use this facility shall notify the secretary in writing no less than seven days before the meeting.

By order of the Company Secretary

Nominations and Resolutions to be submitted to:

John Ogborne
TOC General Secretary
4 Whitegates
Wells
Somerset BA5 3LP

Self Scrapping of Historic Vehicles

This is a subject that has been covered in previous FBHVC Newsletters but we do still receive a number of questions concerning scrapping. The DVLA Press Office has issued the following statement on this subject.

Vintage vehicles do not fall within the scope of the End Of Life Vehicle legislation whereby they must be taken to an Authorised Treatment Facility (ATF) and issued with a Certificate of Destruction (CoD). Vintage vehicles are classed as vehicles kept in a proper and environmentally sound manner, either ready for use or stripped into parts, and can include historic vehicles, vehicles of value to collectors or vehicles intended for museums.

If a vehicle is broken up by the registered keeper they must tell DVLA that they are keeping the vehicle off the public road by making a Statutory Off Road Notification (SORN), until the parts of the vehicle that is left is taken to an ATF or tell DVLA that they no longer have the vehicle by filling in the V5C/3 part of the V5C, selling or transferring your vehicle to a motor trader, insurer or dismantler.

The vehicle registration certificate (V5C) is not mandatory to scrap a vehicle at an ATF, as the majority of vehicles presented to an ATF are from a third party, such as vehicle traders, insurance companies and salvage operators. However, if the V5C is available this should be presented to the ATF with the vehicle concerned.

If the registered keeper sends in the new red V5C [to DVLA] with an explanation that the vehicle has been scrapped, then DVLA will update the vehicle record with a notification of disposal to trade to a motor trader/insurer/dismantler to discharge the liability of the registered keeper. However, the vehicle record will not reflect scrapped.

Missing Chassis Plates

During a vehicle's restoration or repair, occasionally it is necessary to remove the chassis plate and it is important that it is reinstated onto the vehicle once work is complete. On some makes/models of historic vehicles, the chassis number is also replicated elsewhere on the vehicle for others the chassis number is only on the maker's plate which is secured to the vehicle and there is no other location where the chassis number is stamped directly onto the body shell or chassis.

Part of the MoT test is to record the chassis number. Where there are a variety of numbers on the vehicle, e.g. chassis number, body number etc, it is helpful to the examiner if you point out which is the chassis number as recorded by DVLA. This gives the MoT examiner a positive result on that point.

If, however, the chassis plate is missing it is possible that the examiner will record the body number on the MoT as being the chassis number. This is a mismatch, and the follow on to this is that you could well receive a visit from DVLA/VOSA to inspect the vehicle. In one case an inspector has suggested that a Q plate might be issued.

Where the plate is missing, and it is actually the same vehicle as on the V5C, the sensible approach is to obtain a replica chassis plate, get it stamped up with the chassis number as shown on the V5C, and secure the plate to the vehicle prior to the MoT taking place. Searching on the internet using the words 'reproduction chassis plates' will produce a number of suppliers.

If the vehicle with the missing chassis plate is not the same vehicle as on the V5C, obtaining and stamping up a replica chassis plate to match the V5C is fraudulent.

Prior to the MoT, as well as carrying out basic checks of the vehicle, it is a good idea to check that the chassis number is present and does actually match the V5C.

Continuation Vehicles

There are a number of makes/models of vehicles, typically two-seater pre- or post-war vehicles with beautiful flowing lines, where the demand has exceeded the very limited supply of genuine vehicles. To meet this demand, what is offered is sometimes described as a 'continuation vehicle'. These vehicles could well be produced to a higher quality standard than the original vehicle.

It is one thing to produce an excellent looking and very saleable vehicle, which has a large proportion of new components produced to an old design but it is altogether a different matter getting it registered with DVLA.

Possibly the best time to start investigating the registration aspects is prior to the construction/reconstruction stage.

The DVLA requirements in this area are contained in DVLA leaflet INF 26, with the descriptive and lengthy title of Guidelines on how you can register kit cars and rebuilt or radically altered vehicles. A copy can be downloaded from <http://www.dft.gov.uk/dvla/forms>

To get a vehicle registered without a Q plate, it needs to fit into one of five different vehicle groups, and to have the necessary paperwork. Many vehicle groups require an already registered donor vehicle. Some groups require the vehicle to pass Individual Vehicle Approval (IVA).

If the vehicle consists of genuine period components all over 25 years old, then provided the specialist club has inspected the vehicle, and can produce an adequate 'dating letter', the vehicle could well fall into the Reconstructed Classic category, and be issued with an age-related number. If the vehicle is constructed of new components, made to an old design, it is difficult to see how the vehicle can meet the Reconstructed Classic category criteria. The year of manufacture as declared in the club's dating letter is recorded by DVLA. If a subsequent owner finds that the year of manufacture as recorded by DVLA is inaccurate, and the vehicle is in actual fact a modern recreation, this could cause difficulties under consumer protection legislation for DVLA. The nature of the legacy club dating letter would be examined by DVLA and the club could well be asked for clarification.

With continuation vehicles that are not based on an already registered donor vehicle, one possibility is that the Kit Built vehicle category might be more applicable, provided suitable receipts are provided and a certificate of newness is obtained from the manufacturer. The vehicle would be subject to IVA and could possibly obtain a current registration number. The practicalities on what IVA would mean to a particular vehicle are best discussed with your DVLA Local Office (while it remains open).

Without the correct paper work, a 'continuation vehicle' could well end up with a Q plate.

Historic Vehicle MOT Exemption Review

Voluntary Tests

The original consultation ruled out voluntary tests. However, as a result of pressure, the DfT and the Minister agreed that this facility would be made available as part of the implementation process. A number of clubs and individuals have been anxious to learn more details about this new concept. The short answer is that, following the Ministerial announcement, in principle DfT and VOSA will be involved in changing legislation and procedures to allow for this facility before the November deadline. Whilst the internal discussions take place no formal details in black and white can be issued by either DfT or VOSA. However 'reliable sources' would suggest that the voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present. In the UK the testing regime operated by VOSA has always been age related and is a common sense approach.

What actual paperwork is to be issued after the test is yet to be

decided. Certainly it is envisaged that all VOSA approved stations, whether private or VOSA run, will participate.

Please allow both bodies to work through the processes required, rather than get interrupted by having to stop and reply to questions that are unanswerable at this moment in time – the movement needs a good on-going relationship with both departments.

The limited time scale allowed before implementation would not allow for a parallel test regime for historic vehicles to be introduced as has been suggested by some respondents. Ignoring the enormous effort in drafting six new testing manuals from scratch there are greater system problems and costs which for a limited number of tests in each class each year could not be justified. Many of the problems experienced in the past are down to lack of knowledge of individual testers. In this connection the FBHVC already publishes a list of 400 test stations on our website that are recommended by enthusiast users. The existing test regime properly conducted is still appropriate.

Historic vehicle owners remain responsible for the safe mechanical condition of their vehicles, and a prudent owner who 'self maintains' should perhaps consider a voluntary test as part of their husbandry regime.

As soon as more details are known the FBHVC will of course keep you informed.

UK MoT Exemptions

On 18 November 2012 vehicles manufactured before 1 January 1960 will become exempt from the MoT test. There are a number of circumstances where, at present, an MoT is required, for example, as part of the V765 procedure, but it has still not been made clear by DfT what the new rules will be, despite repeated approaches by the FBHVC.

We have received a number of queries about voluntary MoTs and the possibility of setting up a 'roadworthiness test' for pre-1960 vehicles. Our response to the original MoT consultation, backed up by the completion of the on-line survey, deliberately included the option of voluntary tests – something which had originally been opposed by DfT. The voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present and there is thus no need to reinvent the wheel – the test is there and will remain in the VOSA manual.

To enable members to find a suitable testing station the Federation has carried a list of garages known to be sympathetic to our vehicles on the website for some considerable time. There are approximately 400 testers listed, all recommended by historic vehicle owners. For a proportion of historic vehicles DVLA don't have a record of the year of manufacture. This is typically because the source of the information was the RF6Q/VE60 old style logbook, handed in during the tax renewal process in the 1970s. The year of manufacture was not recorded on that document, so could not be transferred to the DVLA computer record. These days when an historic vehicle is registered, the year of manufacture is also recorded, typically from a V5-5/5 form and the sponsoring clubs dating letter or V765 form.

Although some historic vehicles don't have a date of manufacture recorded, all vehicles will have a date of registration. To illustrate how DVLA cope with the situation where legislation relates to the date of manufacture and DVLA only have the registration date, it will be helpful to look at the taxation class for historic vehicles. Historic vehicles are exempt from vehicle excise duty if they were manufactured before 1 January 1973. DVLA state that provided a vehicle 'was registered from 1/1/1973 up to and including 7/1/1973, we [DVLA] will let you register it as an historic vehicle, based on the assumption that the vehicle would have been made in the previous year'. (DVLA leaflet INF34.) If DVLA follow the same

logic with the pre-1960 MoT threshold, vehicles registered on or before 7 January 1960 will be exempt from an MoT.

There will be a small proportion of vehicles manufactured before the end of 1969 but registered after 7 January 1960 where DVLA don't have a year of manufacture recorded, and examples would include second-hand imported vehicles, and vehicles disposed of by the military.

Sometimes it is not clear from the V5C if DVLA do have a record of the year of manufacture. One source of information is via the RAC website: www.rac.co.uk. Scroll down to 'Other Services', and click on 'Car Checks'. On the 'Car Data Check' page, it infers that there is a charge for checking a vehicle record; however, there is no charge for just the display of the basic 'vehicle details', which is a copy of DVLA data.

As an example, using one of my own vehicles, input the registration number 748 UPF and click on 'Buy Now'. A page will be displayed headed 'Vehicle Check'. In this example, there is no value against year of manufacture, so DVLA have not recorded the data.

There is also vehicle information on the DirectGov web site at www.taxisc.direct.gov.uk, which can sometimes be misleading. If DVLA don't have a declared value for the year of manufacture, for some vehicle records, there is an entry generated and displayed for the year of manufacture. Sometimes, although not in this case, it can be incorrect.

If your vehicle was registered after 7 January 1960, but made before 1960, and there is not a year of manufacture recorded (as indicated on the RAC website), for the vehicle to be exempt from the MoT, DVLA will need to be notified of the correct date. The appropriate specialist vehicle club should be able to produce the necessary dating letter, once they have carried out the necessary checks, which could well involve an inspection, and a fee for the dating letter.

Vehicles most likely to be affected by this missing data are ex-military vehicles under 3500 kg GVW, and second hand imported vehicles, first registered by local registration authorities in the 1960s or 1970s, but manufactured in the 1940s or 1950s.

Taxi and Private Hire Services

The Law Commission consultation concerning consolidation of control of taxi and private hire vehicles was covered in depth in our last newsletter. The Federation has made a formal response to the Law Commission which included our view that the traditional use of historic vehicles for weddings should be able to continue unfettered by bureaucracy. It should be remembered that before any enactment can take place, DfT will have to undertake a further formal consultation exercise.

Fuel News - Introduction of E10 Petrol

The FBHVC and member clubs have previously been led to believe that the widespread introduction of E10 fuel was unlikely before 2015. However, following a recent Stakeholder meeting at the Department for Transport it does seem that this has changed and E10 could be with us as early as 2013.

There is a working group subset which is concerned with classic or historic vehicles, including motorcycles, to which the Federation is invited.

We are already well aware that E10 is not suitable for historic vehicles, unless steps have been taken to proof fuel systems for this blend. Members should be aware that E10 may start to penetrate the UK retail fuel market early in 2013, and they should avoid it unless they have adopted measures to ensure compatibility with E10 petrol. Pumps selling this fuel will be clearly labelled E10, and also will carry a warning message. It should also be noted that super grade petrol will continue to be the 'protection grade' and will not have more than 5% ethanol.



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L	London	 	Peter Simper - 215 Whitton Road, Twickenham, TW2 7QZ Tel: 0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)	SHS	Surrey Hampshire and Sussex Borders	 	Helen Shelley or John White Tel: 02083 307216 or mobile 07790 530383 email: helenshelley@msn.com
SW	South West	 	Walford Bruen - Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD Tel: 01395 668909 email: kemoru@btinternet.com				Steve Reed - 1 Terwick Cottage Rogate, Nr. Petersfield, Hampshire, GU31 5EG Tel: 01730 821792 email: stevereed@aol.com
I	Ireland	 	Richard Shell - 23 Baymount Park, Clontarf, Dublin 3, Republic of Ireland Tel: +353 1 833 7731 email: richardshell@eircom.net	RoW	Rest of the World		Walter & Noelia Callens - Belgium Tel: 0032 50 425 836 (weekends only) email: walternoeliacallens@hotmail.com

Section News

Scotland

ICCCR, Harrogate. See our report later in this edition of Floating Power.

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Telephone: 01224 715221

email - smithy777@btinternet.com

West of England

Sept 2nd We had a small but perfectly formed visit to the Helicopter museum at Weston-super-Mare via a circuitous route around the lanes of North Somerset. We had a very informative guided tour and now know a lot more about the workings of rotor heads, transfer gearboxes and the like than we did before. Real "Floating Power"! They had some very neat turbojet engines, about the size of a big 6 engine, but good for 1,000 horsepower. I noted Dave Hackett looking at them very speculatively (it would certainly solve the problem of having no heater in the winter).

Among the exhibits was a Russian "Hind" gunship - a mean looking beast of the type currently being deployed in Syria - not something you would want paying you close attention. At the other end of the scale was a "dinghy autogyro" designed to be towed behind a speedboat. The autogyro would then lift off and away you went. The designer was described as being "grounded" by his family for his own safety!

All in all a very interesting afternoon and our thanks to Nic Shaw for organising it.

That completes our efforts for the year. We will regroup sometime in the New Year to think about 2013.

Pip Pip, Terence & Jane.

If anyone would like to organise anything for next year please feel free and it will be included in the programme.

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

North East England

Tour of the Yorkshire Dales 9th September

As a newcomer to the Traction Avant Brigade I had in mind a fairly sedate drive in the country! However, from York to Kettlewell we had underestimated our journey time and as a result there were times when I had to hold onto the seat. I hadn't realised you could 'rally drive' a car from 1953.....I still have a lot to learn in the world of cars. When we realised our underestimation we were approaching Linton on a narrow road, unfortunately we were further held up by a red Ford Fiesta, surely if the Traction could reach a decent speed then you'd think a car less than 2 years old could also, during the over take I had to close my eyes (thankfully this only occurred once during the day).

We arrived at Kettlewell to establish the group who had arrived on time had left and so we made a decision to 'catch them up'; this involved a slight detour and more rally driving. Eventually we came across a rather grand looking Traction. I am reliably informed this is a Roadster. The driver was wearing rather impressive looking goggles and we quickly established he was part of the group,

eventually we managed to locate the other three Tractions, each with their own charms (one even had seat belts!).

After an eventful morning a stop in Leyburn at the Golden Lion was much needed, Carvery all round!



Pit stop taken we set off "en convoy" and the more sedate driving commenced (to my relief). From Leyburn we passed Grinton Lodge Youth Hostel (where I'd stayed in my younger days). From there we headed up a rather steep hill, which we all managed to climb unscathed - which seemed to be a bonus. We stopped for a photograph on Redmire Moor, all the cars lined up nicely.



From there we headed to Bolton Castle and the tea rooms for well earned coffee and cake. The group dispersed here and we headed onto Asygarth Falls to make the most of the lovely September sunshine. Whilst parked up we encountered a friendly couple, he was taking photographs of the car, and eventually was taken with his wife for a spin - I sat that one out!

So, as a Traction newcomer, even more of a confession - a car novice - it seems I have learnt how to grip the seat and brace myself for corners. Moreover, I have seen the countryside from a different view point. Now I have my 'Traction Wings' all I need is a vintage costume for the War Weekend in Pickering. Wish me luck!

Anne-Marie Simms

For details of future planned activities contact:

Graham Handley

Telephone: 01661 843493

email: grahamhandleyhandley@btinternet.com

Surrey, Hampshire & Sussex Borders

August 19th Our trip to Longstock Nursery and Water Gardens owned by the John Lewis Partnership was a great success, the weather was fine, and we were able to picnic in the car park of the nursery where some members purchased plants, and then had a tea supplied by volunteers before driving the short distance to the water gardens.



All proceeds for the day went to the St. Michaels Hospice.

September 16th Sixteen members had a trip down to Odiham, meeting for a Sunday lunch at The Waterwitch pub/ restaurant. We then took to Floating Power aboard the John Pinkerton canal boat for a two and half hour trip along the Basingstoke canal.



We were pleased to welcome Bob and Trisha Street who came all the way down from Princes Risborough, also Hugo Wilson who has been trying to catch up with us, as he saw the cars pass his house on their way to Longstock.

November 18th The meeting is at the Fairmile Cobham from 12 noon.

December 16th Don't forget it is not too soon to put your names down for our Christmas lunch in the Malting House, at the Barley Mow, West Horsley, Surrey. I already have six booked.

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

South Midlands

For future planned activities contact: Simon Saint email: janeandsimonsaint@hotmail.com Tel: 01905 454961

Peak

Our next meeting will be for lunch on Sunday December 2nd. John & I need to research a few local pubs before we can disclose where the meeting will be held!

At that meeting we will need to plan for 2013.

Bev & John

For details of future planned activities contact:

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

Telephone: 01629 582154

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

What a fantastic event the ICCCR was, I'll just use this space to express our thanks to the hard work of the organisers as I'm sure there will be reports elsewhere. Star of the show? The garden shed on wheels, completely nuts.

Stamford Classic Car Show, August bank holiday Sunday. What a lovely day, although Tina and I went in the Traction, we parked in a car park and walked into the event, not thinking for a moment that there would be any other Traction, but there were two, a silver light 15 and a maroon Légère built to English spec, with leather seats and wooden dashboard. I was so deep in conversation that I didn't make a note of the owner's names, both TOC members; I hope they'll forgive me and drop me an email.

I hadn't realised until talking to the owner of the silver Lt 15 that when the volute springs are replaced by silentblocs, the rear rubber engine mount can be removed, thereby reducing markedly the vibration in the bulkhead from the engine.

Next get together will be the AGM, hope to see you there.

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

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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

Correspondence

Please send your letters and emails to:

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email: editor@traction-owners.co.uk

The deadline for the Jan/Feb 2013 issue of Floating Power is Friday 16th November

Theft from a distinctive Burgundy Citroen DS 20 with a black bungie cord holding the boot on slightly disguising the number plate KGV143K

KGV143K between 7.30PM and 12.00PM on Sunday the 12th August 2012 from the ICCCR event at the Harrogate Events Centre.

Somebody must have seen something?

On Sunday evening while the amazing Ukulele Orchestra were playing my car was targeted by thieves who unlocked my doors with a classic Citroën key and stole all of my belongings. Someone must have seen something or heard of someone after the event having many new things from the event.

The items stolen from my car are included:

2 x complete rear internal repair panels from Tom Verheyden in the Netherlands. Both sprayed black - left and right with rear gutters and support panels to weld to the boot back and floor. About 1 metre long and arched in a kind of fan shape. Photos to follow. (VERY RARE - only 2 taken to the event and sold to me - made by Tom and not many are sold as not many cars are as rusty as mine)

2 x full sets (4 different size pipes) taped up by Tom Verheyden. These are black with internal foam.

1 x rear right bumper mounting (new) in black.

1 x old original front wheel bearing unscrewing tool. It was big with long handles either side to unscrew bearings on a DS. Quite distinctive.

1 x full set of rear left back door (4 pieces) lower repair panel in grey metal

1 x full rear repair panel including boot lid lower frame (where the boot catch fits) with holes for rear bumper to fit through and connect to both right and left repair panels.

1 x lower rear repair panel with 2 rubber grommits.

1 x left elephants ear

1 x right elephants ear with gap for fuel filling pipe

1 x engine oil sensor

1 x engine oil thermometer

1 x second hand front drivers side internal door handle in great condition

1 x drivers door mirror in stainless steel

1 x DS armrest - in light grey with ripped top (due to old age) in dark red to match interior of car

1 x Aluminium rear bumper for ID19 1957 - 1962 (VERY RARE)

1 x Aluminium front right bumper blade for ID19 1957 - 1962 (VERY RARE)

1 x Panhard PL17 brochure in plastic file protector with £8 crossed out in black pen (had other inserts of information) very rare and all in english. With yellow/ brown animal fur cover. VERY VERY RARE!

3 x classic Autocar magazines from 1959 including one with ID19 original road test.

1 x Garmin Nuvi 205w with black unmarked case for the GPS

1 x Arthur Ransome - Peter Duck - classic penguin paper back - super rare!

Various new rubber washers and plugs for DS

The other items were personal belongings.

My car was also parked close to the side entrance to the Hall 2 Museum between 5-7.30PM while I was helping to dismantle the

Museum and my car could have been spotted then and monitored to see where I left it for the concert. It was parked next to the wonderful H van selling coffee. Did you see people taking a particular interest in my car at the event?

Please if you can help share this with all other people who attended in the hope some one saw something or may see my belongings over the next weeks.

I am gutted and feel totally shattered that a fellow enthusiast would do this to another DS fan. I am still in total disbelief this has happened after what was an absolutely amazing event that we should all be very proud of. Massive thanks go out to all of the amazing team of volunteers who put together a fantastic event full of wonderful activities and coordinated a superb event that everyone loved!

It was a massive haul and the footprints and handprints in the car show at least 2 people were unloading all of my belongings into another car. This must have been parked right next to mine.

Thanks loads and lets hope some of these things appear through other club links with other counties in Europe. Many items are rare and unusual and will hopefully stand out.

Thank you so much for looking at this list.

Ewan Phillips, 07737 647369, ewanphillips@hotmail.com

Dear Den,

In 2010 I wrote an article about my first 30 months of Traction ownership. It finished with my describing how I tracked down a lack of power to low compression on number 3 piston - which came up again after squirting oil down the bore - so I assumed I had a broken piston ring.

I kept the car running to do a friends' wedding and then had a wonderful 5 week holiday in NZ living in a camper van. So in March I started to tackle the problem having read all I could about rebuilding the engine - which I had never done before!

Removing the bonnet, radiator grille and radiator and hoses was easy. Then I spent some time looking for a drain plug on the block to let the rest of the water out. After hopefully removing and replacing various bolts I decided there wasn't one (confirmed when looking inside the block later on).

All the ancillary connections came off easily (hacksaw for the rusted mounds that used to be the exhaust connection nuts!) until I tried to disconnect the gear change rods - how to break the tapers without damaging the threads or bending the levers? Then I remembered how I used to remove track rod ends before I had a ball joint breaker. Constant tapping on opposing sides of the levers with two small hammers for a minute or two eventually caused them to pop out.

Undoing the 8 drive shaft bolts was just boring one flat at a time with an open ended spanner - I quickly learned to rotate the shafts to the optimum position.

I know hydraulic engine cranes are all the rage but I prefer my chain hoist which stays exactly where you put it and is adjustable to the nearest mm - very useful as I was working on my own. I soon had the engine and gearbox up in the air and pushed the car out of my garage. What

a heavy lump that unit is to drag along the floor (and tip on its side to get the water out) – I shall make a wheeled stand if I have to do it again.

Now it was getting exciting and slightly scary as I have rebuilt many engines but none with wet liners – would they come out – even more importantly would they reseal! Gearbox, head and sump came off easily and I undid the big end bolts and pushed out the offending piston. To my surprise the rings were all intact – I wondered if they had just got stuck in the grooves and popped out when there was room.

I then found that three of the other big end bolts had been rounded off by the previous assembler and my socket would not hold on them. I ground a few mm off the end of my socket to get a better grip which then moved one of them. I pondered what to do and then remembered my little ¼" drive set which goes up to 13 mm and has strange wavy form 6 point sockets which grip on the flats rather than the point of a nut. With adaptors to get to ½" the final two nuts yielded.

Extracting the other pistons revealed a broken ring on No 1 but not much bore wear. Rather than just replace one ring I decided to replace all liners and pistons. The liners came out easily with a hardwood block across their bottoms and a sharp tap from a hammer. Two of them had bits missing from the skirts which I couldn't find anywhere so assumed that the damage was the result of previous work.

On inspecting the conrods I could see that they were not an original matched set from the random markings. I therefore decided to have the rods, crank, flywheel, clutch and new pistons balanced as I have always found balancing to be very beneficial to smooth running.

How one thing leads to another! I undid the main bearings and found that the surface of the central one resembled crazy paving with a few bits missing. The journals were unmarked and standard size so a new set of bearings was obtained from TOC spares (Eouch!). Various people had told me scare stories of how the replacement bearings often don't fit properly and the right way is to re-metal the old housings and have them line bored. However mine fitted perfectly with the crank turning easily by hand when the caps were fully tightened. I had some fiddly fun setting the end float with the shims but was successful after realising that there is slight longitudinal movement in the bearing cap and that it needed to be tapped so that the thrust faces of the two halves of the bearing align to present a flat face to the thrust washer. The final check was made by tapping the crankshaft to and fro with a dial gauge on the end.

As part of the above process I obviously removed the clutch which is a non standard diaphragm item (Ford? – does anyone know). I then found the cause of my persistent slight clutch judder. The tabs on the flywheel lock washer had been knocked up proud of the securing nuts and had been fouling the springs in the driven plate hub. A new clutch plate and careful trimming of the lock tabs on reassembly has eradicated the judder.

I then made another (expensive) unexpected discovery. I thought the head was good and had been told it was OK for unleaded petrol but I felt it was illogical to replace it without lapping in the valves. I have never seen such worn valve guides. With the valve a few mm off the

seating there was 2 – 3 mm lateral movement. The worst one was the exhaust valve on number 3 which had wobbled and worn an oval seating larger than the valve – this was obviously where I was losing compression – and I assume that the oil I put to test the compression was enough to seal the valve at cranking speed.

Now interestingly there were some very clever non standard oil seals fitted to the valve guides. They must have been effective because the car produced no smoke despite the much worn guides. I wonder if they were so effective that not enough oil was reaching the guides – hence the severe wear? Anyway on reassembly I used the standard rubber washer on the valve stem – along with new guides, unleaded inserts on the exhaust valve seats, new valves and springs.

I found reassembly relatively straightforward. I put in the new liners and bolted the head on – sealing everything with "Welseal". Then as I was paranoid about whether everything had sealed properly I propped the block up on some blocks and axle stands, refitted the hoses with them pointing upwards, filled the block with water and left it overnight. Perfect – no sign of a leak!

The rest of the reassembly went fine with one exception. I thought I would upgrade anything I could so I fitted a new timing chain with a tensioner. I had always had a slight oil leak from the crankshaft so I bought and fitted the modified seal kit. I found it difficult to fit but eventually thought I had it right. However a very short time after the car was back on the road the leak started again and then became really bad – a drip every second.

The rebuilt engine was going very well – smooth and with more power – but I couldn't live with the oil leak so back the car went into my garage and I pulled the gearbox off. On removing the new oil seal housing I had an epiphany and realised I had put too much silicone sealant on the joint face and blocked the drain holes back to sump – thus the sealing ring was subjected to full engine oil pressure rather than just dealing with splash. Close inspection of the two halves of the seal showed that it been bearing all round the crankshaft so I reassembled with less silicone. I then tested by replacing just the flywheel and starting the engine without the gear box. The radiator and hoses were fitted temporarily and I kept the water pump turning with my electric drill. After 15 minutes all looked well with no leaks so I put everything back together and we were back on the road feeling I had solved the problem.

However pride comes before a fall and after some weeks the oil leak slowly returned and then resumed its massive outpouring. You can imagine my feelings so I contacted everyone I could think of for advice – various members of TOC, those whose occupation is repairing Tractions in London and Devon, CTA in Holland etc. I didn't find anyone who had had my problems with the seal or heard of any – but I didn't find anyone who had used one either. Interestingly the commercial concerns seem to rely on the original scroll seal.

So back to the garage and off with the gearbox again – interesting how much more quickly you can do something the second or third time! There was nothing obviously wrong with the seal and the drain holes were clear. I had obtained a new insert for the new seal and fitted it with as much care as I could – ensuring it was seated in the housing as per the Citroen instruction manual and advice

Correspondence

from CTA, cutting it cleanly (not easy) with the required 0.5 mm projection etc. I refitted it and put the bare minimum back together so I could run the engine for a long time. I fitted the flywheel with just 2 bolts and the gearbox likewise – plus the fan belt and the radiator held on by the hoses. On starting up oil soon poured out. 30 minutes later I had the seal off again and could see nothing wrong so started looking at the original scroll seal. The mating surfaces between the two halves were not perfect as they were touching only at the inner ends so I trued them up by rubbing on a sheet of fine emery paper on a thick mirror.

I didn't take much off but it must have closed up the scroll a little.

I fitted it and with the bolts not quite tight centralised it by feeling the up and down movement (virtually none) and left to right movement (a bit more) in each case leaving it in the central position.

I put the bare minimum back on again and started up – one minute, no leak – 15 minutes, no leak – 1 hour of ticking over, no leak. Hopes were rising so I stripped off the temporary work and rebuilt properly.

Now after several hundred km on the road I still have no leak and am very pleased and relieved!

I hope the above rambling description may help someone else and I would be very interested to receive comments and advice on my engine rebuilding experience – particularly regarding the oil seal.

Regards, Terry Ward

Hi Den,

In the Sep/Oct 2011 FP you published a letter from me in which I told you that as a result of your last article on lamps I realised why I had a hole in the bulkhead of my 11B, on the right side of the dashboard that went straight through to the outside of the car. It was for a directional spot lamp. Well as you know I managed to find one and bought it...

I had the lamp's outer shell and the base where it screws to the windscreen post replated and they look great.

I had to replace the socket but that was easy.



There is no switch built into the lamp itself so I used the "P" switch on the instrument panel as it has never been connected to anything before since my car has a sunroof and the interior lights are on the door posts. One of these has its own switch and the passenger side operates from a plunger switch in the door jamb.



The directional spot lamp is VERY bright and just what I've been looking for and I thank you for your help in acquiring it.



Next, I will install the Marchal reversing light on the left rear wing and the Marchal fog light on the front bumper, both of these I bought at Beaulieu for very reasonable money.

All the best, Larry A Lewis, Ontario, Canada

Hi Larry,

If you remember back in the Jan/Feb 2011 FP was an article on how I fitted a reversing light switch behind the dashboard onto the reverse gear rod. It works really well.

Den

15th ICCCR - 2012 - Harrogate, Yorkshire

From Wednesday 8th to Monday 13th August 2012 something wonderful happened in Harrogate. It was the 15th International Citroën Car Clubs Rally – last held in the UK in 1984. I was at there, I thoroughly enjoyed it, and for those of you who were not able to make it here are some reminiscences from some that were.

Den Hewitt

Wow, what an absolutely great event!!! Great venue, great weather, fantastic cars and atmosphere, plenty to see and do, good catering and refreshments, entertainments for all - a real winner!!

Ian Smith (Smithy) and the Burnetts, along with fellow (Ex Aberdeen) Tractionists, John and Iris Davidson, Scarborough, had volunteered as helpers, and arrived as arranged on the Monday beforehand, and before nightfall, the campsite was pure bedlam, as groups of campers from all over (not helpers) started to arrive en masse 4 days early, and of course, the camping fields were not open or ready!

However, Philip Clark did a great job in the circumstances and got it more or less sorted out.

Next morning the helpers were given their job allocations and we (the 3 males) were assigned to help put up the posters in the Museum



and then help set up the trade stands hall. The next 3 days saw us working 10 hours daily, setting out the master plan, setting out trestle tables by the hundred and getting all the traders settled in, with many more hundred lots of tables carted in.



The ladies in turn were allocated various jobs in registry, shop, registry, receiving and processing arrivals, etc and that went for all the volunteer helpers, doing whatever was necessary. However, after 6pm, most were able to enjoy the camaraderie, the great atmosphere, the free shows in the large theatre, the real ale bar, food stalls - the whole place was alive with the feel-good factor.



People of all nationalities were enjoying themselves- car parks and large camping fields now full - and no rain! just sunshine every day!!



From Friday on, most of the hard manual labour was done, and the helpers were able to have shorter shift patterns, and it has to be said it was the helpers who made it work, albeit not nearly enough of them, and of course, for the whole weekend, the registration of all visitors and campers continued, with allocation of camping space, collection of monies, manning the shop and registry, etc - a whole army needed!

On Saturday Smithy and the Burnetts had to leave to go back home, Smithy back to work on an emergency call-in, and the Burnetts for a close family death and thus unable to give full account directly on the final 2 days. However as reported from many sources the fun continued unabated, the evening shows were absolutely great and everyone saying this was the best world ICCCR meeting at the best venue that had ever taken place!

There were many little but well thought out bits and pieces ongoing throughout the whole event, including a

15th ICCCR - 2012 - Harrogate, Yorkshire



15th ICCCR - 2012 - Harrogate, Yorkshire

fully manned breakdown garage which was very busy indeed (a lot of Tractions in it in particular!) the free evening shows with top entertainers, the real ale bar, the museum with a very extensive range of Slough built models, as well as all the prototypes from the

Conservatoire - fantastic to see what our now well-known models started off like! The trade stands were there by the hundred, inside the hall and outside, and of course a very busy area of private car boot sales of everything Citroën! There were Citroëns' - rare, cherished and in really Concours condition everywhere for us to view and marvel at - as an aside, the day before setting off for Harrogate, we were involved in helping a broken down Traction with a gearbox problem belonging to a French chap who along with a group of Tractions were touring the Highlands prior to going to the ICCCR. We got it mobile again, it was a "Clabot" - only 3 in the world, an absolutely beautiful car in exceptional condition, and it was there too!



Yes, there were several shortcomings, many out of the control of the organisers, but not many noticed by our visitors and our congratulations to all concerned in planning and running such an outstandingly successful event

For future events it is worth reiterating the need to have at least double the amount of helpers there - from their point of view it was long hours (John Davidson kept his tally = 44 hours) and also special mention should be made of our young helpers, still at school boys and girls, working as hard and as long as the adults, - a great help and obviously enjoying it!

It will be a long long time before we have another ICCCR on these shores, but would suggest that the Brits can hold their heads up high in having staged the best ever!!

Ian Smith and Andy Burnett

Even though we did not make it to Harrogate in the way that had been planned, we have to thank Pearl Shaw for overcoming her dislike of driving in getting us there, even to taking us to the door of our hotel. The Holiday Inn within Harrogate proved to be a good choice as we were able not only to enjoy the sites and history of Harrogate but, to be able take the first vintage bus to the event site.

The bus took the strain. The drivers were great.

Continued on page 23



The site was ideal, with plenty of space for everything going on. Auto jumble undercover, a well presented range of cars within the Museum. Members of all the Citroën car clubs spread around, the site, with food to hand.

Daytime entertainment what more could we have asked for.



15th ICCCR - 2012 - Harrogate, Yorkshire



TOCtech forum – Issue 67

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

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Lead Acid Batteries

A car battery is a lead-acid battery – a container of battery acid (about 33% sulphuric acid diluted in water and with specific gravity of about 1.25) that has lead plates or cells submerged in the acid.

A 6 volt battery has 3 cells, a 12 volt battery 6 cells.

When a lead acid battery is manufactured it is supplied dry and can last in a dry state in a warm environment for 12 to 18 months. Its true life starts from the time that battery acid is added to it. It must then be charged within a few hours of the battery acid being added.

The plates that can be seen when looking into the battery must be covered to no more than a ¼ inch with the battery acid. During the first charge it may be necessary to top up the battery acid. From then on distilled water is used as and when the battery needs topping up.

Firstly batteries do not like getting dry. If there is too little distilled water then the plates will go dry at the top. The area of the plates determines the amount of charge that a battery can hold. Once part of the plate is allowed to dry out that proportion is never as good again. Secondly lead acid batteries do not like what is called "deep discharge" – going completely flat. When this is allowed to happen, sulphate ions in the acid combine with the lead to form a lead sulphate coating, resulting in a loss of capacity. Deep discharging a battery for more than a few hours will do it irreparable harm.

If you suspect that your battery is completely flat then disconnect it and use a battery charger before trying to diagnose the car's own charging circuit. REMEMBER – with a negative earthed vehicle remove the negative terminal first to avoid sparking and connect the positive first. It is the opposite way round for a positive earthed vehicle. A safety hazard exists during or after charging due to the emission of potentially explosive hydrogen gas. Any testing involving production of sparks e.g. electrical load tests must not be performed until the gas has dispersed from the cells. A similar hazard is present when a battery is fitted onto a vehicle immediately after the battery has been disconnected from a charger. Leaving a battery on charge for too long or charging it at too high a rate of amps.

Testing a Battery

Before carrying out any tests on a battery preferably remove it from the vehicle or fully disconnect it, then charge it fully and let it stand 4 to 12 hours, the longer the better. This is important because if you measure the voltage immediately after charging, you will not be measuring the true voltage of the battery.

State of Charge Test

Batteries need to be kept in a good state of charge.

To determine the state of charge a voltmeter is needed.

Set the voltmeter to the 20V DC range, disconnect the battery and connect the voltmeter across the battery posts. The table below gives states of charge for both 6 and 12 volt batteries.

Battery State	6 volt Battery	12 volt Battery
100% charged	6.32V	12.65V
75% charged	6.22V	12.45V
50% charged	6.12V	12.24V
25% charged	6.02V	12.06V
Flat	less than 5.95V	less than 11.89V

Hydrometer Test

The state of charge of a lead-acid battery can be estimated from the density of the sulphuric acid solution. A hydrometer is used to measure the specific gravity of a liquid solution and, therefore, its strength. In this case the battery acid (sulphuric acid solution) but can only be used with a battery that has removable cell caps. Use a temperature compensating battery hydrometer for this test.

Disconnect the battery cables.

Remove the cell caps.

Insert the hydrometer into one of the cell openings and use the bulb to fill & drain the hydrometer with some of the battery acid solution a few times before taking a sample. With the hydrometer, measure and record the specific gravity of each cell. The reading on the hydrometer will tell you the specific gravity of the solution. Carefully squirt the solution back into the cell and repeat for each cell. There should be no more than .05 difference between the cells. If the battery has a difference of more than .05 between its cells then it has what is called an "open cell". Do this at least twice for each cell to ensure that you get an accurate reading.

If your hydrometer is not temperature compensating, add .004 to readings for every 10° F above 80°F and subtract .004 to readings for every 10°F below 80°F.

Example readings for three 6 volt batteries

	Cell 1	Cell 2	Cell 3	Cell Condition
Battery 1	1.250	1.225	1.250	Recoverable
Battery 2	1.275	1.250	1.225	Recoverable
Battery 3	1.200	1.250	1.275	Open Cell

Battery 3 has an open cell because the difference between Cell 1 and Cell 3 is .075, more than .05. Any battery that has a short or open cell needs to be replaced.

It is said that batteries 1 & 2 can be recovered using desulphation techniques. These techniques are not covered in this article. If any TOC members have experience of these techniques could they please let me know.

Voltage Test

From the table in the first column we can see that using a voltmeter the reading for a 6 volt battery should be at least 6 volts and at least 12 volts for a 12 volt battery.

If it is not then we can check to see if there is a problem with one of the cells.

To do this we need to make 2 probes. It is better to make some rather than have battery acid corrode the probes on your meter. A wire coat hanger is ideal to use to make them. Connect these to your voltmeter and remove the cell covers from the battery.

Starting with the positive terminal place the positive probe on the positive terminal and carefully put the negative one into the battery cell opening nearest the positive terminal and read the voltage. The probe must touch the plates (not just the liquid) but not distort them.

Each cell should give a reading of just over 2 volts. A 6 volt battery has 3 x 2.1 volt cells, a 12 volt battery 6 x 2.1 volt cells.

Now put the positive probe onto the 1st cell and the negative probe onto the 2nd cell. Again the reading should be just over 2 volts. Repeat this with 2 and 3, 3 and 4 etc. If one or more of the cells read less than 2 volts then those cells are weak or bad.

Battery Load Test

This is also called a high-rate discharge test or drop test. It is a severe test and should only be carried out on a battery that has a specific gravity higher than 1.200 for each cell. The test simulates the electrical load demanded during the starting of an engine under cold winter conditions. For this reason the test should not be extended beyond 15 seconds.

Connect the battery load tester to the battery terminals. Connect the positive lead first then the negative lead.

Now turn on the battery load tester and count for 10 seconds. During this time the battery voltage reading will drop. After 10 seconds turn off the load tester. If the battery voltage reads between 6 to just under 6½ volts for a 6 volt battery or 12 to just under 13 volts for a 12 volt battery then the battery is in good condition.

You can now disconnect the load tester, negative terminal first and then the positive terminal.

Short(ed) Cell Test

Fully charge the battery. Set the voltmeter to DCv with a range of at least 20 and check the voltage, it should be over 6 volts for a 6 volt battery or over 12 volts for a 12 volt battery. Leave the battery disconnected overnight.

Measure the voltage of the battery again.

If the voltage reading of a 6 volt battery is below 4.3 volts or below 10.6 volts for a 12 volt battery then the battery has a short cell. The battery will need to be replaced.

Charging a Dead Battery

If a charger will not charge the battery then the reason may be that the charger cannot "sense" the battery. Depending upon the condition of the flat battery it may be possible, with the use of a second battery, to trick the charger into sensing it. Do not have the charger connected to the dead battery. Using jump leads, connect a charged battery in parallel to the flat battery (+ positive terminal to + positive terminal, - negative terminal to - negative terminal). Check that the plates in the flat battery are covered to no more than ¼" and top up with distilled water if necessary. Connect the charger to the good battery and turn on the charger. The charger will "see" the voltage of the good battery, and start providing a charge.

After about an hour, check to see if the dead battery is slightly warm or hot to the touch. Batteries naturally become warm during charging, but excessive heat may be an indication that there is something wrong with the battery. Immediately stop the charging if you hear a hissing sound coming from the dead battery. This is known as "gassing".

Every hour check the voltage of the dead battery to see if it has charged to 5.25 volts for a 6 volt battery (10.5 volts for a 12 volt battery) or higher. If it has, disconnect the charger from the electric socket and disconnect the good battery from the charger.

Now connect the previously dead battery to the charger. Turn the charger on and continue charging until the previously dead battery has fully charged. This will work with the majority of dead batteries.

The Battery Seems To Be OK

Having established the condition of the battery when disconnected and having satisfied ourselves that there is nothing wrong with the battery we can now check what happens when using the car's charging system to try to charge it. Providing that the battery is not flat of course start your engine and use a fast tickover (or enough revs to replicate normal driving speed).

Let the car run fast for a few minutes, this replaces the battery voltage lost from using the starter motor, and measure the voltage again.

For a 6 volt battery the voltage of the battery should have increased to between 6.75V and just over 7V. The minimum voltage necessary to maintain a 6V battery in a 100% charged state is 6.75V (13.5V for a 12V battery). If your charging circuit is working efficiently then a full charging voltage for a 6V battery is 7.2V (14.2V for a 12 volt battery). Don't worry if this increases to about 7.4V (14.8V), but much more will "cook" the battery. If the voltage is higher than 7.4V (14.8V) then the charging circuit needs to be checked to find the reason for overcharging.



Overcharging will overheat the battery and the battery shell will bulge due to the plates having deformed. This deformation decreases the battery capacity.

If your battery is quite flat, then you won't see these voltages until it has recharged. If the charging circuit is working the voltage will slowly increase as the battery becomes less flat.

Switch on the lights and you will see the voltage drop slightly. If it is just on the verge of 6.7V (13.4V) with the engine running faster than normal tickover speed then you know that the charging system is working and the battery won't let you down when driving with the lights on. If not then you need look at the rest of the system.

Battery Faults.

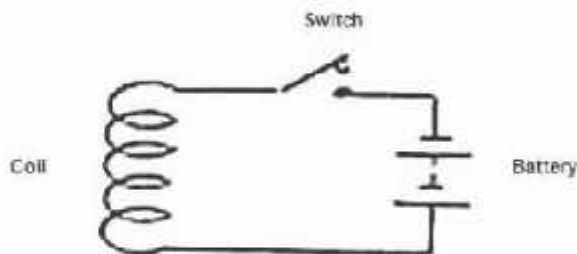
Fault	Cause
Undercharging	<ul style="list-style-type: none">• Low dynamo / alternator output, perhaps due to a slipping fan belt• Excessive drain on the battery which may be due to a short circuit• Faulty regulator• Terminal corrosion
Overcharging (excessive gassing)	<ul style="list-style-type: none">• Defective cell in battery• Faulty regulator
Low Capacity	<ul style="list-style-type: none">• Internal or external short circuit• Sulphation• Loss of active material from plates• Low electrolyte level• Terminal corrosion

Ignition Coils

How They Work

This article first appeared in the Jul/Aug 2006 edition of Floating Power.

Let's start with a very simple coil of wire and see how it behaves when a current is passed through it.

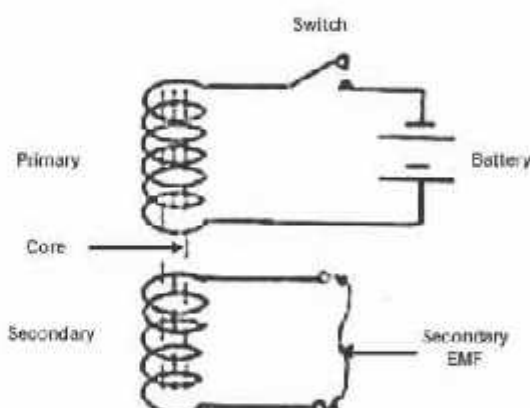


Coils do not like things to change - that is why they are called "reactive". When the switch is closed the battery tries to pass current through the coil but the coil reacts to this initial current by creating an opposing voltage that tries to stop the current flow. This is called the "back emf" (electromotive force). The initial current creates a magnetic field inside the coil which, in turn, creates the back emf. However the back emf is only momentary and gradually dies away allowing a steady current to flow through the coil and maintaining the magnetic field. The magnetic field is the way that the coil stores energy.

So what happens when we open the switch?

The coil now expects to have a current passed through it, so when the switch is opened it reacts to the change by trying to maintain the current flow. The back emf tries to maintain the current flow by using the stored energy. Unfortunately, there is no longer a complete circuit for the current to flow in, so it will arc across the switch contacts. The back emf, and hence the amount of arcing, will depend on the number of turns and whether there is a magnetic core inside the coil - in brief it depends on the coil's "inductance".

The whole process is known as "self inductance" and is fundamental to an understanding of the way in which coils function, however we are still quite a long way from our car coil. The next step is to introduce a second coil, wound on the same axis or on top of the first one, and to introduce a metallic core.



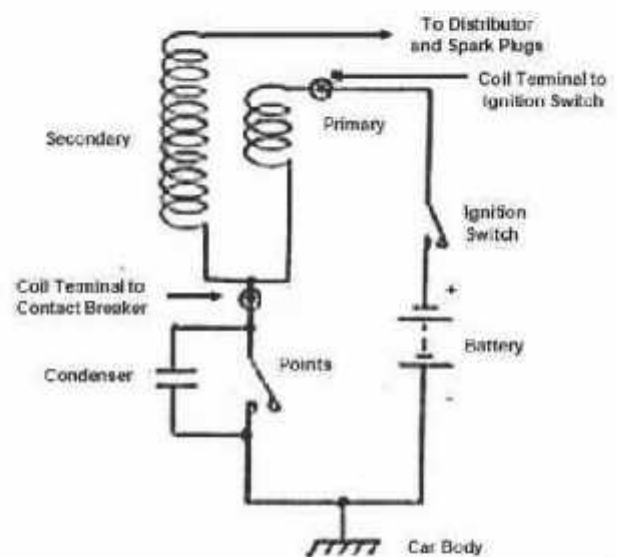
This time, when the switch is closed, the same self-induction occurs but now the magnetic field inside the first coil is also inside the second one. An emf is thus created in the second coil as well as the first. This process is called "mutual induction" and we have created a transformer. The effect of the metallic core is

simply to increase the inductance for a given number of turns. With the right material the inductance can be increased by a factor of 100 or more.

The most common application of the transformer is in mains driven equipment where, instead of a switch, the mains supply is alternating between positive and negative - 50 times per second (50Hz, or 60Hz in USA). Transformers do not function with direct current - they only work when the voltage is changing. In the case of the car coil, the voltage change is provided by the points.

One important factor is the number of turns in the first coil (primary) compared with second coil (secondary) - this is termed the "turns ratio". If we have an AC supply of 240V on the primary and a turns ratio of 2:1 (secondary: primary) the secondary will give us a voltage output of 480V.

We are now in a position to look in detail at the car coil.



The drawing above shows the circuit diagram of an ignition system for a negative earth car. The "coil" is in fact two coils wound on a laminated iron core (i.e. a transformer), the primary being the low tension (LT) one and the secondary being the high tension (HT) one. It can be seen that the two LT connections are not simply the two isolated ends of the primary coil, but that one end of the LT coil is connected to one end of the HT coil. The turns ratio varies from car to car but typically the primary is about 400 turns and the secondary about 20,000 giving a turns ratio of 50:1. The primary wire is comparatively thick and the secondary wire is very thin to allow for 50 times more current in the primary than the secondary (if the voltage goes up by 50, the current goes down by the same amount).

We will start the cycle with the points closed. There is a steady state current in the primary (all "transient emfs" have settled down) and, because nothing is changing, there is no effect in the secondary and we have no spark. When the points open, the stored energy in the magnetic core generates an emf that is trying to maintain the current flow and this consequently generates an emf that is 50 times bigger in the secondary. The secondary is connected to the appropriate spark plug via the rotor arm and, all being well, the engine fires! The points then close and after the transients have died down the steady current is re-established ready for the next plug. Incidentally, this shows why the ignition should not be left on without the engine running; the points will almost certainly be closed and the steady state current will cause the coil to overheat. Coils are often oil filled to help dissipate the heat because they become quite warm even in normal operation.

What about the condenser (modern name "capacitor")?

The self-induction in the coil, as opposed to the mutual induction that generates the spark, is more of a nuisance and needs to be dealt with because it causes arcing across the points and hence shortens their life considerably. A condenser is the opposite of a coil in terms of its electrical characteristics. It is quite happy with changes in current but it hates changes in voltage. The condenser therefore works in conjunction with the coil to absorb the unwanted self-inductive energy which would otherwise try to arc across the points - it forms a sort of tuned circuit with the coil and intensifies the spark.

John Ogborne

Coil Polarity

Why then do we worry about coil polarity? Because the spark plugs care which way the electrons are flowing in the high tension circuit. The spark plug has a thermally insulated centre electrode (surrounded by ceramic). With the engine running the centre electrode runs substantially hotter than the exposed end electrode. Design of the ceramic insulator determines how hot the centre electrode will run, leading to the designation of hotter or colder spark plugs. As electrons go, they love to jump away from a hot surface and fly toward a colder surface, so it is easier to drive them from hot to cold rather than from cold to hot. End result is a difference of 15 to 30 percent in voltage required to make the spark "initially" jump the gap on the plug depending on which way it is going. So the spark plug prefers to see a voltage potential that is negative on the centre electrode and positive on the end electrode for the very first jump of the spark. Oddly enough, this has nothing to do with polarity of the vehicle electrical system, but it is influenced by the common connection inside the ignition coil.

The common knowledge bit about electrons is that they carry a negative charge. For electrical bits (similar to magnetic bits) opposites attract each other and negatives repel. This means the direction of flow of electrons in a car is from the battery negative post through the wiring to the battery positive post (not necessarily intuitive). If you reverse cable connections on the battery the current flows in the opposite direction through the vehicle wiring. For most original functions on a Traction this does not matter as most original equipment is not polarity sensitive (a radio is however). As one end of the primary winding in the ignition coil is connected to one end of the secondary winding, reversing polarity of the coil primary side will reverse the drive direction of the spark current on the output side (even though current in the vehicle low voltage wiring still flows the same way).

So reversing vehicle electrical system polarity will reverse direction of the spark drive. The engine still runs either way, but the spark might be more reliable under marginal conditions if you get it right. The simple fix for this is to reverse the two primary wire connections on the ignition coil. Because the output spark is very much higher voltage (20,000v) than the car battery (12v), it doesn't care if the battery polarity is helping or hindering by a meagre 12 to 14 volts in battery potential.

So how do we know which way to connect the ignition coil for best results? Original production coils were generally marked on the primary terminals "SW" for Switch and "CB" for Contact Breaker. This was assuming the vehicle wiring was connected for positive earth (positive battery cable grounded on the chassis). If you reverse battery polarity (going to negative earth), then these coils need to be connected with "CB" to the ignition switch and "SW" to the distributor points wire. Later issue ignition coils are marked "+" and "-" on the primary terminals. These are more no-brainers, as you only need to match the terminal markings to the battery posts. For positive ground the "+" terminal goes to the distributor (to be grounded on the

engine block). For negative ground the "-" terminal goes to the distributor (to be grounded on the engine block).

If you are still sceptical about all this, there is a quick way to check directly which way the current is flowing in the high tension circuit. Disconnect a spark wire from a spark plug (or the coil wire from the distributor cap). Hold this HT wire near a grounding point (or near the connector end of a spark plug), and position the tip of a graphite pencil in between. When you crank the engine (no need to start or run) you can observe the resulting spark jump between wire and pencil, and between pencil and ground (or spark plug). A flare (hard to see) toward the plug (or ground) shows correct polarity while a flare toward the coil shows reversed polarity. If the flare goes toward the coil, just switch the primary wires on the coil and make note of the connections for future reference.

Can't see the flare? Not sure yet? You can also check spark polarity using an analogue (moving needle) volt meter. Hook up a voltmeter with the negative lead to the plug terminal and the positive lead to the block. Set the meter on the highest volt range. Crank the engine over (no need to start it) and you should see an upward swing of the voltmeter needle (don't be concerned with taking a reading). If the needle swings down off the scale, your coil is hooked up wrong. To correct it reverse coil primary leads. Do not worry about the coil markings, but make note of them for future reference.

Barney Gaylord

CTA 6 volt Coils

This article first appeared in the Nov/Dec 2007 edition of Floating Power.

CTA 6V coils appear to be French army surplus and are of excellent quality; they come in a sealed cardboard tube printed with a glowing description of their unique design and promises of greatly improved performance.

However, CTA have stuck a label on the tube intended to clarify the connections but which is rather ambiguous.

The label says (verbatim):

«CONNECTIONS»

HOW TO CONNECT THE CABLES

BAT=CABLE FROM THE IGNITION

RUP= +CABLE FROM THE CONTACT LOCK

Normally BAT (i.e. BATTERY) would be the connection to the battery via the ignition switch and RUP (i.e. RUPteur = contact breaker) would be to the distributor.

However this coil is actually intended for a positive earth vehicle, so what the CTA label is intending to indicate is that in French negative earth Traction it should be connected the opposite way to the labelling on the coil.

A better form of wording would therefore be:

«CONNECTIONS»

HOW TO CONNECT THE CABLES

BAT=CABLE TO THE DISTRIBUTOR

RUP=CABLE FROM THE IGNITION SWITCH/BATTERY

Of course, if you happen for some reason to have a positive earth 6V vehicle, you would connect it the way that the coil is actually marked.

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Continued from page 17

The mechanics on duty must deserve a big thank you by all those who had to use their expertise. What did they see of the event I ask myself? Especially Barry Annells who was also one of the organizers.



What a success and a big thank you to all those concerned. The ukulele band as a finally was a brilliant idea, having been a little worried that it may be a cacophony of sound, but how utterly entertaining they proved to be. One big thank you also to that ever unpredictable weather for staying sunny and bright. Especially for those camping. Who could not have left without a smile on their face?

Helen Shelley and John White

Our Harrogate weekend was delayed by a wonderful day at the Olympics but by Friday morning we had collected the traction from Norfolk and were on our way. A fast drive, with only 1 stop to change the electric fuel pump, and we rolled into the camp site. What a sight! It was like camping in a European Citroen heaven, our pitch was bordered by lines of French DSs, H vans and tractions from Denmark. Within the hour, and despite reading the instructions upside down, the tent was up; our new neighbour turned out to be Jasmin Gagen, the Eastern section organiser, thankfully armed with Verna reviving supplies of gin and tonic. A gentle evening sightseeing and so to bed...except not only had we brought an empty gas cylinder but we had forgotten the air bed bung. We slept rather too close to the good soil of Yorkshire.

Saturday, a warm and sunny morning but the Traction refused to start. I changed the fuel pump again (a continual problem since we bought the car), checked the plugs, points and carb. jets; it still wouldn't fire.

After breakfast Martin de Little joined me with his Normale, tools and spares. 2½ hours later having checked it again, and after replacing the condenser and retiming the ignition, it would just start but with an occasional flame from the carb. air intake and constant misfiring with an inability to slow run.

We limped up to the garage in 1st and left the car with Barry Annells and team. Barry soon found a broken

alternator bracket and that a plug had fallen out of the back of the carb. weakening the mixture, but with the plug in, it was just the same. Over the next 2 days everything was checked and reset, the carb, condenser, plugs and distributor and coil were swapped, the battery was charged and the alternator checked. The valves, valve springs, rocker arms, and push rods were examined, the clearances reset and the compression tested.

Pete Simper and Darrin Brownhill also considered the problem but it still failed to run smoothly.

On Monday afternoon we agreed that nothing more could be done and left Footman James to organise a relay to Barry's garage at Bourne.

Meanwhile Gloria collected our camping gear and via a DS newly fitted with hydraulic return pipes by the garage, a train from Peterborough and a taxi from King's Lynn we returned to Norfolk.

Barry's priority was an Austrian BX in need of a gear box, the only other ICCCR casualty that the garage could not fix. No mean feat as during the rally 50 cars had passed through their hands.

Barry started from first principles and checked everything again soon concluding that it still looked like excess inlet air. He removed the manifold to check the gaskets and discovered daylight shining through the 2 "blind" air cleaner mounting holes in the sides of the inlet manifold. A previous owner had used over-long bolts punching through the end of the tapped holes into the inlet tracts. The bolts were replaced with studs, the air cleaner replaced and it immediately fired and ran perfectly! The car, in perfect tune and adjustment, ran like a well-oiled tram back to Norfolk (only 1 pump change) and then on to London (3 more changes). Curiously, Martin and I nearly replaced the bolts so that they wouldn't get lost but that would just have masked the problem.

Special thanks to Barry for his expertise and determination, to Gloria, the garage team, Martin, Footman James and Jasmin.

PS. We really did enjoy Harrogate, and 64-5Y-UK now has a rebuilt SEV mechanical fuel pump.

Mike Wilcock

ICCCR 2012 diary of random thoughts and impressions

Thursday 9th August

15.00. Arrive at Great North Showground and attempt to book in; discover that we should have our booking number but, true to form, we don't have it. Helpful young people on the desk find "Ogborne" on the list but it seems that, unknown to me, my name is now "Raj". Some doubtful use of a spreadsheet causing first and surnames to have become separated; relief that my e-mail address would not need to be changed.

15.20. Ask for directions to campsite. My belief that I had booked a pitch for our Romahome in the "posh bit" also a myth so found a slot near the gate in the main camp. Spot a fork-lift truck carrying two stainless steel sinks with dangling pipes - presumably the washing-up facilities. Cup of tea.

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16.00. Stroll up to explore site and get bearings; surprise at extent of site. Intent on getting our rally pack, enter back of Ballard and find ourselves helping the "Magic" road crew set up; go to front and picked up rally pack. Meet loads of old friends and congratulate each other on the weather. Back to the van for a couple of hours R&R followed by food.

20.00. Back to Ballard; stay until ears couldn't stand any more. Stroll round to Grenelle to join Ceilidh – lots of people having great time but no chance of getting in. Find way back to campsite in the dark.

Friday 10th August

10.00. Leisurely breakfast, cross into main site for some serious car-gazing and purchasing opportunities for those things you never knew you needed and wondered what do with when you got home. More encounters with friends.

11.15. Quick spin round the museum (note to return and do it justice) Lynda bored and returns to van. Detailed look around trade stands and resisted temptation to buy things I didn't need. Find Roger William in full flood selling drive shafts, crown wheel and pinion sets, oil pumps etc and Mike Tennant with his famous rubber goods (for consenting tractionistes only). Say hello to John Gillard and Mark Harding on their stand.

12.40. Back to van for sandwich to find Lynda engrossed in book – her "Kindle" actually; think "can one be engrossed in a Kindle?"

13.00. Up to Cerizay for my 13.00 duty in the TOC club shop; entertained by early music group on the balcony. Not too many customers to disturb the peace; sell a few items with some smooth sales-talk; feel wasted as electronics engineer. Notice garden shed caravan.

14.10. Bev arrives to take over 50 minutes before expected; seems I have got these timings wrong as well. Memo to do better in future. More car-staring including a visit to the 2CV City stand where Lynda falls in love with Beachcomber; notice price tag of £11,000 and steer her away. Lynda wanders off disconsolately and I head for detailed look at museum.

15.05. Wonderfully-presented display in museum – mental thanks to Tony Stokoe who I believe masterminded it. Just right balance of vehicles from members and the Citroën Conservatoire and just right amount of information on display panels. Stay for ages.

16.30. Manage to sort out campsite booking misunderstanding and move into posh bit; think it's a bit like being elevated to Lords from Commons. Notice aeroplane caravan next to us – thank heavens for those with vivid imaginations. Worry whether others on main campsite will talk to us.

18.30. No worry – aperitifs at Terence and Jane McAuley's rather fine tent complex; Richard and Sheila Green join us also from the W of E Section.

Some time later. Move up to food area and feast on something good; head for Grenelle and J B Goode Band. Great music and even do bit of dancing; not sure it was too impressive – must get more practice and possibly a truss.

Saturday 11th August

10.00. Catch first bus to Harrogate. Cursory stroll round to get bearings and admire rather grand Regency feel; lots of visitors and many familiar faces. Numerous sightings of Citroëns including French 2CV going wrong side of keep-left bollard; so much for rally theme!

11.15. Visit museum; excellent collection giving good idea of the history of the spa and ghastly treatments that took place until quite recently. Guided tour of sulphur springs also interesting and smelly.

12.30. Obey orders to queue for Betty's Tea Rooms. Despite busy time; very relaxed and enjoyable meal at surprisingly reasonable price. Reputation well-deserved (Tea Rooms not us).

14.50. Back at site. To Sainsbury's to stock up on comestibles; seems like extension of rally with many familiar faces and different languages.

18.30. Aperitifs at Green's tent with McAuleys, Den Hewitt and Liz, and rally virgins Paul and Rosemary Tullett from Cheddar. Rosemary has clearly not been looking forward to rally but is having great time; smiles all round, possibly too many bottles.

Some time even later. More food and off to Grenelle for blue grass music: brilliant musicianship, packed out, very entertaining.

22.30. Fireworks on viaduct. Another triumph and more thanks to weather. And so to bed.

Sunday 12th August

09.30. Late start. Lazy morning strolling round chatting, bump into Steve Hawes ex W of E member now living in Lancaster. Trip round museum and stalls; still resist temptation to buy. Relieved to see that Beachcomber is sold. Look into repair garage; lots of Ds.

14.30. Spend afternoon on lawn being entertained. Morris men great fun; watch them cutting each others' heads off. Listen to bands. Impressed with homework that conductors had done to tailor it to ICCCR and a load of eccentrics. Spots of rain, rush for shelter, comes to nothing. Think God must drive Citroën – probably Traction.

19.00. Dinner in van with Den Hewitt: thank Den for excellent wine.

21.00. Ballard for Ukulele Orchestra; discover it started at 20.00 – phew, not my fault this time. Wonderful show, standing ovation, encores etc; think what a wonderful choice to show how weird British are. Memories of seeing them at Yeovil a few years ago – pure entertainment.

22.45. Back to van to watch Olympics closing ceremony on tiny TV.

01.00. Bored and so to bed again.

Monday 13th August

Time to go; lots of goodbyes and thank-you's. Leave for few more days exploring Yorkshire; clouds gathering, God must have put car back in garage. Memo to write thanks to organising committee for achieving magnificent Citroën Olympics in style on strictly limited budget. You can do a lot with £9 billion. I think it is fair to say that the 15th ICCCR was everything it was promised to be – plus a lot more. I have heard almost nothing but praise from everybody I have spoken to.

John Ogborne.

15th ICCCR - 2012 - Harrogate, Yorkshire



ICCCR 2012 – Harrogate, Yorkshire

Article as submitted for the ACI Newsletter

From the very moment the idea was conceived the team worked tirelessly to present what they envisaged would be the best ever ICCCR at an affordable price for all – especially as many would have to cross the Channel to attend. They undoubtedly achieved their goal.

As always, initial registrations were slow but, by offering attractive price incentives for early booking, a steady trickle was maintained and thus an early income was generated to meet the many inevitable up-front costs. Final figures will not be available for some time but it is clear that all major financial obligations will be met so it is safe to say the event was a financial success as well. That in itself is a truly fitting tribute to the organisational and budgeting skills of the team behind it.

The English "summer" had been disastrous with record rainfall throughout much of the UK. This had led to the cancellation of dozens of similar events one of which was the Great Yorkshire Show at this same venue only one month before the ICCCR. However, when the time came the weather was more than kind and was in fact the icing on the cake for all involved, whether participating or organising.

The location itself was superb and lent itself admirably to the occasion with excellent access, lots of open space, a good selection of buildings, grass and hard standing for parking and decent roadways within the site. The experience started at the check-in where multiple booths and separate lines for pre-booked and non-booked visitors meant queues rarely formed. I personally never saw more than half a dozen vehicles waiting in a line even at the busiest times. Once inside the ground there was ample space for people to form their own groups by nationality, model, club or any other category that took their fancy.

The on-site catering covered a wide range of tastes and within 100m of the gate were additional restaurant and supermarket facilities if they were needed. Throughout the day there was an excellent variety of adult and children's entertainment around the site and then a choice of two different kinds of live music under cover each evening. One notable break with tradition was the decision not to hold a Gala Dinner. Instead we were treated to a superb firework display with music on the Saturday evening. A dinner would have necessitated a fairly heavy restriction on numbers and additional cost for those attending whereas the fireworks had the advantage of being available to everybody on site (and probably most of the residents of Harrogate) with no additional expense for anybody.

The museum, with its UK "Keep Left" theme, was a tribute to Citroëns on this side of the Channel. The majority of exhibits were privately owned right hand drive cars produced for the UK market, many assembled in Slough. They were complimented by 11 other vehicles kindly supplied by Citroën Heritage from the Conservatoire collection.

On the modern front, out in the showground Citroën UK supplied a full range of current vehicles with a team of

personnel to assist anybody who was perhaps considering buying a new vehicle.

The spares market covered a large area both undercover and outside but it was disappointing to see so few of the traders we would normally expect to attend an ICCCR in mainland Europe.

Outside the main show arena there was more than enough room for everybody in the designated camping area and groups were able to set up together without risk of encroaching on neighbouring pitches. It is true the campsite and facilities were strained initially because the earlier bad weather had badly affected that part of the showground causing the installation of portable shower and toilet facilities to fall behind schedule. Nevertheless the smaller permanent camping area, although under extreme pressure, was able to cope until Wednesday when the meeting officially started. By then all the additional units were ready and the main campsite was fully opened up.

Away from the site, Harrogate itself offered shopping and sight-seeing opportunities with visits made all the more easy by a free shuttle service between the showground and town centre in a selection of classic busses supplied and operated by Keighley Bus Museum.

I do not wish to single any individuals out for praise as none of the above would have been possible without a highly disciplined organising team fully supported by an army of volunteer helpers who arrived days early to set up, manned check-ins, marshalled visitors, answered questions and generally did anything that had to be done - before staying on to help clear it all away afterwards. Having said that, on behalf of all who used them, a special thank you must go to the staff of the "garage" who were kept busy for the whole of the show (and for some time afterwards) carrying out work ranging from simple maintenance to major mechanical repairs.

In my opinion "Harrogate" will almost certainly be a template for future events and I encourage any group considering such a project to discuss their ideas with, and seek advice from, those that did such a wonderful job here.

Bernie Shaw

Attendance figures

2,534 vehicles which included 356 Traction's, 446 DS and IDs, 326 2CV's and 42 H Vans
4,888 participants from : Australia 12, Austria 11, Argentina 1, Belgium 82, Canada 4, Czech Republic 3, Germany 151, Finland 8, France 384, GB 1,473, Hungary 3, Isle of Man 2, Italy 34, Ireland 12, Japan 1, Luxembourg 1, Malaysia 1, Netherlands 56, Norway 21, New Zealand 4, Poland 8, Sweden 15, Spain 5, Switzerland 44, USA 16

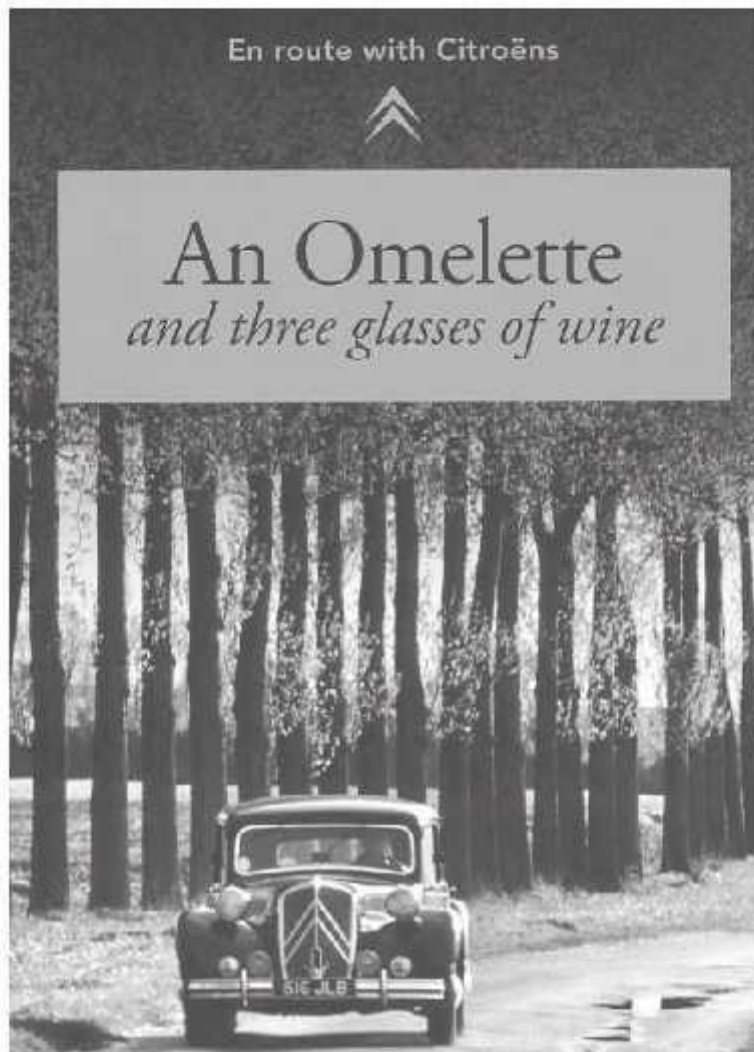
Interspersed throughout this article are photos courtesy of, in no particular order : Helen Shelley and John White, Steve Wright, Karel Beukema toe Water, John Ogborne, Terence McAuley, Martin de Little, Mike Wilcock.

Where the photos appear does not necessarily attribute the photo to that contributor.

Den Hewitt

An Omelette and three glasses of wine

Andrew Brodie



Very occasionally a book appears that causes the heart to throb with nostalgia. And when that book is graced with mouth-watering writing composed by one of the most competent of motoring journalists, and is decorated with the work of probably the foremost motoring photographer, its quality is thus assured.

Any enthusiast of real motorcars and who enjoys the best in automotive writing will know of the late Phil Llewellyn. His book, *The Road to Muckle Flugga* is a classic in its own right, and if you are familiar with this work you'll know of the author's high regard for a certain Citroëniste whose engineering ability is coupled with a passion for France, its cuisine and fine wines. That Citroën enthusiast who was the ideal travelling companion for Llewellyn and photographer Martyn Goddard is Andrew Brodie whose knowledge of Tractions, DSs and SMs, not to mention GSs, is expansive to say the very least.

An Omelette and three glasses of wine – under the heading *En route with Citroëns* – is a vast tome dedicated to the many trips the trio took in a variety of Citroëns over a number of years in the course of compiling a series of enticing motoring articles for the major motoring journals. What we get is a plethora of features penned by Phil Llewellyn accompanied by Martyn Goddard's photography and linked together with an entertaining commentary by Andrew Brodie.

It was Brodie's idea and enthusiasm which has brought this delightful book to fruition. The layout is imaginative, the photographic selection a delicious concoction that says all about France, its way of life and its cars, and then there's a matter of the nation's and its people's ethos.

If, like me, you remember those halcyon days when travelling to France in now ancient Citroëns meant seeing Traction Avants riding the Routes Nationales in classic style, experiencing the excitement of watching DSs at speed gobbling the kilometres, and never tiring of 2CVs and H Vans going about their daily chores, never mind the extraordinary yet brief sighting of an SM, this is the book that will enthral and captivate your senses.

Reading Llewellyn's flowing text cannot help but bring a smile to one's face as he tells of the 15-Six's rack and pinion steering being superb on the open road, but at low speeds demanding the mindless muscles of a sumo wrestler on steroid and happy pills.

The DS has its share of glory as Llewellyn describes Brodie driving the *Peripherique* around Paris shifting rapidly from Calais to Orleans to average 64mph. The tale is that the DS, lacking exterior mirrors, is at Brodie's mercy and anguished gasps as he responds to Goddard's last-gasp navigational instructions as the trio avoid being side-swiped by locals as they skirt the French capital.

Other cars get into the book, like NSU RO80s and Maseratis, but it is the delight of now classic Citroëns which rightly get centre stage.

Thankfully there are people like Brodie whose expertise and creativeness give us such a readable and adventurous tour back into the golden age of motoring and Citroënism.

Probably by now you will know I like this book and am anxious that others, too, enjoy its rich content.

Malcolm Bobbitt

Published by Yellow Chevron Publishing, 2012. 144 pages; 12ins x 9.75ins, profusely illustrated colour and mono. ISBN 978 0 9573441 0 5, £39.50

Events Diary

2012

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 30&31
25	TOC AGM	Stratford Manor Hotel, Stratford-upon-Avon See Pages 30&31

2013

March

9-10	26th Salon Champenois du Véhicule de Collection	Reims, France. Details http://www.bce-reims.com/bce.htm
17 tbc	Ravera Oldtimersbeurs	Arras, France. Details http://ravera.pagesperso-orange.fr/
23-24 tbc	Oldtimer & Telemarkt Swiss	Fribourg, Switzerland. Details http://www.expodatabase.com/tradeshows/oldtimer-telemarktschweiz-the-international-old-and-youngtimer-fair-in-switzerland-17381.html

April

10-14	Technoclassica	Essen, Germany. http://www.ciltid.co.uk/Techno/tcindex.htm
21	Drive It Day	For details of events in your area contact your Section Co-ordinator

May

4-5	Citromobile	Amsterdam, Holland. http://www.citromobile.nl/
4-6	TOC International Gathering	Marcillat-en-Combraille, France - see page 32 for details
18-20	Retromoteur et Véhicules de Prestige	Ciney, Belgium. Details http://cineyexpo.be/agenda/evenement.php?id=230

June

1-2	La Vie en Bleu	Prescott, Gloucestershire. Details - http://www.prescott-hillclimb.com/may2011.aspx
15-16	TOC Annual Rally	Bury St Edmunds, Suffolk
15-16	11 th Festival des Belles Mécaniques	Parc des sports-vélodrome de Roubaix, Paris, France Details http://www.ideale-ds.eu/

July

14-17 tbc	CTA Brittany Annual Rally	Loire area and probably based around the town of Angers, France
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Aug

18	Wervik 13 th International Classic Car Meeting	Wervik, Belgium on the border of Belgium and France (20kms from Lille). Free entrance for visitors, classic car or a stand is free - for details www.oldtimermeeting.be
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Sept

tba	Proposed Spanish Rally	La Rioja and Cantabria Tour - see pages 33&34 for details
7-8	Citroën Grand Master	Perpignan, France - details http://citronnades.voila.net/
20-22	Circuit des Remparts	Angoulême, South West France - for details and videos see www.circuit-des-remparts.com

Oct

tba	War time Weekend	1940s weekend based around the North York Moors Railway. Details from Mick Popka
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2014

May/June

May 29 - June 1	80 Years of the Traction Avant	Dunkirk, France - see page 34 for details
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Send details of future events to: events@traction-owners.co.uk or by post to the Social Secretary

Club Exclusive Ticket Deal!

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16 17 18 NOV

The Footman James

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The NEC, Birmingham

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www.necclassicmotorshow.com

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Over 1500 Amazing Classic Cars

• **Club Single £16.50** Quote code 2012SC • **Club Family £35.00** Quote code 2012FC

Footman James Classic Motor Show tickets also allow FREE entry into the FJ Classic Motorbike Show.

Club offers apply to Sat 17th/Sun 18th November 2012 only.

Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Club single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £39.50! off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club gets a commission!

See website for all information. All bookings are subject to a single transaction fee. Ticket price includes the official showguide to the value of £7.50. All information correct at time of publishing.



In Association with



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 Traction Owners 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



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.

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.

Events

TOC International Gathering Bank Holiday Weekend May 3rd - 6th 2013 at the

Chateau du Ludaix, Marcillat-en-Combraille 03420, the Allier, Auvergne, France.

Get ready to book!

The plan for the weekend is developing: the off-road circuit for driving games is booked, the mayor of Marcillat is ready to buy us a drink (and say only a few words), it's our village fête day (so car needs to be polished and ready to show off) and the Saturday evening cabaret act is signed up (she's English).

So, you need to make some decisions:

- When are you going to arrive? The main event starts Friday evening 3rd May and goes on until Monday afternoon 6th May – but, early arrivals, and later departures are possible.
- Where are you going to stay? Somewhere we book for you or somewhere you book for yourself? Start saving up because on booking we will be asking for a €50 (£40) deposit.
- Consider the route you're going to take as ferry bookings are a lot cheaper at this time of year.

And finally, when planning your route make sure it is to Marcillat en Combraille 03420 as some Italian guests only put Marcillat into their sat nav and ended up in a small town 50 miles away!

We were expecting to have a detailed plan ready for publication date...but this is France! Things change, and that's why we love living here.

Once the plan is finalised, we will be circulating it by email with the booking form. Rooms in Chateau du Ludaix are limited and will initially be allocated to those whose expressions of interest were received first. Please respond quickly once the booking form arrives to secure your place. We will try to find alternative accommodation nearby for those who want it but cannot be accommodated at the chateau.

David Morton, owner, Chateau du Ludaix



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 Traction Avant Dunkirk – May 29th 30th 31st and June 1st 2014



The celebration of 80 Years of the Citroën Traction 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/traudalert>
<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 0035581873156

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 15/8 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

CARS FOR SALE

FOR SALE: 1956 11B Familiale, midnight blue.



New floor, sills, etc stainless steel exhaust system. [2003] 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 regularly for 10 years and has covered 34,300 kms in that time. Fully maintained. Located near Perth, Scotland. £12,500 Tel: 01821 650436 Mobile: 07802 350622 Email: ken@hillfoot.fsnet.co.uk

FOR SALE: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilot wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. £5,500 ono Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161

FOR SALE: 1955 11 Commerciale.



Sound but scruffy. Mechanically sound, completed 1,000 km to Harrogate and around without fault. Steering, brakes, clutch, tyres, shock absorbers, petrol tank etc all overhauled. MOT'd in Aug 2012 and UK registered. Easy restoration. £6,250. Tel. John Gillard 0207 358 9969 (24 hrs)

Classified Adverts

CARS FOR SALE

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 (Ipewich) or 07816 476604**

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

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)

BODYSHELLS FOR SALE: 2 of Normale (1954 and 1956) and one Lagere (1957) all need work and are repairable, and are complete with complete rear suspension and could be towable if necessary. Priced at 150 pounds each o.n.o. Phone Andy on 01339 886290 (Aberdeenshire)

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

CARS WANTED

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: 07640 426461 or email: jcress23@aol.com

PARTS FOR SALE

FOR SALE: Traction 11D engine in fine condition and complete (ex 1950 Normale) Sound throughout, with flywheel, clutch, pressure plate, water pump and mounting, specific air cleaner and also the short shaft thru bell housing to mate with the 11D camshaft. A much sought after power unit for all tractions, ready to fit and cheap at £700!

LARGE COLLECTION OF TRACTION PARTS FOR SALE:

Engines (3) Gearboxes (3) (all dismantled/checked and full description given), Doors (10), Front wings (10), Rear wings (9), Boot lids (4), Bonnets (3), Front closing panels (9), Front grilles (8), Driveshafts (30) plus various other body and mechanical parts. Many panels stripped, repaired and etch primed ready for colour. Come and choose your needs!

Phone Andy on 01339 886290 for full details. (Aberdeenshire)

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 (tp&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: New 11B, C or F 60 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer, inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. £200. Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1560.fsnet.co.uk

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 566338 or email hedihog@tiscali.co.uk

PARTS FOR SALE

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

Tel Mick, evenings 01939 220254

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and tailale 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@f1560.fsnet.co.uk

FOR SALE:

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

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

1-Post 52 big boot lid (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 (vgo in primer) - £100

2-Lagere 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) - £80 each

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.

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

2 x Marchal Virages Brouillard

(Fog lights) Lens No 540

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: Solax 30AA or 30 PAA carburettor for Big6/15CV. Telephone **Dave Hackett** on 01225 810569

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: stevereed@aol.com
or tel: / 0044 (0)1730821792

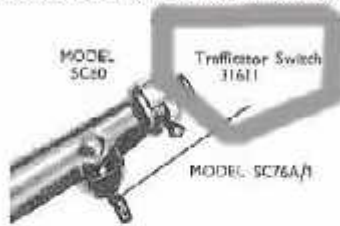
WANTED: A "Martinet" mascot for the top of radiator grille (11BL Légère fitting).



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

PARTS WANTED

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



or complete control arm with all switches - Lucas part no 31129



Please ring **Mick Popka** on: 07786 755563 or email: mick.popka@gmail.com

ACCESSORIES FOR SALE

FOR SALE: Two original Lucas SFT 7008 - 7" Spot / Fog-light shells with bezels (1950/60s era). Re-chromed; very good condition. Lucas 7318, or similar, lamp units (not included) will fit. £100 the pair. Photos on request. Can post from Normandy, France at cost.

For further details: **Martin Nicholson:**
Email vicmarnic@gmail.com Tel/fax 0033 233 610 015.

MISCELLANEOUS FOR SALE

FOR SALE:

1. Catalogue ces 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 3^e édition, 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 6, 10 et 15. July 1933. C4, C4III, C6, C6III, C4F, C6F, C4IX, C4G, C8C, C4MFP, C8MFP, 1830Kk 2T. (not illustrated but shows all factory part numbers (cover a bit water stained) £45

4. Repair Manual for Twelve and Fifteen Models from 1838. 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: Repair Manual for Twelve and Fifteen Models 1838-1950. 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

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net



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