

# Floating Power

March/April 2013



## Honorary Life Members of the Traction Owners Club

Fred Annells  
Dave Shepherd  
Peter Riggs  
John Gillard

Published bi-monthly since 1976  
**Floating Power** is the official magazine  
of the Traction Owners Club Limited.

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## Missing Magazine?

Please contact John Oates  
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## Be a part of Floating Power...

The closing date for input for the May/  
June 2013 edition of **Floating Power** is:

**Sunday 24th March**

To submit your articles, photos and  
letters to the editor, email

**Bob Street on:**  
editor@traction-owners.co.uk

### Cover Image

Mick Popka's 1949 Légère at Mont St  
Michel, Brittany Rally 2007.  
Photo: Steve Wright.

# Welcome

Hello everyone and welcome to my first edition as editor.

What to write about in this first edition? In this "age of transparency" I thought you might like to know what actually happens when you take on the editorship of this famous magazine. I see that no previous editor felt it appropriate to give you the inside story. Well, from now on, that all ends. With this edition I will throw away the cloak of secrecy, held in place for decades since the inception of **Floating Power**.

The first thing that happens when you become editor is that a van arrives at your house with all the so-called symbols of office: the large desk (in French *chêne massif* – solid, dark oak); the famous "editor's chair", upholstered in Slough-style red leather; several traction commemorative paper weights and various framed certificates and photos, which must be placed on the wall behind the desk. Plus, of course, the famous door sign: "Floating Power Magazine – no representatives seen without an appointment".

The chair is in gently patinated leather with some scuffing to the outer edge bolsters. I noticed a few stains: oil mostly, and some others that I don't want to investigate too closely. All will buff up with some hide food and I hope to pass it on in as near original condition, when the time comes. The desk has taken a few knocks over the years. You can just make out the indentations where, strangely, it looks like previous editors have banged their heads on it several times over the years.

Then Den Hewitt turned up for the formal handing-over ceremony. I'd had to learn an oath in French (the secret "*sermen du rédacteur*"), which I then solemnly repeated after him. Following that Den carefully took something from his pocket, which turned out to be a gnarled old green eye shade bearing the legend "La décision du rédacteur est finale!" Before I could receive it we had to play The Marseillaise as a duet on kazoos and he then took up the eye shade and, with a tear in his eye, pressed it into my hands.

So, now you know everything. I hope you can picture the offices where **Floating Power** is produced. The sign on the door, the big desk, the red leather chair and of course, the old, green eye shade (which I need to re-elasticate). Please see attached photo where I have modelled it for you. Visitors are welcome, but please let me know in advance, so I can give you a proper tour.

Turning to this edition, as you'll see I've added a new section called "Sur La Route", which aims to keep tractionists up to date with any developments that affect driving in France, and perhaps other close continental countries. If any readers are living there and want to keep me posted, please feel free. I'm also looking for any new ideas you may have for improvements to **FP** and please do send in your letters and articles. All will be gratefully received.

Finally, a really big thank you to Den Hewitt for carrying the magazine through the past two years. His will be big shoes to fill and I hope I can do right by him and you, the readers.

Looking forward to hearing from you...

*Bon Courage!!!*



**Bob Street**





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## Committee

The members of the committee of the **Traction Owners Club** are all 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 Pondering



Photo courtesy of Keith Norris

As anticipated the last issue of FP was the high standard we had grown to expect of Den. Thanks again, Den. Now we move on and I am therefore very pleased to welcome Bob Street who has stepped into the Breach. The editorship is not an easy task at the best of times but, for a new kid on the block it must seem most daunting. So, on behalf of Bob, I ask all members to look and see what they can offer in the way of correspondence, articles, anecdotes, or simply pictures in order to ensure Bob has ample material to work with as he settles in to his new life.

Things were relatively quiet on the Citroën front over the Christmas period but I am now looking forward to attending Retromobile and the AGM of the ACI in Paris at the beginning of February. Many of you will recall that shortly after Barry Annells retired as the ACI's second UK Delegate his successor, Vic Moran, sadly passed away unexpectedly. I am therefore pleased to advise that the CCC, 2CVGB and TOC are unanimous in the choice of Simon Saint, an active member of all three Clubs, as the new Delegate. Congratulations to Simon who will take his seat at the forthcoming AGM.

Car-wise I shall shortly be opening up the 5HP engine and, if I all goes well, I hope to be able to obtain any parts I need in Paris in February. The prime aim is to get it back on the road in good time for DID because I am very much looking forward to the Mid-Shires meet at Bletchley Park, home of the famous WW2 code-breaking team.

Later in the year there will be a new event on the calendar. Madame and I shall relinquish hosting the

Mid-Shires BBQ (usually Summer Bank Holiday weekend), and Stephen Prigmore and Tina will, subject to suitable demand, arrange a Pig-Roast. A pig is a bit bigger than a few sausages and burgers so the event will be open to all members and should be a good way of rounding off the year's outdoor activities. Please keep an eye out for details in FP because this can only be undertaken if enough people sign up to make it financially successful.

And finally ..... Steve Reed resurrected the Club Shop and turned in a handy profit in 2012. However this was despite very poor health which caused Steve himself to miss a number of meetings and social events, including the AGM. Steve has been a TOC Director since the company was formed and I think this is the first time he has not attended an AGM. However, things are looking up and, following a recent spell in hospital, I am very pleased to say he is improving. It is still "early days" but I know he is looking forward to getting behind the wheel again in 2013. We all wish him steady progress.

**Bernie Shaw**

## Keith Feazey

Keith sadly passed away on November 24th.

Keith and Audrey joined the TOC in December 1992 after buying their Traction, NSU 864, a 1956 11BL. Soon after they became members of the Peak Section regularly travelling over from Westlands in Staffordshire to our bimonthly meetings. Keith and Audrey also enjoyed the annual rallies and took part in a few Brittany Runs.

I have fond memories of 'persuading' Keith and Audrey that they would enjoy camping at our rallies. John & I went to a Yeoman's sale with them to buy a tent and helped them put it up in our garden in Buxton to show them how to do it and marking the poles for future assembly!

Keith volunteered to run the Club shop in 1996 and did so until 2004 with Audrey's help – loading up their Traction with goods to sell at rallies all over the UK.

Unfortunately in the last few years Keith's health deteriorated due to Diabetes and he became unable to drive his beloved Traction. Eventually Keith decided to sell it and I know he was pleased that it was bought by Jonathan Shirley in October 2011 and it is still in the TOC.

Audrey asked me to thank members for the cards and letters. I personally will miss my chats with Keith at our local meetings and I sincerely hope Audrey will still attend Peak Meetings as they have both been such good friends over the last twenty years.

**Bev Oates**





**Welcome to Bob Street as our new Editor. I hope you will agree this is an excellent first issue and bodes well for the future. Don't forget it is up to us all to send in articles and photographs.**

I am writing this on Friday 18th January watching the snow falling and Tansley turning white with no traffic moving so it is nice to think about Spring and planning getting out and about with John and our Traction.

The first event will be Drive it Day in April – hopefully most sections are organising drives so we can show off our motors to the general public.

In May some of us will be driving over to France for the Chateau du Ludaix weekend – see details on page 27.

Our annual rally is on June 15th and 16th in Suffolk. Jasmin has emailed me to say she is encouraged by the number of applications received. This year's rally is based in Bury St Edmunds which is a busy town so Jasmin urges you to register as soon as possible. The Chantry Hotel is fully booked and there are not many rooms left in the Abbey so on page 31 you will find details of alternative accommodation.

We have the Greene King private car park for our use for the whole of Saturday and at present into Sunday morning so, for those in nearby accommodation, driving can be kept to a minimum. This could also be an opportunity for you to look at all our Traction and choose your Concours winners.

On page 23 you can read the Events Diary and see there are lots of other meetings happening in the UK and further afield.

The only other event I wish to mention at this time is our AGM. In my last Chat I told you how good the Stratford Manor Hotel was and how we planned to go back there this year. Well those plans have been scuppered as there has been a hefty price increase and no weekends available in November. Paul de Felice has spent a lot of time looking for alternatives at a more acceptable price for the Saturday night meal, accommodation plus a room and refreshments for our meeting on the Sunday. Paul plans to email suggestions to those of you who have attended in the past for your views so please do respond to help us make the final decision. Thank you Paul for all the hours and telephone calls that have gone into researching this.

Footman James have informed me that we are to receive £656 commission for 2012 so thank you to all members (including John) who insure their Traction and other cars via them.

So you are now reading this in March, the weather has improved (fingers crossed) so time to get your Traction out of its nice warm garage and give it a wash and clean ready for hours of happy motoring.

**Bev Oates**

## New Members

Welcome to our new members who have recently joined the **TOC**.

- 2316 **Mr Andrew Brown**, Hertfordshire
- 2317 **Mr Bob Duarte**, Suffolk
- 2318 **Mr Robert Tomlins**, Kent
- 2319 **Mr Keith Wildish**, Wiltshire
- 2320 **Mr Chris Holme**, Kent
- 2321 **Mr Grahame Cluley**, Rutland
- 2322 **Mr Nick Hides**, North Somerset
- 2323 **Mr Tim Newing**, Bedfordshire
- 2324 **Mr Phil Rhodes**, Harrogate



# Section News

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## SCOTLAND

### Spring Weekend Break

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

Here are the details:

**Dates:** Friday 30th March – Monday 1st April, 2013.

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

**Prices:** £39 for B&B and £49 Dinner + B&B, per person per night. However, we have now arranged a really special couples' deal on a limited number of rooms for £135 per couple for breakfast both days and dinner on the Saturday night. But the new deal has to be prepaid on booking and there is no refund on cancellation. There is a supplement for single room occupancy (£10) but no supplement on the first 3 single bookings.

**To Book:** Phone Central Reservations on 0844 815 9105, then select option 2. Quote Citroën Car Clubs Special Deal - booking reference 3271339.

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

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

Thereafter, you can continue your holiday or head for home.

This may be the last of our spring weekend breaks for a time, as it is getting very hard to get good venues in the right place at the right prices to suit everyone, so go for it! What better way to start the spring and summer ahead? Hope to see you all there again!

**Ian Smith and Andy Burnett**

**For details of future planned activities contact: Ian Smith  
Tel: 01224 715221 Email: smithy777@btinternet.com**

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## WEST OF ENGLAND

By the time you read this we will have just had our annual "planning" meeting at the Britannia Inn in Wells so, at the risk of tempting fate, can we just say thank you for all your tremendous ideas for things to do in 2013, it was lovely to see all the usual suspects, and so nice to see so many new faces! On the other hand, the snow may still be here...

If anyone in the area is not currently getting our email updates and would like to, or is and would like not to, please let us know.

We should have more to report next issue, meanwhile, if you still are, happy digging!

Pip pip.

**Jane and Terence McAuley**

**Tel: 01225 466939 Email: mrsjane.bear@toucansurf.com**

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## NORTH EAST ENGLAND

### Some Dates For Your Diary 2013

#### 1st April – Easter Treasure Hunt

We have three new Traction Owners all living just north of Newcastle and wanting to join in and venture out in their new "toy". So, as it's Easter we thought we would start the driving year off with a 30/40 mile Treasure Hunt around a hidden corner of south Northumberland bordering Durham.....suggest you have an assistant to help read the clues and directions.

We will meet at Brocksbushes Farm Shop, which is found on the roundabout where the A68 crosses the A69 Newcastle to Carlisle road. They have plenty of parking and a coffee shop so be there for 10.30/11.00 and we'll set you off in 2/3 minute intervals at 11.00. You will be on single track roads, pass a castle, have majestic views of Northumberland, go round a reservoir and stop at an historic village before heading for a late lunch at a local hostelry.

Its meant to be fun so come along and join in.

**Please email that you are coming so that we have sufficient clues printed and for catering.**

#### 21st April – Drive-it-Day

Traditionally the first outing of the year for all Classic Car Owners so we are heading to Masham to start a drive around the Yorkshire Dales.

Meet at the Market Square 10.30 for 11.00 and leaving at 11.00ish for Mick Popka's favourite drive up to the Tan Hill Pub (for lunch and a beer perhaps) via Leyburn and Reeth and back through Hawes and Leyburn.

Yes your clutch will do it and the snow will be gone.

#### 12th May – Kielder Vintage & Classic Vehicle Show

This is becoming a popular day out for Classic Car owners. So if you just fancy a day out, drive to Kielder Castle and Visitor Centre. This year they are celebrating 40 years of the Forest Drive and have organised a classic car fun run for the Saturday 11th May where everyday cars are being invited to follow vintage and classic cars along the Forest Drive (£3 toll still applies). The actual display of cars is the following day Sunday 12th May.

Not an actual meet for us but if you fancy a trip out enter through Facebook page Kielder Vintage & Classic Car Show or call the Forestry Commission on 01434 220 242 to book a place for both days.

#### 19th May – Wallington Hall Northumberland

The first scheduled car show for NECPWA members is the well-attended show at the National Trust property Wallington Hall. Hopefully, if sufficient of us go to this event they will put us all together. We've given a good display on previous occasions and we would like to do it again. We can park in the quadrangle between the Hall and Clock tower and have freedom of the grounds for the day. Bring a picnic. Start time 10.00/10.30. Let me know if you intend going please.

**Wendy Handley**

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

**Graham Handley**

**Tel: 01661 843493**

**Email: grahamhandleyhandley@btinternet.com**

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## SURREY, HAMPSHIRE & SUSSEX BORDERS

Our Christmas lunch in the Malting House at The Barley Mow was very well attended, with 46 attending, including Father Christmas, Tim Dodds. We are very lucky with this venue as we have the barn to ourselves for the afternoon. The obligatory rocket balloons as usual were aimed at the beams. Thanks goes to Kirsty Woodman for organising a quiz: this year the questions were on driving in France and I think we all learnt a few answers to the changes that are taking place on their roads. Sorry – Theresa, for the first time in three years, did not win the basket of fruit. This raffle prize was chosen by Janet Kyle. We thank the chef for the excellent food provided and I have already booked for this year.

The March meeting 17th March will be held at The Fairmile, Cobham, Surrey, from 12 noon.

April 21st is Drive It Day; we will as usual be joining with the London group for this event. It has been decided that we are to meet at Denbies vineyard nr Dorking on the A24. Meet from 10.15 to leave promptly at 10.45 to convoy to Chartwell House. If you wish to join us please e-mail Helen, [helenshelley@msn.com](mailto:helenshelley@msn.com) or phone Peter Simper 0208 891 1093 (evenings).

If you are not already on my e-mail list and would like to have details of our outings for this year, please e-mail Helen as above or phone 0208 330 7216. If we are out please leave a message and we will return your call. All Family and friends are welcome to join us.

### Helen Shelley

Photographs of the Christmas lunch were supplied by Martin De Little; my grateful thanks for being our photographer.

## SOUTH MIDLANDS

Please see information on La Vie en Bleu, page 32.

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

**Simon Saint**

**Tel: 01905 454961**

**Email: [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com)**

## MID SHIRES

**April 21st Drive it Day:** Will include pub lunch and a visit to Bletchley Park. Details to follow.

**May 12th Classic Car day at Gaydon:**

National Heritage Museum

**Sept:** More the merrier BBQ

**28th & 29th Sept:** Sywell Airport - Northamptonshire Wings and Wheels Weekend

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

**Stephen Prigmore & Tina O'Connor**

**Tel: 07759 374424 Mobile: 07759372242**

**Fax: 01933 277737 Email: [stephenprogmore@hotmail.com](mailto:stephenprogmore@hotmail.com)**





# Section News

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## EASTERN

### French Car Day @ Hasketon.

#### Sunday 7th April 12 noon onwards

A growing event open to all French marques. They started with about eight cars and now have around thirty attending, but no Tractions to date. So let's see if we can amend that. The event is at The Turks Head, Low Road, Hasketon, Nr Woodbridge, Suffolk. IP13 6JG (os grid ref TM247506) 01394 610907. The Turks Head is a charming and cosy rural inn, taken over and run by a group of local residents in 2009. It is in the CAMRA Good Beer Guide and food is available, but booking essential. There is plenty of room, also a camping area if required. Washing facilities have been limited to the pub's opening time in the past, so best give them a call for up to date information. Hope you can make it.

### Drive it Day @ Cockfield April 21st

Back by popular demand, we will be gathering for a social catch up at The Three Horseshoes, Stowes Hill (on A1141), Cockfield, Bury St Edmunds, Suffolk, IP30 0JB. 01284 828177.

As some of you know, we will be well looked after at 'The Shoes' by Donna, Adam and their team; excellent Sunday roasts or alternatives on offer, but booking is essential. Please call 01284 828177. We have the conservatory restaurant area and the cars always make a good show, filling the top car park area. Looking forward to seeing you all.

### Jasmin Gagen

#### For details or suggestions for future activities

contact: Jasmin Gagen

Tel: 01284 827039 Email: [jasgagen@btinternet.com](mailto:jasgagen@btinternet.com)

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## PEAK

In December we frequented a new hostelry for us – the Horse and Jockey in Wessington. In total there were 22 ½ of us there. The half being Alan's little granddaughter. Everyone enjoyed a very agreeable carvery lunch. February's meeting is being organised by Martyn and Diane as John & I are busy with pantomime – thank you. Hopefully a report will appear next time.

On April 21st it is Drive it Day so I am hoping we can meet at 11.00 somewhere for coffee, enjoy a drive in Derbyshire and then somewhere nice for lunch. As you can read it is not planned yet but it will be by then. If you are not on my email list and want to attend please let me know.

### Bev

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

Bev & John Oates

Tel: 01629 582154 Email: [bev.oates@gmx.co.uk](mailto:bev.oates@gmx.co.uk)

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## 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).

Peter & Sue Simper

Tel: 0208 560 3267 (days) / 0208 891 1093 (evenings)

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## REST of the WORLD (row)

Hello,

We looked for some international TRACTION-events on the continent for 2013.

**9th – 24 March:** Traction Universele Bretagne. Exhibition on the Traction called Un Homme, Une Voiture. Main club gathering on the weekend of 16/17 March. More information at [www.forges-de-paimpont.eu](http://www.forges-de-paimpont.eu) or Didier Fremont 00332 97401497.

**Sunday 21 April:** National Citroën Meeting in Raversijde (Ostend), Domein Prins Karel, organised by ABCC

[http://home.scarlet.be/~marxke/evenementen/jumble\\_oostende.pdf](http://home.scarlet.be/~marxke/evenementen/jumble_oostende.pdf)

<http://www.west-vlaanderen.be/kwaliteit/Leefomgeving/raversijde/welcome/Pages/default.aspx>

More information later...

**May 9 – 10:** Citroën Fair REIMS, North of France (website not up-to-date).

**May 18 – 20:** Oldtimer fair/jumble CINEY, South of Brussels: <http://www.cineyexpo.be/agenda/evenement.php?id=230>

**July 27th to August 3rd:** the "Randonnée Alpine" of this year 2013.

We start in Chamonix, turn around the Mont Blanc and will finish in Grindelwald at the foot of the famous Eiger north wall!!!

The "Randonnée Alpine" takes place every two years and is organised from the Club 34-57 of Switzerland. Only Traction Avant can participate and we are between 60 and 70 cars, mostly Swiss drivers, but there are also several French Tractionists as well as a few Belgians and Germans!

Jacques Pernet, member of the Committee Club 34-57 Switzerland

Hôtel Bellerive, Lausanne, [jpnet@hotelbellerive.ch](mailto:jpnet@hotelbellerive.ch), ++41 79 600 21 06

**Sunday August 18 2013:** 13e International Oldtimer Meeting in Wervik (B), the biggest oldtimer meeting in Belgium & North of France. Info: [www.oldtimermeeting.be](http://www.oldtimermeeting.be)

kind regards,

Walter & Noëlla Callens

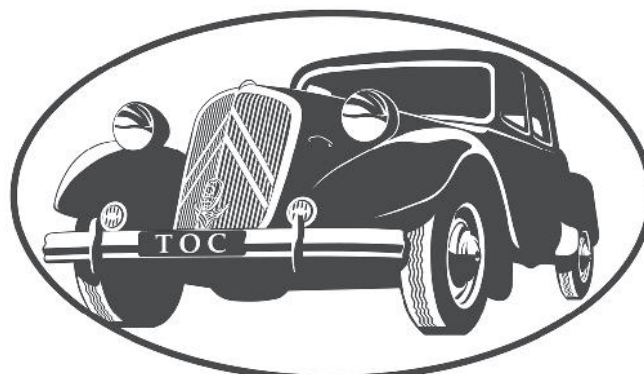
TOC-representatives section REST of the WORLD

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

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## EU PROPOSALS ON ROADWORTHINESS TESTING

**As everyone is aware, the EU Commission has produced a draft regulation (CoM (2012) 380) on periodic roadworthiness tests for motor vehicles. Within the EU, the work of examining the draft is only really beginning now.**

On 17 October, the House of Commons European Scrutiny Committee considered the implications of the proposal.

The UK government opposes the proposed Regulation on the fundamental grounds that it breaches EU 'subsidiarity' principles. Put simply, the UK government believes the proposal to be out of proportion.

The EU Council discussed the proposal on 29 October. There are similar misgivings amongst many other EU Governments, in particular there was strong feeling that the legislation should be a Directive instead of a Regulation. It must be understood that the purpose of that debate was to scope how the proposal goes into specialist preparatory bodies who will then argue out the details. There is a long way to go before that task is complete.

So, at exactly the right time, FIVA, at its General Assembly on 27 October, considered the text of a paper to set out a consistent FIVA approach, in the form of a draft letter. The letter supports the aim of excluding historic vehicles from the remit of any future pan-European testing regime. The letter makes reference to the limited use and ownership by people whose understanding of their vehicles will in many cases be greater than that of the tester. The letter supports the view that the proposed Regulation would be better and more workable as a Directive.

The letter agrees the use of a thirty year point at which a vehicle is to be regarded as historic. It supports the principle that the testing of vehicles over this age should be the responsibility of individual Member States.

However, it strongly questions the further three parts of the proposed definition of a historic vehicle:

- that maintenance has to have been done using 'replacement parts which reproduce' the original components, on the grounds that over the years parts used may be different, and gives tyres, windscreen wipers and windows as specific examples;
- that the vehicle has not had any of its major components, such as engine, brakes, steering or suspension, changed, on the basis
  - o first, that very many historic vehicles have undergone such changes through their lives for reasons including the improvement of safety and road behaviour,
  - o and second, that the words 'such as' in the draft make the actual definition of these components unclear; and
- that the vehicle has not been changed in its appearance, on the basis that over the years very many historic vehicles have been re-bodied and altered, some as early as the 1920s and 1930s.

The letter argues that, whether the proposal is to remain a Regulation or to become a Directive, the test of whether a vehicle qualifies for special treatment should simply be a matter of age, and that questions of historic correctness should not come in to it.

The FBHVC will now concentrate on taking this policy forward to the UK Government, including making sure they do fully address the detailed points we have raised in case the overall UK view, that any change to the roadworthiness testing regime is currently not justified, does not prevail.

It must be emphasised that the EU proposal is not to exempt historic vehicles from testing as such, but to allow Member States to decide if and how they wish to test such vehicles. In UK, for instance, the government could expect vehicles over 30 years old to be tested on exactly the same basis as at present, but they would not have to demand that roadworthiness testing for historic vehicles should include checks against original specification.



## GUIDANCE BOOKLET FOR CONVEYING HORSES, CARS ETC. ON THE BACK OF A GOODS VEHICLE, OR TOWING A TRAILER

*James Fairchild*

**VOSA has produced an excellent guide aimed primarily at horseboxes (which it defines as both trailers towed by a car or 4x4, and lorries with horse accommodation) and their owners/drivers. In general, this guide is useful for our people who may wish to use trailers or lorries (of any age) to transport parts or vehicles. The horsebox guide covers all relevant areas including operator licences, types of driver licences and driver CPC (see elsewhere in this newsletter), MoTs, tachographs, speedlimiters, seatbelts and child seats.**

The horsebox guide can be found at: <http://www.dft.gov.uk/vosa/repository/Horsebox%20Guide%20low%20res.pdf>



## FUEL NEWS

*Matthew Vincent*

**The legislative process to permit the introduction of petrol containing up to 10% ethanol is expected to be completed by very late 2012 or early 2013. Once the enabling legislation is in place, the product, which will bear the name E10, may be sold at petrol stations, but unlike petrol containing 5% ethanol, which is already on sale, and which carries no label, E10 must be labelled.**

The higher octane petrol blend usually known as Super Premium contains much reduced levels of ethanol as a general rule, so this may be worth considering for those owners of historic vehicles who are concerned about possible adverse effects from ethanol addition to normal 95 octane unleaded petrol.

## TRADE AND SKILLS

Tony Davies

The responses to our 2012 web-based Trade and Skills Questionnaire for our club members during 2012 have been rather disappointing. To date (mid-o ctober) the world-wide responses totalled around 2100 and Belgium tops the table with 500 responses, followed by Germany with 353 and Spain with 311. The UK is in fourth place with 274, ahead of Ireland with 173.

### Calling all classic vehicle enthusiasts - FBHVC and FIVA need you

The UK and World Federations for historic vehicles are addressing the issues of how the necessary technical knowledge to repair and restore classic vehicles can be retained for the future. To achieve this aim the FBHVC and FIVA with its 70 member countries are undertaking a large-scale survey of one of the key stakeholders, namely you the enthusiasts and owners of historic vehicles. The questionnaire, which can be completed via the internet, is completely anonymous as required and will be evaluated by FBHVC and FIVA. <http://tinyurl.com/8cpqxf>



## HISTORIC VEHICLE MOT EXEMPTIONS

Subsequent to my receiving the FBHVC article for the Jan/ Feb issue of FP I have had correspondence with Rosy Pugh and Nigel Harrison. This is reproduced below.

Hello Rosy,

Could you clarify something for me.

In the DVLA section written by Nigel Harrison he covers - Notifying DVLA of Year of Manufacture.

Within this article he mention the V5C not mentioning that the vehicle is MOT exempt.

Is he referring only to imported vehicles that were presented to the DVLA for the f rst time after the 18th November or is he in fact saying that for all now MOT exempt vehicles with existing V5C's that the owner has to write to the DVLA to request a new V5C?

If this is not the case are replacement V5C's going to be issued by the DVLA for all those vehicles no longer required to have an MOT?

Regards,  
Den Hewitt

Hello Den,

Thank you for your query.

I think that your questions may be based on a slight misunderstanding. I apologise for not making myself clear in the article.

A vehicle is exempt from an MOT if it was manufactured before 1960.

The exemption will also apply to vehicles, where the year of manufacture is not recorded by DVLA, and the vehicle was registered on or before 7th Jan 1960.

The slight problem with vehicle registration in the 1960's, is that the year of manufacture was not recorded on the registration document. However, all vehicles do have a date of registration recorded.

To cover for the quite common situation where DVLA do not have a year of manufacture recorded, the criterion of being registered on or before 7th Jan 1960 is used.

The only time when the lack of a year of manufacture might cause you concern, if it is a vehicle that was manufactured in the 1950's or earlier, but was only registered after 7th January 1960. In that situation, I would suggest that you read the attached DVLA letter, most of which was reproduced in the Federation article.

Regarding 1950's or earlier vehicles imported from now on, DVLA are still allowing dating letters.

The V112 form is used when taxing a pre 1960 vehicle at a Post Off ce.

This particular aspect was unfortunately not included in the f nal version of the Newsletter. That missing text is below.

### Claiming Exemption from the MOT.

There is now no longer a statutory requirement for pre 1960 vehicles to have an MOT. This exemption also applies to vehicles that were registered on or before 7th January 1960. However, there is still a requirement that if a vehicle is used on the road, it is actually roadworthy. If a vehicle is not adequately maintained, after a number of years, the components subject to ageing like tyres and brake pipes will eventually fail. An owner might wish to consider the use of the voluntary MOT to ensure that their vehicle is roadworthy. A list of MOT garages that understand the special requirements of historic vehicles is available at <http://fbhvc.co.uk/mot-garages/>

When taxing a vehicle 'on-line', the system now allows pre 1960 vehicles, and vehicles registered on or before 7th January 1960 to be taxed without an MOT.

If applying for a tax disc for a pre 1960 vehicle at a Post Off ce, you will either need to produce a completed V112 form (Declaration of exemption from MOT testing), or if you have opted for a voluntary MOT, the MOT pass cert if cate. On the V112 form, the basis of the exemption is category 'O', which is "Vehicles manufactured or registered before 1st January 1960." Copies of the V112 form can be downloaded from <http://www.dft.gov.uk/dvla/forms> or from a DVLA local Off ce, whilst they are still open. Also the V112 form should also be available from a motor tax Post Off ce.

Regards  
Nigel Harrison, (FBHVC DVI A I liaison)

**Declaration of exemption from MOT** (V112)

Evidence of an MOT test is normally required for taxing purposes. If your vehicle is exempt from MOT testing you will need to fill in this form and produce it when you tax your vehicle at a Post Office.

If your vehicle is an exempt goods vehicle weighing more than 3500kg or a public service vehicle please fill in a V112G form.

**Declaration**

Vehicle registration number:

Your full name:

I declare that my vehicle is exempt as it falls into category  from the list over the page.

Your Signature:

By signing this form you are confirming that the information provided is correct and the vehicle is exempt from MOT testing.

It is an offence under Section 47 of the Road Traffic Act to use a car, motorcycle or light goods vehicle without an MOT certificate on a public road unless the vehicle is 'exempt' from MOT testing.

INVESTORS IN PEOPLE

An executive agency of the Department for Transport



By chance, two articles came together this month with a link to each other. Dr Geoffrey Sneed has written a book called "Carburettors to Cats' Eyes: A Brief History of Motoring Inventions", which is available from Amazon and other book sellers priced around £10.00. This excerpt, on the origins of US Oil Company names, is reproduced here by kind permission of the author and the British Made Car Club in whose magazine it first appeared in August 2012.

According to Dr Sneed, the original objective of refining oil in the 1800's was to produce kerosene. The other by-products of the process were thrown away!

An article from 2011 in the FBHVC newsletter by Matthew Vincent then takes us further down this road by discussing the use of kerosene in historic vehicles.

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## THE ORIGINS OF THE MAJOR AMERICAN OIL COMPANIES

*Dr. G. C. Sneed*

After mineral oil had been discovered in America, the refining and distribution of it became separate activities in the hands of different companies. Because each tried to expand their interests, many disputes arose which had great influence upon the American industrial world. By the end of the 19th Century the American oil scene was dominated by the giant Standard Oil Company, which had grown under the influence of John D. Rockefeller. This man was born in Moravia, Western N Y State, the eldest of 6 children, and brought up in an atmosphere of religion and private enterprise. The family later moved to Cleveland. In 1855 he became a book keeper. After a dispute with his employer over his salary, he left and went into partnership with a man called Maurice Clark. Their firm of commission agents prospered as they supplied clothing, food and kerosene to the northern armies during the American civil war.

As mineral oil was discovered in Pennsylvania, Cleveland was in a good geographic position to become a refinery/distribution centre because of the rail links with the east Coast and the Great Lakes waterways. Rockefeller soon joined up with a man named Samuel Andrews, who had had experience in an oil refinery, to form a similar one of his own. By 1865 it had become the largest refinery in Cleveland. It soon became apparent that more money would have to be borrowed to finance the fast expanding business. Internal disputes over how to do this led to the break-up of the partnership. Clark left leaving Andrews and Rockefeller to join up with a grain merchant called Henry M. Flagler, who suggested the way out of the financial problem was to form a stock company. It was this proposal that led to the creation of the Standard Oil Company of Cleveland in 1870, with Rockefeller as President. The latter believed that the way forward was to take over the many smaller competitive refineries and create one large consolidated company.

By 1871 Standard became the largest refining company, not only in Cleveland, but in America. The purpose of consolidation was to ensure that the refining side of the business was profitable, but also to place it in a strong position with the producers and distributors. At that time the main form of distribution was by rail. When the oil reached the refining companies they were interested only in kerosene; other products were discharged as waste. It was the harsh economic climate of the 1870s that prompted more applications of the by-products. Encouragement was given for industry to replace animal and vegetable based lubricants with mineral oil. This was mainly due to the increasing requirements of the railways, whose consumption forced up the price of animal and vegetable oils. The former lubricants were found to be unstable while mineral oil was entirely satisfactory and easier for heating ships' boilers than coal.

Once the Standard Oil Company had achieved an effective monopoly in refining mineral oil, it had assumed nationwide proportions. So much so that public and political hostility had arisen to both this and the gigantic profits it was making. This led to Senator John Sherman creating the Anti-Trust Act (designed to curb monopolies) which was signed by President Harrison in 1890. The full force of this Act, however, was not felt for some years. In 1911 the Supreme Court of America ruled that the Standard Oil Company had to dispose of all its subsidiary companies within six months.

### This was done in the following way:

Standard Oil of New Jersey became known as Exxon in America and Esso in Europe and was the largest oil company in the world.



Standard Oil of New York became Socony. In 1931 this company merged with a second company known as Vacuum, to become known as Socony-Vacuum. This name was later changed to Socony-Mobil which is now simply designated Mobil.



In California Standard Oil became known as Social and Chevron.



There were two major rivals to the offshoots of the original Standard Oil Company. At Spindletop in Texas, close to the Gulf of Mexico, an engineer named Lucas set up an oil rig which struck oil at a depth of 1,000ft in 1901. This produced a gusher so creating the link between Texas and oil. The company formed to exploit this find was named Gulf.



After oil was found at Spindletop, a former employee of Standard Oil named Joseph Cullinan moved to Texas to establish the Texas Fuel Company. With additional finance a larger organisation was formed known as the Texas Company. In 1952 this Company became known as Texaco, one of the largest oil producers in the world.



# Oil And Kerosene

## USE OF KEROSENE IN PETROL IN HISTORIC VEHICLES

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

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

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

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

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

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

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

## HOT OFF THE PRESS...

### Traction Spanish Tour – La Rioja and Cantabria, Spain 11th – 18th September 2013

Places are still available on the above tour being run by "Classics on the Road". Spaces are being held open until the end of April. Full brochure detailing the tour can be downloaded at:  
[www.classicontheroad.com/pdf/tractiontour2013.pdf](http://www.classicontheroad.com/pdf/tractiontour2013.pdf)

Please note the dates have changed slightly from the previous insert in Floating Power.  
Any queries, don't hesitate to contact Paul De Felice on 01992 890 975.





## SUR LA ROUTE

A new, occasional series passing on the latest motoring news from across the water. Mostly France, but any other countries in Europe you may visit. In this issue we've even included the UK!

**F**

### BREATHALYSERS

The big news from France is that the new law on carrying disposable breathalysers has been delayed indefinitely. Interior Minister Manuel Valls has postponed "sine die" – indefinitely – the start of €11 fines for not carrying the tests. He had already delayed the start from November 1, 2012, until March 1 due to problems in supply and doubts about their effectiveness. This was always a "dodgy" law. Introduced by Sarkozy in the dying days of his presidency, it was alleged that he brought in the law when there was only one supplier in France, who happened to be one of his own best mates. Environmentalists were up in arms, due to the toxic chemicals in the throw-away kits and French motorists thought they were another easy tax on motorists. We can all breathe a big sigh of relief (geddit?)

### PARIS TO BAN "OLD" CARS

Our old friend Bertrand Delanoë, the mayor of Paris, who is slightly to the left of "Red" Ken Livingston is at it again. He is now talking of banning any cars older than 17 years from much of the city. The French left (now that's ironic) are up in arms, saying that it will affect poorer people (an estimated 367,000 cars) and, of course, the French classic car movement is also putting up a fight. We'll keep you posted on developments, but as things stand this is set to come in from September 2014 and will affect the whole area within the A86 ring road.

### BIKER NEWS

Some of you may take your bikes to France, so here's a quick summary for you. The "old banger" law, as it's being called, will affect bikes as well. No bikes built before 2004 will be allowed into the relevant area of Paris. Some good news for you, though: a law obliging motorcyclists and scooter riders to wear a reflective armband has been scrapped on the day it came into force - after a year of protests. A decree forcing bikers on machines of more than 125cc to wear a 150cm<sup>2</sup> armband was due to come into force on January 1, 2013. The original plans had been for bikers to wear a reflective and fluorescent waistcoat at all times, but after protests ministers toned down the move. Bikers had organised protests around the country and last March 15,000 bikes took to the streets of Paris. The FFMC said that if drivers could not see a motorbike with rider and, by law, a daytime headlight, then an armband was not going to help.

### SPEED CAMERAS

More and more speed cameras are rolling off the production line and into the hands of a friendly (?) gendarme somewhere along your route. Many of the "panneaux" warning autoroute users of the location of speed cameras are being removed. The latest "toy" is an unmarked car that has multiple

cameras, capable of identifying and automatically fining several cars at once, as it simply rolls along the road. Look mum – no hands! You have been warned!

### A PERSONAL TIP

Yes, this happened to us! When using the autoroute ALWAYS slow down to the specified speed as you approach the toll booths. When the local police don't have their quota of speeding fines all they do is saunter down to the local toll booth and set up a couple of "jumelles". For them, it's like shooting fish in a barrel; for you, it's an on-the-spot fine and if you don't have the cash on you, things could get tricky....

If any of our friends across the water have experiences and tips they wish to share, please pass them on to the editor for publication.



### E10 IN PETROL

All the major petrol suppliers have now given assurances that they have no intention of introducing E10 until the planned date of 2015. They also state that, in any case, a major national publicity campaign will be needed, to make sure motorists are aware of the danger to cars built before certain dates.

### THE END OF TAX DISCS?

The government has "foated" the idea that hard-copy tax discs have probably had their day. Of course, that doesn't mean the end of vehicle taxation, just the end of the tax disc. Anyone who has had their car MOT'd in the last year or so will know that they now only receive a basic printer-produced sheet of paper to show the test has taken place. This is because the central database system is now so well established that police on duty have all the details of any UK registered vehicle. The government has now suggested that the next stage is to question the need for physical evidence that a car is taxed.

### THE END OF THE PAPER SECTION OF THE DRIVING LICENCE

At the same time as plans are progressing to scrap the tax disc, the government has announced plans to end the need for a paper part of the driving licence. At the moment, this is set to happen by 2015. But see below, regarding new-style licences, which are supposed to hold all information on the licence holder. Presumably, if you get a "ticket", then that will automatically mean you need a new European-style licence.

### THE EUROPEAN DRIVING LICENCE

From January 19th 2013 a single driving licence model has been introduced throughout Europe.

<https://www.gov.uk/newlicencerules>

Existing licences are not affected, but will be changed to the new format at the time of renewal or at the latest by 2033.

# Texas

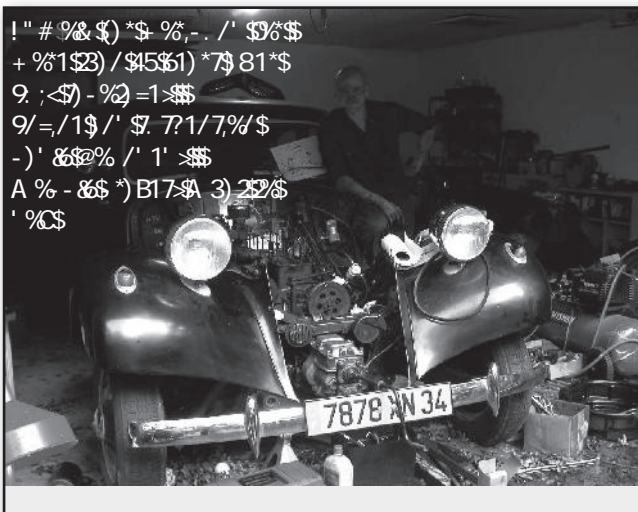
Dear Tractionistes,

Thanks to Walter/Noella for the christmas greetings, and reciprocated! For (I hope) your entertainment I attach a pictorial report from TEXAS (which I hope counts as part of the rest-of-the-world), where Bernie's former car (sold to me in 1985) is now taxed, insured, legal and running apparently impeccably. You can see that this was Bernie's car cos his handwritten FOR SALE sign is still in the windscreen.

Getting back on the road didn't seem at all likely after some evil person sabotaged the car by putting a couple of pounds of sugar or coffee in the fuel back in 1991, damaging the valve guides & main bearings, and I was wheelchair-bound, much too ill from cancer at the time to work on it (Lance Armstrong's disease). Plus, the folks who shipped the car from the UK had crashed it and bent the front cradle, so that the torsion bar was inserted into the cradle crooked and the splines were slipping inside the cradle, making a nasty clicking over the bumps. And the wiring was rotten, brake lines rusty, one front brake drum out-of-round. Not an easy f x! But my son visited from London this year, my health is f ne again, and together we got it done. As you can see! Alas, I can't drive the car because I am in the UK (Plymouth) till august, but I'm looking forward to driving it in Texas in October after the weather cools down enough.

cheers.

Mike Singer

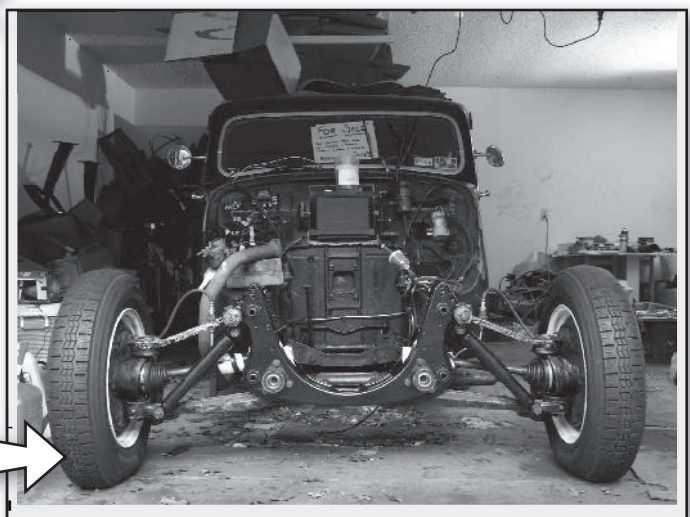


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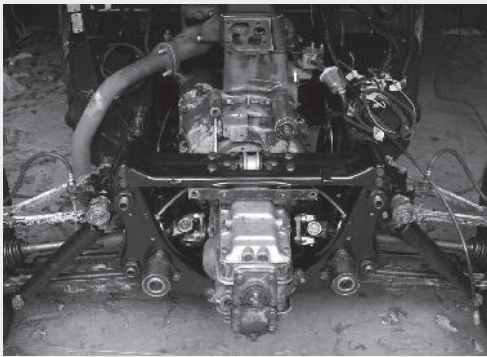


Use the  
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 fix the  
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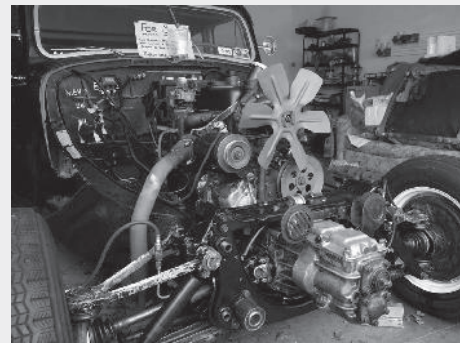




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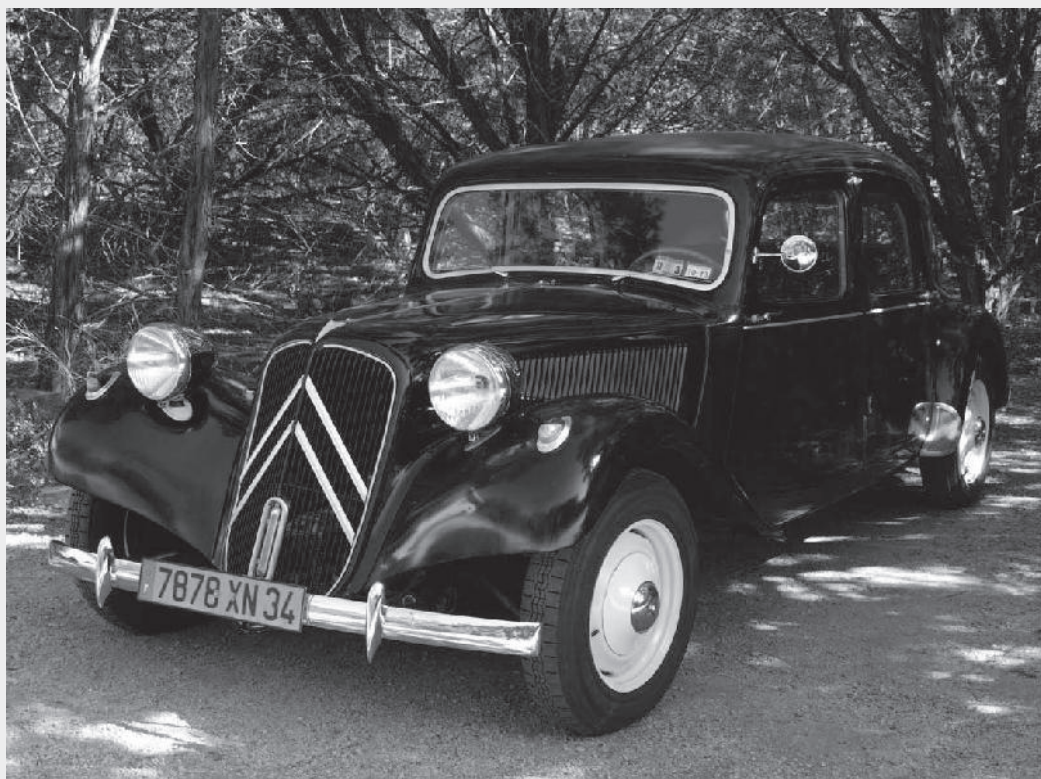
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# Your Letters

Hi Bob,

An interesting note from Richard Boudrias regarding a LHD "Traction Anglaise" in Brittany.

David Boyd

Hi David

Here are some pictures of a Traction Anglaise purchased by Pierre Wattecamps, a former owner of my 15/6H, who is very active, hence participated in many Raids organized by Tractions Sans Frontières such as the Raid des Andes, Raid Taïe and the Raid des Caribous which took place in Quebec. You will notice that it is a left hand drive specifically ordered by a French Druggist from Casablanca. For your information, Pierre owns a superb Hotel and one star Michelin restaurant in Norimoutier in Brittany.

Have a good day and best regards.

Richard.



Hello Bob,

The enclosed copy of a photo was given to me by a neighbour who insists that the car was said to be a Light 15 on its logbook, but as it is a 1936 model it should be a Light 12. (I hope I got that bit correct). It appears to have lost its chevrons as well.

The Citroën was their family car and is shown here on the seafront at Weston-Super-Mare in 1950. It was sold on but the chances of it surviving are pretty remote, unless someone knows differently?

I recently answered my doorbell to a man who asked if he could look at the handbrake in my Light 15, which was standing in my driveway. A strange request, but he looked harmless enough so I duly obliged. He then asked if it was possible to release the handbrake accidentally, so I demonstrated its operation for him and it brought a nod of satisfaction and elicited the following story.

In the early fifties his father was stationed in Hong Kong and purchased a new Light 15. During a family fishing trip with father driving, mother in the front passenger seat and the man and his brother in the rear seat, they stopped near the harbour in Hong Kong (I guess the boys would be around seven to ten years old at the time).

Father got out of the car to collect something and mother also started to get out and in the process knocked the fishing rods which were lying down the middle of the car. The rods moved across nudging the handbrake through 90°, so releasing the handbrake. The mother fell out of the car as it rolled forwards down the steep hill on which it was parked, while the two boys were helpless to do anything to prevent its progress. The road was high above the harbour, which according to the narrator could be hundreds of feet vertically, and as the car gathered momentum it crashed through railings into the abyss. The only thing which prevented the two brothers from being killed was a tree, into the top of which the car landed. He said the scene resembled the one in the Italian Job where the bus is hanging over the edge of a precipice with everyone shouting 'Don't move!' The boys had to sit tight until a large crane with straps could be used to lift the car back onto the road. The story continued with details of the use of a courtesy car whilst the Citroën was repaired, ringworm on the boys' heads as a result of which one brother needed high doses of X rays (!) to cure it and sharing rooms with a BOAC stewardess on the way back from treatment. I must lead a very sheltered life!

The car was repaired and eventually brought to the Barnard Castle area.

I originally thought the tale was fantasy, but the more I thought about it the more I tend to believe it.

Bev kindly looked in the records for the registration number of the car but it doesn't seem to have survived. And finally a plea: My car has an age related plate VFF 794. I was told by Robin Dyke that it was originally MXO 301, but he does not know where the information came from. The two owners, following its restoration from a wreck in 1993, are unaware of its previous number. Does it ring any bells with anyone?

Regards,

Graham Eaton.





Hello,

Can you help me regarding a clutch replacement? Is there a modern replacement one available that I can obtain locally?

Regards

Martin Littlejohn

#### **Reply from Bernie Shaw**

Pete Simper has fitted a number of these clutches to his customers' cars.

He confirms the clutch is for the 2 litre Ford Pinto engine with cross flow head (the Audi A4 clutch is also suitable) and, if possible, a Borg & Beck part is recommended.

Unless the Traction flywheel face is machined flat it is necessary to add spacers under the fixing bolts between the

pressure plate and flywheel. Ordinary 2mm thick washers will be sufficient but a more sophisticated solution is a 2mm ring under the complete rim of the pressure plate with 9mm holes suitably drilled for the bolts. Although the fixing holes in the Ford plate line up with the flywheel holes they do have to be opened out to 9 mm to accept the Traction bolts.

The **TOC** does offer a complete kit, consisting Ford pressure plate plus a Traction friction plate and new thrust bearing together with a suitably machined spacer ring.

With all new parts the assembly and set-up is relatively straightforward but it might be worth referring to an article published in **FP Volume 27**, Issue 2 (February/March 2002) in which Roger Williams gives a detailed guide to the complete job.

## **Diaphragm Clutch Replacement (reprint of original article)**

**The first of three contributions by Roger Williams gives advice on replacing the standard three-finger Traction clutch and release bearing with a diaphragm clutch and sealed release bearing. It applies to the Normale/Big 15 and Légère/Light 15.**

It should be noted that less movement of the release bearing is required to operate a diaphragm pressure plate than the original three-finger pressure plate. The sealed release bearing provided is designed to be in light contact with the diaphragm fingers before the clutch pedal is depressed - i.e. it spins at engine speed. However, it is not necessary to have it in contact with the diaphragm fingers and it may not always be possible if the limits stated in the following paragraph are to be kept.

It is important not to overstress the fingers of the diaphragm and the correct setting will be achieved if the movement of the release bearing after contact with the diaphragm fingers does not exceed 1 to 9mm. The clutch will start to release after 3 to 4mm movement and be free at 5mm. The arms that push the release bearing carrier have a lever arm approximately 45mm long, which equates to approximately 3mm of horizontal movement of the release bearing for every 4° of rotation of the clutch lever cross shaft (within ± 20° of the vertical). The lengths of the lever on the clutch cross shaft vary considerably between the different Traction models so it is not possible to give a cable/rod movement for your particular car, but you must aim to achieve the bearing movements described above.

You will notice that the diaphragm pressure plate is considerably lighter than the original three-finger type and this could affect the balance of the engine if the clutch has not been properly balanced. Many Traction crankshaft assemblies seem to have been balanced as a complete unit, which can be destroyed if the flywheel and/or pressure plate are changed. Fortunately this seems to be a rare occurrence in practice, even when the flywheel has been lightened. The correct balancing procedure is:

- 1) Balance the crankshaft on its own.
- 2) Zero the machine and add the flywheel and balance.
- 3) Zero the machine and add the pressure plate and balance.

If done this way each element is effectively being balanced on its own and a flywheel and/or pressure plate can be changed without the need to rebalance the crankshaft. Lightening the flywheel makes the engine more responsive when accelerating and provides more engine braking in over run.

When fitting the new diaphragm pressure plate to the flywheel make sure the letter stamp on the pressure plate and flywheel correspond.

#### **IMPORTANT**

Carefully check that there is clearance between the head of the bolts or studs securing the flywheel to the crankshaft and the springs/rivets in the central part of the friction disc. To check clearance, put a straight edge across the friction area of the flywheel and measure the clearance to the bolts/studs securing the flywheel to the crankshaft.

Now put the straight edge across the back of the friction disc (i.e. the side that runs on the flywheel) and measure the clearance to the springs/rivets. Grind the studs/bolts to give clearance if necessary.

Crankshafts with bolts usually present no problem as the standard ones have shallow heads. However the studs fitted to some crankshafts can be quite long and can sometimes foul the friction disc and need to be ground down to give clearance.

The flywheel has been machined so that the diaphragm pressure plate exerts its maximum pressure for the friction disc provided. Traction friction discs can vary widely in thickness and it is not advisable to exchange the friction disc unless the replacement one is exactly the 5cm thickness as the one provided. However, if you fit another friction disc that is thinner than the one provided, the clamping force will be reduced. If the new friction disc is thicker than the one provided, the diaphragm fingers could be overstressed when the friction disc is fully released.

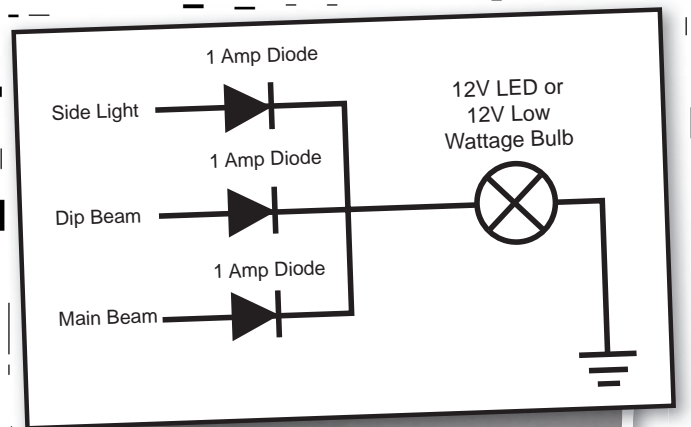
TOCtec letters continued on page 20.

# Headlight Tell Tales with Modern Headlamps

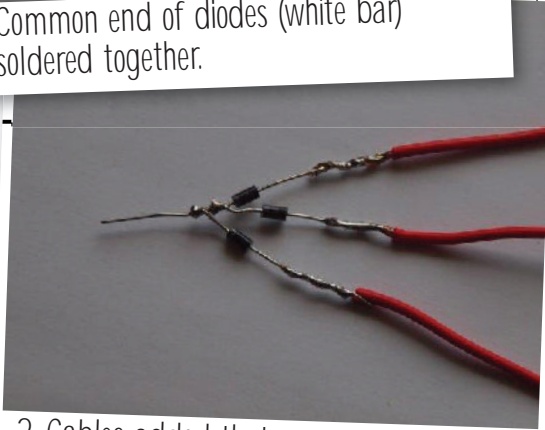
One of the consequences of fitting modern headlamps to a Traction Avant is that the side light is contained within the headlight reflector and that the reflector does not leak light into the headlamp bowl. Consequently the headlamp tell-tales no longer light up at night. A simple fix is to power a 12V LED or low wattage 12V lamp using three diodes, the supply to the diodes being taken from the side light, dip beam and main beams lamps (the diodes ensure that the three circuits are kept separate). The LED or lamp needs to be attached under the tell-tale and provides illumination when the lights are on.

I have attached a set of photographs showing how to wire the diodes and the resultant tell-tale illumination.

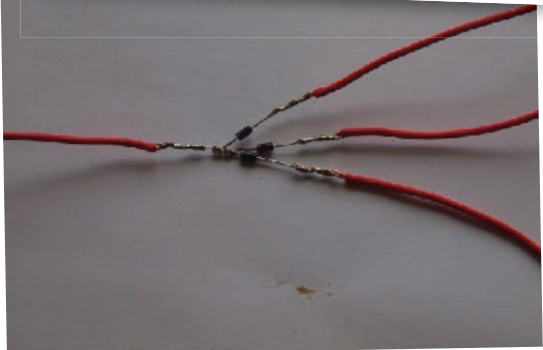
Steve Wright



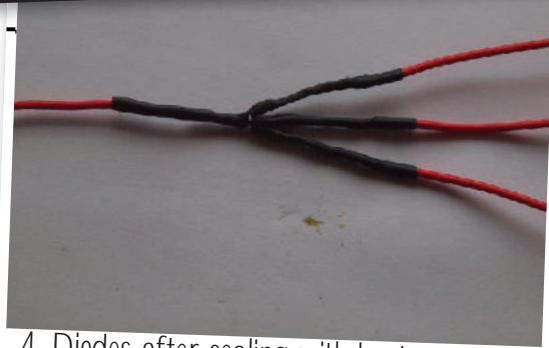
1. Common end of diodes (white bar) soldered together.



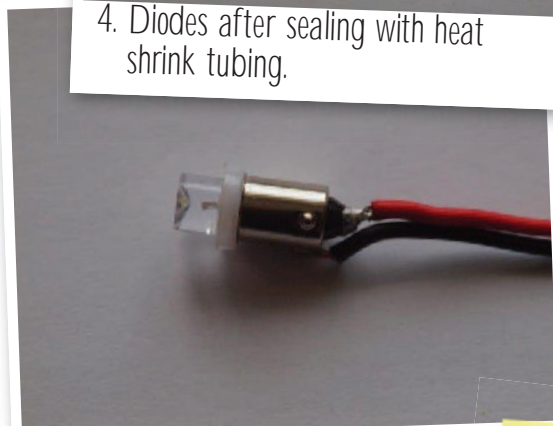
2. Cables added that connect to the Side, Dip and Main beam lamps.



3. Shows a slightly different view to photo 2.



4. Diodes after sealing with heat shrink tubing.



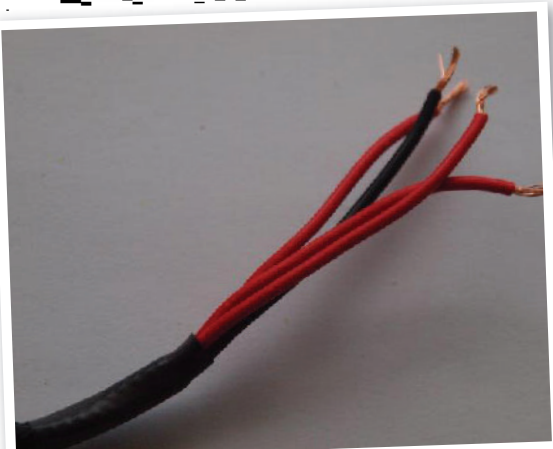
5. Cables soldered to the 12V Light Emitting Diode (LED).

Note: Centre pin connects to the common end of the diodes.



6. LED and cabling after sealing with heat shrink tubing.





7. Free ends of the cable that connect to the lamps.



11. Tell-Tale lamp in position.



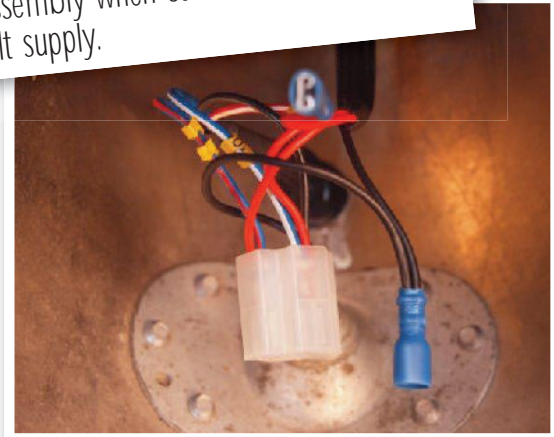
8. Completed sheathed harness.



12. The Tell-Tale lamp in operation.



9. Assembly when connected to a 12 volt supply.



10. Harness connections to the Side, Dip and Main beam lamps.



13. Second photo of the Tell-Tale lamp in operation.

Hi Bob

Re Traction Block Coolant Drain Plug - (TOCtech Forum Issue 68). What a coincidence! I was also wondering how to remove the cylinder head without getting water in the sump. I had read the previous article from Terry Wood regarding this problem and was beginning to think that Citroën had slipped up on this. Then, eurika, in Jan/Feb edition of Floating Power, Bernie Shaw kindly gives the answer.

Mine is a narrow car and access, as mentioned, is restricted but with various home-made implements, managed to break through the crud and get full flow of water. Ooh, what relief, thanks to Bernie.

Regards,

Bill Thresher

Hi Den,

Thanks for publishing in Jan/Feb FP my reply to Bernie following his information about the drain plug in the block. Thanks also for your comments and concern following it and I would like to elaborate and clarify some points.

When I first had my Traction it constantly overheated on long runs. This was cured by a reconditioned TOC spares radiator. I soon learned that if you top the radiator right up when cold then a pint disappears down the overflow pipe as soon as the engine warms up - I now know the normal running level. In normal local use I never need to top it up but after a long fast run of 200 miles or so (as in France recently) I usually have to add about a pint. It doesn't leak water, there is none in the oil so it must just boil it away. I think this is normal and acceptable on a non-pressurised system. My Riley does the same.

The oil seal which is annoying me is the crankshaft oil seal. My steel sump is oil tight following the rebuild.

Thanks

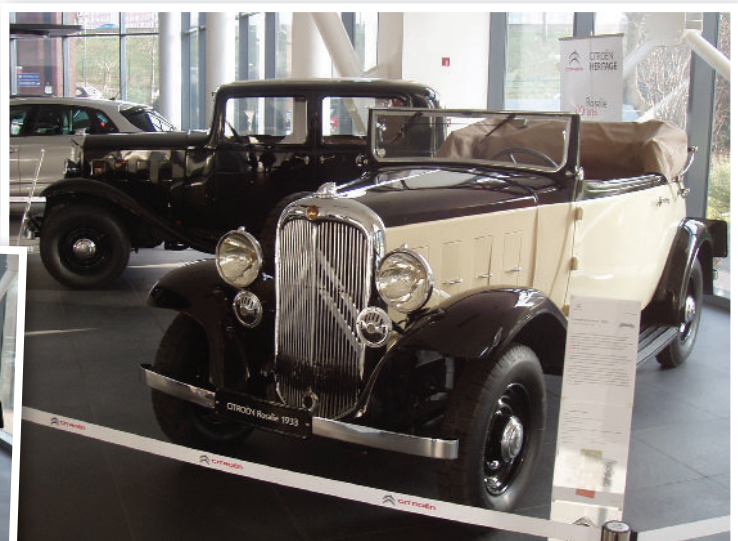
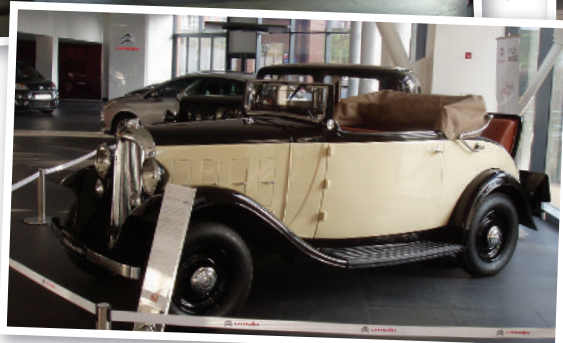
Terry Ward

## 80th Anniversary

Between 15th March and 27 July 1933, at the Monthéry race track, the special bodied 8bhp "Petite Rosalie" set a new world record by covering 300,000km in 134 days at an average speed of 93km/h (57.79 mph). Later the same year the elegant 8CV was unveiled at the Paris Motorshow.

To celebrate the anniversary of these two events, Citroën are currently displaying two "Rosalie" models in the showroom at their Rue Fructidor HQ in Paris (not to be confused with the more famous C42 showroom on the Champs-Élysées).

**Bernie Shaw**





# Adolphe Kégresse

The following article was suggested by Tony Hodgekiss and is reprinted with kind permission of the publishers of The Encyclopaedia of Tractors by John Carroll.

**Half-track crawler technology was conceived as a way of keeping vehicles mobile away from surfaced roads, where more conventional wheeled vehicles soon became bogged down. Its history extends as far back as the early decades of the 20th century. In the United States and Europe manufacturers sought to produce useful half-tracks, mainly for agricultural work. Holt, Nash and Delahaye were three such companies, but their machines tended to be slow and cumbersome.**

The breakthrough was achieved in France during the early 1920s as a result of the efforts of Adolphe Kégresse. Kégresse, a Frenchman, worked for the Russian royal family as technical manager of the imperial garages. Around 1910, the Tsar wanted to follow a winter hunt in one his motorcars and would not accept Kégresse's argument that the idea was impractical. Kégresse drove one of the cars into the snow, embedded it in a snowdrift and produced photographs of the stranded car for the Tsar. To overcome the problem, Kégresse began to work on a system of continuous rubber tracks running on light bogies that would give a car mobility in the snow. His system was a success and he converted the Packard and Rolls Royce cars belonging to Tsar Nicholas II to improve their performance in the snow. Subsequently, Austin armoured cars were also converted.

Following the Russian Revolution of 1917, Kégresse fled home to France via Finland. He left behind him about a dozen almost-completed converted cars, which were seized by the Bolsheviks and employed in military actions against the Polish. The Polish army captured one and despatched it to Paris, where it was examined by the French army.

In Paris, the industrialists André Citroën and M Hinstin became interested in Kégresse's system. In 1921 the first 'Autochenille' was manufactured, based around a Citroën 10 CV Model B2 car. The Kégresse-Hinstin bogies pivoted on the driven rear axle to which they were fitted in place of wheels. An important difference between Kégresse crawler tracks and those used on tanks at the time was that the former were made from rubber and canvas. The advantage of this was lightness of weight and considerable flexibility, which ensured that the tracks followed every contour of the ground. The tracks were fitted with rubber teeth on the inside to engage with the pulleys. Experimentation had proved that steel teeth were prone to collecting snow, which was packed into the joints by movement until the tracks stretched beyond breaking point. The snow did not adhere to the rubber teeth.

Tests of the new vehicle were carried out in the snow of the French Alps and the innovative development was greeted with acclaim. Adolphe Kégresse went to work for André Citroën, who was fascinated by the potential of this development. The Swiss post office was one of Citroën's customers for the Autochenille, and its vehicles were equipped with skis at the front.

Citroën was of the opinion that if the machines were effective in snow they would work equally well in sand and loose stones. In the winter of 1921-2 trials took place in the deserts of North Africa and a few improvements were made as a result of this testing. The developed half-tracks earned a formidable reputation and widespread publicity when the first motor vehicle crossing of the Sahara Desert was carried out by a team driving five Kégresse machines. They were equipped with additional

radiators and used aluminium in their construction to minimize weight. Power came from 1452cc/88.5cu in engines with a bore and stroke

of 68 x 100mm/2.68 x 3.94in driving through a three-speed transmission. The back axle was a two-speed unit, thereby increasing the range of the three-speed transmission, and enabling the machines to deal with varied terrain. The Autochenilles were capable of a maximum speed of 45kph/28mph. The 3,600km/2,250 mile trip took place between December 1922 and January 1923 and was led by Georges Marie Haardt, Citroën's managing director, and Louis Audouin Dubreuil, a man with considerable experience of the Sahara. Nine other men, including five Citroën mechanics, and a dog, Flossie, accompanied the vehicles. With relatively few problems the team made the crossing to Timbuktu. Haardt and Dubreuil together also led a Central Africa Expedition, the Croisière Noire, from Algeria to the Cape between November 1924 and July 1925. The British experimented with the Kégresse system and installed bogies on Crossley lorry chassis, of both 1270kg/25cwt and 1524kg/30cwt capability. In Italy, Alfa Romeo built an experimental Kégresse crawler tractor that could be driven in either direction as it was equipped with two steering wheels and two driver's seats. The Kégresse system of endless rubber band tracks was a success from the start and soon there was demand for a heavier duty version of the system. Adolphe Kégresse redesigned the components, refining his idea considerably, and produced the new version with a completely new style of bogie. It differed from the original in that the driven axle was now at the front of the track and was fitted with sprockets rather than relying on friction. Citroën, Panhard, Somua and Unic all used the new design on vehicles throughout the 1930s. Somua built the MCL and MCG half-track tractors with four-cylinder petrol engines that produced 60bhp at 2000rpm. The company also produced the S-35 cavalry tank and the AMR Gedron-Somua armoured car. Unic built the Model P107 artillery tractor. In Poland Polski-Fiat built their Model 621L with Kégresse bogies while in Britain Burford-Kégresse produced the MA 3 ton machine and in Belgium FN manufactured Kégresse-equipped machines. Most of these were used primarily as gun tractors. A third Kégresse-borne expedition in 1931 took French crews in seven half-tracks from Beirut to French Indochina (now Vietnam) between April 1931 and March 1932. A Kégresse P17 half-track was shipped from France to the United States for testing and evaluation in May 1931. Cunningham, Son and Company of Rochester, New York built their version, the T1, and in 1933 the Rock Island Arsenal built 30 of an upgraded model, the T1E1. This in turn led to the International Harvester half-track by the end of the 1930s. Although he was not as directly involved with agriculture as some of the other innovators, Adolphe Kégresse made a substantial contribution to the development of crawler track technology around the world. It is noteworthy that the most modern agricultural crawler tractors use rubber tracks like those pioneered by Kégresse.



Kégresse seen at the ICCCR, Harrogate

# Book Review

## Dimitri Sensaud de Lavaud An Extraordinary Engineer

I am sure that name rings a bell with all Traction enthusiasts. Most books on the early history of the Citroën Traction mention his name in connection with the automatic transmission which was originally planned to be used in the ground breaking 1930's front drive monocoque style design.

This was not to be, the transmission fitted to some prototypes being tested in early 1934 apparently overheating badly.

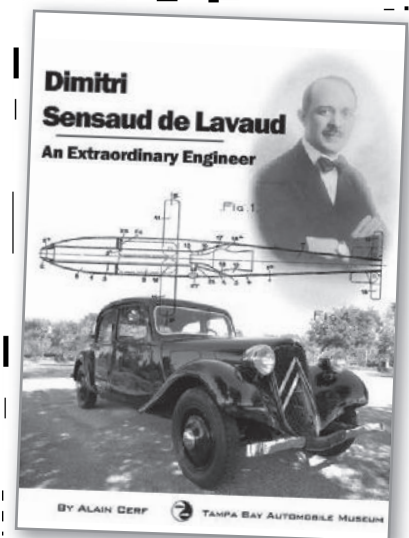
Thinking about what I had read in other books I felt there must be more to the story and so started trying to find out additional information. With the help of Google I found that a book on the life and achievements of the engineer in question had been written following painstaking research by Alain Cerf of the Tampa Bay Automobile Museum in Florida.

The early part of the book quickly reveals the amazing amount of new ideas brought to bear on a variety of engineering challenges, one specific item being the design of centrifugal casting machines to produce cast iron pipe. This was a major step forward and similar machines are in operation at US Pipe today. It made him a millionaire.

Moving to ideas for application in the automotive industry Sensaud de Lavaud identified rubber suspension/headlights which turn to accommodate bends and a full cast alloy chassis. He even produced a fully operational car incorporating these ideas and front drive hydraulic transmission.

Dimitri Sensaud de Lavaud was a real inventor designing jet and ramjet engines and the automobile hydraulic transmission, all before World War 2.

The in depth research by Alain Cerf has made this book fascinating reading for enthusiasts interested in the early history of the Citroën Traction design and development.



Price when I purchased my copy in October 2012 was 30 US dollars plus shipping.

**Soft back, 170 pages well illustrated, available in English and French from:-**

Tampa Bay Automobile Museum  
3301 Gateway Center Boulevard  
Pinellas Park  
Florida 33782  
USA  
**Tel:** 727 579 8226  
**Email:** info@tbauto.org  
**website:** www.tbauto.org

Thanks to Clive Hoskins for this excellent review.

## Editor's Note

I received the following announcement about technical courses to be held in Switzerland in March this year.

Hello all,

in addition to the courses for maintenance and repairs in April, Karel Beukema from Holland and I have decided to conduct for the first time two advanced courses:

March 15 2013, topic: Overhaul of the steering gear box

March 16 2013, topic: Car electrics and overhaul of the dynamo and the regulator.

The seminars will be held in Benken ZH, Switzerland, mainly in German language. The answering of questions in English is possible. For details and inscription see:

[www.tractionavant.ch/Anlaesse/2013/RepKurs13/repkursAdv.php](http://www.tractionavant.ch/Anlaesse/2013/RepKurs13/repkursAdv.php)

Daniel Eberli

These types of notice can only be published each two months in the magazine (a little late for a March event, in this case). For those of you who want to stay in touch with events in between magazines I recommend the following forum: <http://www.traction-owners.co.uk/links/index.htm>



## 2013

### March

- 7th – 10th Retro Classics Messe, Stuttgart Germany. Details: <http://www.messestuttgart.de/retro/>
- 9th – 10th 26th Salon Champenois du Véhicule de Collection Reims, France. Details: <http://www.bce-reims.com/bce.htm>
- 16th – 17th Veterama Hockenheimring, Germany. Details <http://www.veterama.de/de/home>
- 17th 37th Arras Bourse d'Echanges Arras, France. Details: <http://ravera.pagesperso-orange.fr/>
- 23rd – 24th Oldtimer & Teilemarkt Swiss Fribourg, Switzerland. Details: <http://www.expodatabase.com/tradeshows/oldtimer-teilemarktschweiz-the-international-old-and-youngtimer-fair-in-switzerland-17381.html>
- 30th – 31st 27th Bourse d'échanges de Vagney Vagney, France

### April

- 6th – 7th Passion for Power – Classic Motor Show and Autojumble EVENTCITY, Barton Square, Manchester - See page 30 for details.
- 10th – 14th Technoclassica Essen, Germany. <http://www.cilt.co.uk/Techno/tcindex.htm>
- 21st Drive It Day For details of events in your area contact your Section Co-ordinator

### May

- 4th – 5th Citromobile Amsterdam, Holland. <http://www.citromobile.nl/>
- 4th – 6th TOC International Gathering Marcillat-en-Combraille, France. See page 30 for details.
- 18th – 20th Retromoteur et Véhicules de Prestige Ciney, Belgium.  
Details <http://cineyexpo.be/agenda/evenement.php?id=230>

### June

- 1st – 2nd La Vie en Bleu Prescott, Gloucestershire.  
Details: <http://www.prescotthillclimb.com/may2011.aspx>
- 8th – 9th 28th Retro Meus'Auto Madine 2013 Lac de Madine, France
- 15th – 16th TOC Annual Rally Bury St Edmunds, Suffolk. See pages 31 & 32 for details.
- 15th – 16th 11th Festival des Belles Mécaniques Parc des sports-vélodrome de Roubaix, Paris, France.  
Details <http://www.ideale-ds.eu/>

### July

- 11th – 14th CTA Brittany Annual Rally Loire area and probably based around the town of Angers, France

### August

- 18th Wervik 13th 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](http://www.oldtimermeeting.be)

### September

- 7th – 8th Citroën Grand Master Perpignan, France - details <http://citronnades.voila.net/>
- 20th – 22nd Circuit des Remparts Angoulême, South West France – for details and videos see [www.circuit-des-remparts.com](http://www.circuit-des-remparts.com)
- 13th – 20th 2013 Spanish Tour La Rioja and Cantabria Tour - see pages 33 & 34 for details

### October

- 11th – 13th Wartime Weekend 1940s weekend based around the North York Moors Railway.  
Details from Mick Popka

## 2014

### May/June

- May 29th - June 1st 80 Years of the Traction Avant Dunkirk, France - see page 35 for details.

### August

- 8th – 10th Eurocitro Le Mans, France – details <http://www.eurocitro.org>

**Please send details of future events to: [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk) or by post to the Editor.**

## ICCCR2012 – Post-event Bulletin

**The 15th ICCCr may be just a memory, but the organisers are still at work! In fact, we've been so busy that this bulletin is later than intended...**

As Chairman, I would like to start by once again thanking everyone who took part in the event; because the whole purpose was to bring people together, and without you there would have been no rally.

Thank you also for your exceptionally positive and supportive comments; these mean a great deal to me because – in common with many of our volunteers – I was so busy throughout the rally that I didn't see a great deal of it! There were all kinds of things that I glimpsed only fleetingly - yet oddly familiar because that was how we planned them - and have only since seen in detail in the photographs...

Speaking of photographs, I have seen many as they have been gathered in preparation for the Book of the Rally. This will be largely pictorial, with text in English, French and German. It is being designed and compiled to a high standard by our ICCCR graphics specialist Dan Fletcher, as a lasting record of the event, intended to appeal both to enthusiasts of the marque and everyone who appreciates high-quality images with something special about them. The format will be horizontal A4, with approximately 200 full-colour pages on high-quality paper.

There will also be a DVD video of over two hours' duration, which is currently being edited and produced by our official videographer, Jonathan Payens. The two productions are intended to complement each other, using each medium to its best advantage.

We intend both the book and the DVD to be attractively-priced, and expect to release them at the TechnoClassica show in May 2013. We will contact all advance-registered participants individually as soon as they become available; also by post from our website, and at UK and European events

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## Amicale Citroën Internationale

The Amicale is as you know the umbrella organisation which selected the ICCCR as the official 'Event of the Year' back in 2008, and provided the vital link to Citroën's sponsorship. Their Newsletter includes a summary of the 15th ICCCR as they saw it, and as this may be of interest as an 'external' viewpoint, I quote it here in full.

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## President's Report

*John McCulloch*

I must repeat what I have said to organisers and everyone else who would listen: The Yorkshire event was the best that I have ever attended. From the registration booths to the live shows, reworks and museum to the vendors and displays, it was an overwhelming success. It was distinguished by a warm feeling of welcome and a "let's find a solution to any issue"

that was outstanding at an event of this magnitude. The site proved to be among the best choices that Nigel and Mick made in their five year long mounting of this event. There was never a feeling of being crowded whether it was in the museum, in front of vendors or in the restaurants. The Yorkshire Event Centre provided something for everyone - peace and quiet for family campers, venues for music for the young (at heart), and restaurant facilities for the peckish.

An excellent event. My congratulations to the 15th ICCCR Board and their huge host of volunteers.

Also within the Newsletter:

### Event News

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.

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 rework 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 f reworks 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 off cially 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 buses 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.

#### Attendance f gures

Vehicles - **2,534** (the initial planned "break-even" f gure was 2500!) Participants - **4,888**

## Classic & Sportscar Awards – Best Club Show / Event of 2012

**Although we think that the rally went well and we know that you agree with us, as Citroën enthusiasts we are all biased!**

Classic and Sports Car magazine, on the other hand, cover the entire spectrum of enthusiast activities. In making their awards they review all events throughout the UK during the year. At the Classic Motor Show - which they sponsor and in which all three partner clubs take part - Classic and Sports Car magazine elected ICCCR2012 as the Best Club Show / Event of 2012, specif cally recognising the part played by all three partner clubs in achieving this.

Particularly bearing in mind the enormous variety of clubs and events within the UK, this award is the ultimate accolade, and a f tting recognition of the efforts of all involved.

## Volunteers

Right from the start, back in 2006, we set out to create the 'Great British Citroën event' and to deliver a world-class ICCCR, and the overwhelming opinion is that we achieved this. None of this would have been possible without the tireless efforts of our wide-ranging group of volunteers. You each played a vital part in creating a genuinely unique event which will be remembered for many years. Thank you!

## ICCCR2012 items for sale

Don't forget to revisit our website, which has been extensively revised with post-event information.

## ICCCR 2016

Looking to the future, we are continuing to liaise with the Dutch ICCCR 2016 team - with whom we have been in discussions since early 2012 – to give them all possible assistance in planning their event.

## And f nally...

As the ICCCR takes place on a four-yearly cycle, the following one would normally be in 2020. However – as I have already mentioned to the ACI - this cannot be the case! Without doubt, it simply must take place in 2019, commemorating the centenary of Citroën; and in my opinion, such an anniversary can only be celebrated in a particular city in a certain country. For this most quintessentially French marque, Paris is the only choice!

**Nigel Wild,**  
Chairman, ICCCR2012

**chairman@icccr2012.org.uk**  
**0044 (0) 113 2737077 www.icccr2012.org.uk**

## **PASSION FOR POWER - CLASSIC MOTOR SHOW AND AUTOJUMBLE** **Saturday 6th and Sunday 7th April at EVENTCITY, Manchester**

The **Traction Owners Club** has been asked to participate in the 'Passion for Power - Classic Motor Show and Autojumble' that will take place on the Saturday 6th and Sunday 7th April at EVENTCITY, Barton Square, Manchester M41 7FB (Next to the Trafford Centre).

The event in 2012 that the **Traction Owners Club** participated in attracted 90 car clubs and 500 Classic Cars.

The **Traction Owners Club** will be having a larger stand this year that can accommodate four cars.  
We now have four cars, but need more helpers.

**So, if you are available for stand setup on the Friday or stand duties on the Saturday or Sunday please contact Steven Wright by telephone 0753 167 6160 or by e-mail [wright.sa@dsl.pipex.com](mailto:wright.sa@dsl.pipex.com)**

**Editor's Note:** Steve has only received a few responses for helpers on the stand. So if you live in or near Manchester, please put away your Oasis/Happy Mondays/Stone Roses/New Order/Smiths/Inspiral Carpets/Buzzcocks etc records and get on the blower to Steve! (Yes, you can write in and complain about me leaving your favourite band off the list).

## **Br ITTANY CI UB (CTAB) - ANNUAL r AI I Y 2013**

**Latest news is as follows:**

The dates are Thursday 11th to Sunday 14th July.

*Please note: the start venue is still to be decided; and we have no rally fee as yet. (The rally fee will include camping charges, but if you wish to stay in a hotel this is at your own expense and must be organised by yourself).*

### **Arrival**

Will be in "La petite Couère" a park located mid-way between Angers and Rennes.  
49520 Châtellais <http://www.lapetitecouere.fr/>

### **The Tour**

We have in mind the Loire River area with castles and wineries, located between Angers and Saumur, not a lot of miles to drive, but a lot of places to visit.

We intend to visit Brissac - castle and vineyard as well. <http://www.chateau-brissac.fr/>  
and also Brézé <http://www.chateaudebreze.com/> very interesting with troglodyte village under the castle.

Cointreau factory in Angers <http://www.cointreau.fr/la-maison/le-carre-cointreau-800421.html#header>  
Angers Air Museum if possible, the place where I fly! <http://www.musee-aviation-angers.fr/> and some wine cellars.  
But all that will be chosen by the team during their meetings

### **Camp Site**

Not a lot in the vicinity and closed for the time being! They will open in April I suppose, and we'll keep you posted on this. We aim to stick with just one camp for the whole tour and you'll receive a list of the nearest hotels and B&Bs.

All the best  
Lionel Gogeon (CTAB)

**If you have any questions or require further information, please contact To C's Martin Nicholson on email, [vicmarnic@gmail.com](mailto:vicmarnic@gmail.com) or on French tel 0033 2 33 61 00 15**



**ToC r A I I Y: MAr CII I AT EN Co MBr AII I E -  
CONSERVATOIRE CITROËN VISIT**

**May 2nd**

A visit to the Conservatoire Citroën in Aulnay-sous-Bois, Paris is planned as an optional extra for those taking part in the rally. Aulnay-sous-Bois is in the north-eastern suburbs of Paris, outside of the Boulevard Périphérique (the controlled-access dual-carriageway ring road).

At the moment the details of the visit are not firm but the plan is to take an early ferry on Wednesday 1st May from Dover to Calais or the tunnel and drive the 142 miles to Aulnay-sous-Bois and stay overnight.

On Thursday 2nd May visit the Conservatoire Citroën in the morning and then head south and have an overnight stay some 60 miles south of Paris this will leave 170 miles to Marcillat en Combraille arriving mid-afternoon on the Friday. This will mean 1 additional night stay at the Chateau du Ludaix.

Numbers are likely to be limited for the visit so please email me with your details as it will be on a first come first served basis.

**Please contact Philippe Allison on 01256 761444 or email him at [philippe.allison@whitewaterf nance.co.uk](mailto:philippe.allison@whitewaterf nance.co.uk)**

**ToC r A I I Y UPDATE: MAr CII I AT EN Co MBr AII I E  
May 4th – 6th at the Chateau du Ludaix, Marcillat-en-Combraille 03420,  
the Allier, Auvergne, France**



To abuse an old military saying ‘no plan ever survives contact with the enemy’, the enemy in our case is French bureaucracy. But at least we can publish our plan.

**There will be two options offered for the main event Saturday am – Monday pm:**

1. Accommodation, catering and events; **€370 per couple sharing,**
2. A weekend pass for the events including evening dinners is **€75pp**

Additional nights at the Chateau prior and post-weekend can be made available on request at our standard B&B rate of **€120 per couple per night**. Dinner for the additional nights can also be booked for chateau guests by prior arrangement.

If you are staying in local accommodation we can also arrange additional nights for you as required.

Budget accommodation is available; to stay at the Centre Sociale and attend our events/ dinners will work out at around €220 per couple sharing. The Centre is very basic but it is clean and a stone’s throw from the Chateau. We can help with booking the Centre Sociale or alternative hotel accommodation; details and websites will be provided on the booking form.

**You should have heard from us by now and your booking confirmed or in progress – if you haven’t heard from us please email [TOC2013@rapport-online.com](mailto:TOC2013@rapport-online.com)**

**The event kicks off on Saturday 4th May with a 10am briefing of events followed by:**

- car cleaning masterclass •
- a tour of Marcillat en route to lunch in Pionsat (self pay) •
- a visit to the resistance museum and SOE landing site •

# Events

## 80 Years of the Citroën Traction Avant Dunkirk – May 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup> and June 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 "Club Belge des Anciennes Citroën", 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.



70 Years of the Traction Avant – Dunkirk – 2004 - Views along the sea-dyke at Dunkirk – photos Den Hewitt

**toc**spares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester

W. Sussex, PO20 7LQ. Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)





## Classif ed 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.

## Classif ed 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'.**

## Please Note

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

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

If in any doubt check the following websites for advice on what to look out for:  
<http://www.met.police.uk/fraudalert>  
<http://www.binary.co.uk/chequescam>

Please send advertisements to the Editor:  
**Bob Street, TOC Adverts, Uplands, Shootacre Lane, Princes Risborough, Buckinghamshire, HP27 9EH**  
 Email: [editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk)

## CARS FOR SALE



**For SAI E:** Citroën U23. 30cwt flat-bed truck, believed to be 1936 or 37. 1911cc Traction engine with side-draft carburettor; runs. 6 volt electrical system; cable brakes; central chassis greasing system. Used since WW2 by a French fire department (Sapeurs Pompiers), and properly maintained. Complete vehicle that will repay time spent on simple strip and rebuild. Needs Tender Loving Care. Not yet UK registered. Photos available. **£4000 ono. Contact Alec Bilney 020 8546 7071 (Kingston-upon-Thames).**



**For SAI E:** 1955 French built, black 11BL (big boot) owned and garaged by me for 20 years. Engine has replacement pistons and liners and is powerful and reliable. Recent 12V conversion with halogen headlights, otherwise the car is very original but with new bright work and stainless steel front/rear bumpers. Bodywork is very good with minimal welding and the car was recently used for both my daughters' weddings. Interior is re-upholstered in grey.

**Offers around £6500. Mike Peacey 01473 723663 (Ipswich) or 07816 475604**

**For SAI E:** 1953 Slough Light 15 for restoration. Maroon with red leather interior. Sunroof. 11D engine. Needs work to wings and doors and some mechanical work. Car is partly stripped down and not running. Engine and gearbox not in car, so will need to be taken on a trailer. **£2,750. Car in North Somerset. Contact Den Hewitt Tel: 01934 834274 or Email: [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)**



**For SAI E:** It is with reluctance I am putting my Ex Peter Simper 1952 Slough Built Big 15 up for sale but such is life. Rebuilt up graded engine and gear box, driveshafts. Stainless steel conversion to brakes and diaphragm clutch this year. Garaged and used weekly. 12volt everything works including traff cators and f ashers. Electric power steering and a powerful heater painted to match the interior. The bottom of the doors will need attention in the near future. I am a DS restorer and can come to a trade arrangement to rectify any defects if you wish. **£14,000 – Contact Edward Davidge, 020 8560 1264, 07734 599400 or email: [edward@heritage-restoration.co.uk](mailto:edward@heritage-restoration.co.uk)**



**For SAI E:** 1956 11B Familiale, midnight blue. New floor, sills, etc. stainless steel exhaust system. [2000] Fitted ID19 block, crank, 11D flywheel, new clutch, pistons & liners, timing chain & tensioner, unleaded Traction head (new valves, springs, guides, seats etc) new water pump & 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 34,000 kms in that time. Fully maintained. Located near Perth, Scotland. **£12,000 Tel: 01821 650436 Mob: 07802 350622 Email: [ken@hillfoot.fsnet.co.uk](mailto:ken@hillfoot.fsnet.co.uk)**

**For SAI E:** 1953 big boot 11B. Black. Perfo engine. Import from USA, some paint crazing from the California sun. Tidy interior. Runs well. New tyres, brakes, shock absorbers. Rechromed bumpers. **£6,500. Tel: John Gillard 0207 358 9969 (24 hrs)**

**For SAI E:** 1955 big boot 11B. Black. 11D engine. Dry stored for 16 years. New brakes, shock absorbers. Repainted and engine overhauled prior to layup. Engine runs well. Door bottoms now rusty (can be re-skinned if required). **£5,750. Tel. John Gillard 0207 358 9969 (24 hrs)**





**For SAI E:** 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)**

## BODY SHELLS FOR SALE

**For SAI E:** 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 r estorations 0207 358 9969 (24 Hrs)**

## CARS WANTED

**wANTED:** Light 15 wanted, must be in good condition, RHD and preferably with a 4 speed conversion, or a high ratio diff.

**Please call Adrian on 01449-726068 [Nr Ipswich] or email ahc@captainfantastic.net**

**wANTED:** Pre-war 11BL with current MOT. **Please call Julian on 07957 291888 (London) or email: casadelahabana@aol.co.uk**

**wANTED:** Small boot Traction Avant. Must be lhd and black and in nice condition.

**Please phone Mark Buckley on 02392 755990 or email: profpropren@hotmail.com**

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

**Contact: John Cresswell on 0208 560 3261 (home) or mobile 07540 426451 or email: jcress23@aol.co**

## PARTS FOR SALE

**For SAI E:** selection of small traction parts for sale inc. Headlamp lenses, door handles, switches, silencers, etc. **Phone / Email for details: Tel: +33 (0) 545 83 48 80 bobwhittaker251@hotmail.com**

**For SAI E:** 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 Tel: 01302 711123 Email: sales@longstonetyres.co.uk**



## LARGE COLLECTION OF TRACTION

**Pa RTS For SAI E:** Engines (3) Gearboxes (3) (all dismantled/checked and full description given), Doors (10), Front wings (10), Rear wings (9), Boot lids (4), Bonnets (3), Front closing panels (9), Front grilles (8), Driveshaft's (30), plus various other body and mechanical parts. Many panels stripped, repaired and etch primed ready for colour. Come and choose your needs! **Phone Andy on 01339 886290 for full details. (Aberdeenshire)**  
**For SAI E:** Four Pilot hubcaps, outer larger parts early ones, I think, that have a very slightly larger diameter hole in the centre, 1 or 2mm, £10 each. Also one hubcap centre, made of brass, in great condition but needs rechroming, which f ts the outer parts £10. **Phone Steve Hedinger on 07961 556538 or email hedihog@tiscali.co.uk**

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

**For SAI E:** Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, f t a modern fuel filler to 'catch

the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.

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



## For SAI E:

- 1 - Rubery Owen wheel 165x400 (with 4 slots & 3 studs for hubcap) - £20
- 1 - Michelin France wheel (1949) 165x400 - £20
- 1 - Post war Light 15 bonnet pair (vgc in primer) - £100
- 2 - Légère back doors good condition in primer but minor perforation in bottom corner - £70 each
- 2 - Light 15 back doors (poor but restorable) - £20 each
- 1 - Back wing (post-war) both left hand side (good condition) - £60
- 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 or email: ken@hillfoot.fsnet.co.uk**

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

## PARTS WANTED

**wANTED:** Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569**

**wANTED:** Steering rack for post '52 Légère. **Tel: Bill on 01934 824475 Email: bill.h@rookeynook.plus.com**

## ACCESSORIES WANTED

**wANTED:** Boot luggage rack for a 1949 Light 15. **Contact Steven Wright on 07531 676160.**

## MISCELLANEOUS FOR SALE

**For SAI E:** Cole-Hersee reverse light switches as seen in TOCtech in this issue of Floating Power. There is no profit made by me on these switches and I only have a few of them. **£17 each plus post and packing. Contact Den Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk**



**For SAI E:** Stainless Steel Watch with Traction Grille Emblem.

These have been specially commissioned and are available in a limited supply. The watch face is 31mm diameter and has a nice "chunky" feel to it and weighs 73gm. It features a second hand and minute scale on the inside of the bezel. The watch is complemented by a Stainless steel locking strap which is adjustable. **Price, inc P&P to UK addresses is £20. Contact Mick Popka for Overseas Postage. mick.popka@gmail.com**



## TOC Annual Rally 2013

15th & 16th June

### **Bury St Edmunds Suffolk**

Highlights include Greene King Brewery Visit, Theatre Royal Backstage Past Tour, Hidden Gardens of Bury, Historic Walking Tours, and Suggested runs through picturesque villages.

We start off for those arriving on the Friday evening with a meet and greet at Greene King's Dog and Partridge in Crown Street, IP33 1QU 01284 764792. If you require dinner please book, The Dog & Partridge have a reserved restaurant area for us, please say you are TOC. For those arriving on the Saturday morning please go directly to the Greene King Car Park, entrance off Cullum Road (A1302). If barrier unmanned speak into security pad to gain entry.

The weekend will include tours of the Greene King Brewery founded in 1799. The tour gives unparalleled panoramic views of the town from the Brewery's tower, followed by refreshments in its private hostelry. Sorry but no children under 12 years permitted and sensible footwear is essential. Our cars have been offered the use of Greene King's private car park to allow time for the various inspection and judgments to be made. We also hope to include The Theatre Royal Backstage Past Tour; the theatre is the sole surviving Regency playhouse in the country, fully restored to its 1819 glory.

Walking tours are available (booking essential) of the historic core of Bury which is laid out in the Norman Grid formula, including the Abbey Gate and Norman Tower. There will be free time to explore the Saturday market one of the best East Anglia has to offer, the Cathedral dating from 869, which had its tower completed in 2005. The towers completion was funded by Millennium grants and personal donations' including HRH Prince Charles.

Saturday evening dinner will be held at The Flying Fortress, situated on the outskirts of Bury based within the WWII Rougham Airfield Base, the Fortress offers real ales and an excellent carvery with entertainment.(limited transport available on the night please ask).

Sunday's options include the renowned Hidden

Gardens of Bury, this event now in its 27th year boasting in excess of 30 private gardens being opened to the public with the entry fee going direct to St Nicolas Hospice. Or you can enjoy one of suggested routes through the picturesque villages of Suffolk, some unknown other world famous such as Lavenham, Long Melford and Clare. In the afternoon we will rendezvous for the awards for your cars.

For those staying into the Sunday evening we will be taking dinner at The Queens Head in Hawkadon a popular free house offering excellent ale and fare, booking is essential here.

### **Accommodation**

#### **The Abbey Hotel:**

Tel: 01284 762020 [www.abbeyhotel.co.uk](http://www.abbeyhotel.co.uk) Email: [reception@abbeyhotel.co.uk](mailto:reception@abbeyhotel.co.uk) 35 Southgate Street IP33 2AZ

It's location is a short walk to the town's historic core and planned events, adequate parking, be aware the entrance to this old inn was built for the horse and carriage so approach with care.

Nearest the town centre is **The Regency House Hotel**

Tel 01284 764676 [www.regencyhousehotel.co.uk](http://www.regencyhousehotel.co.uk) Email: [regencyhotel@mac.com](mailto:regencyhotel@mac.com) Fax: 01284 725444  
3 Looms Lane IP33 1HE

The following pub based B&B's offer excellent accommodation; also in easy walking distance of the town and events.

#### **The Bushel (Greene King)**

St Johns Street, IP33 1GN 01284 754333 (reserved off street parking).

#### **The Fox (Free House)**

1 Eastgate Street, IP331XX [www.thefoxinnbury.co.uk](http://www.thefoxinnbury.co.uk) (reserved off street parking) 01284 705562.

#### **The Dog & Partridge (Greene King)**

Crown Street 01284 764792 NB busy car park limited space!

# TOC Annual Rally 2013

On the south side of town is a **Best Western The Priory Hotel**

Tel 01284 766181 www.prioryhotel.co.uk Email: lynda@prioryhotel.co.uk Mildenhall Road IP32 6EH

This hotels location will involve more driving to get into town, parking not always easy so be aware. For those thinking of the famous Angel Hotel, Angel Hill, where Charles Dickens wrote the Pickwick Papers. Staff park your car for you on the surrounding streets in other words No Parking.

**The price for the 2013 rally is provisionally set at £50 per person, and includes the following: - entrance to Theatre Royal Backstage Past Tour, Greene King Brewery Visit, Historic Walking Tour, Saturday Evening Dinner and The Hidden Gardens of Bury. Please do call me if you have any questions, query or worries.**

Please complete the booking form below and send to:

**Jasmin Gagen, Little Home Farm, Bury Road, Thorpe Morieux, Bury St Edmunds, Suffolk IP30 0NT**

**Any queries please call 01284 827039 or email jasgagen@btinternet.com**

## Booking Form – TOC Annual Rally

**Driver Name:** .....

Address: .....

..... Postcode: .....

Tel: ..... Email: ..... Mobile: .....

### **Passenger Details**

Number: ..... Names: .....

### **Traction Details**

Regn. No: ..... Model: ..... Year: .....

**r ally fee is £50 per person, including Plaque, Tours and rally details, Saturday Evening Dinner. It excludes accommodation and all other meals.**

**Please indicate below, which events you will be attending including any passengers:**

Greene King Brewery Visit	(Sat pm, NB: stairs involved)	Number: .....
Hidden Gardens of Bury	(Sun am into afternoon)	Number: .....
Theatre Royal Tour	(Sat am NB: some stairs involved)	Number: .....
Historic Walking Tour	(Sat &/or Sun depending on demand)	Number: .....

### **Payment**

Cheque – made payable to 'The Traction Owners Club Ltd'

PayPal – to paypal@traction-owners.co.uk. Please enter the service as 'Rally Fees'

Credit Card – please fill in details below (NB: Credit Card details cannot be accepted via email)

**Bookings can be made via the estore on the TOC website.**

### **Credit Card Details**

Card No: ..... Expiry Date: .....

Name on Card: ..... 3 Digit Security Code: .....

Signature: .....



## La vie en bleu 2013

**1st & 2nd JUNE 2013**

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

As in previous years, the **Traction Owners Club** has got together with the **Citroën Car Club** and 2cvGB to organise a joint Citroën presence at the event.

The three clubs will have a designated display area and Citroën UK have again kindly agreed to supply us with one of their mobile exhibition units, and possibly a current model for display.

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

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti Veyron. Over the weekend you will also be able to register to take your car up the hill climb in a non-competitive convoy (an entry fee of £5.00 is being made this year, payable on the day).

**At the present time we anticipate being able to put around twelve TOC cars on display. If you are interested in putting your car on display on either or both days please contact me on 01905 454961 or at [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com).**

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

On the gate Saturday: £18

Advance purchase Ticket: £15

On the gate Sunday: £18

Advance purchase Ticket: £15

Weekend Ticket: £30

Advance purchase Ticket: £25

Entry fees are per person and apply whether or not you are displaying your car in the Club area.

**You can purchase advance tickets over the phone on 01242 673136**

**Email: [club@bugatti.co.uk](mailto:club@bugatti.co.uk)**

Camping for exhibitors will be available on site in the Orchard from the Friday afternoon.

Simon Saint

**TYRE SERVICE KIT**

*"A serviced tyre is a happy tyre!"*

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

The kit contains all you need to help keep your car or motorcycle tyres in top condition; a traditional analogue gauge calibrated from 0 to 100 psi, together with a tread depth gauge, valve cleaner and chrome valve caps, all neatly fitting inside a period tin that would grace the glove box or tool kit of your pride and joy!

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

For further information visit [www.vintage tyres.com](http://www.vintage tyres.com) or call 01590 612261



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