

Floating Power

May/June 2013



Honorary Life Members of the Traction Owners Club

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard

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Missing Magazine?

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

Be a part of Floating Power...

The closing date for input for the July /
Aug 2013 edition of **Floating Power** is:

Sunday 26th May

To submit your articles, photos and
letters to the editor, email
Bob Street on:
editor@traction-owners.co.uk

Cover Image

Terry Ward's 11B,
Misty Morning on the Loire at Anetz.

Editor's Epistle



Hello campers and welcome to the May/ June Floating Power.

Thanks for all your positive comments on "my" first issue, but I have to say it was very much a team effort with a lot of support "back-stage", so I can only take credit for typing up a few lines and shuffling the articles together. As I write in late March it's déjà-vu all over again, with the snow coming down outside and the central heating going full-blast. I hope that will improve for Drive It Day and that April will see a return to normal weather here in the UK; i.e., not quite as cold as January!

I got our Light Fifteen, SZ 425, back from Darrin at Citroën Classics earlier this year, after an engine and gearbox rebuild and some other "posh" improvements. Peter Simper, who did the last complete rebuild in 1989, has had a drive and proclaims her very well put-together. She's now run-in and raring to go, so Trisha and I are taking her down to France on a 2,000 mile round trip for Easter. Snow and ice weren't quite what we were expecting, back when we booked the tunnel, but we're not chickening-out: our 4x4 is staying here and we're going to make full use of the traction's excellent two-speed heater and – believe it or not – the demister that Darrin fitted. Hopefully, we'll have some happy stories to recount when we get back. If not, then at least I've got an article for next issue's TOCtech!

So, what's in this issue? Well TOCtech has an interesting piece about what to do if your wheel falls off while driving along (to save you looking it up, the handbook says "Pray") and how to avoid it happening again. In Sur La Route four old geezers have a debate about whether to bother carrying breathalysers in France. It got very heated and at one stage Zimmer frames were brandished! And we've a new feature, DIY Corner, where you can see photos of how other motorists have overcome those little problems we all face from time to time. Tony Malyon has also sent in a couple of reports on the value of our hobby to the national economy (or in other words, why we're all broke!)

Regarding TOCtech, I'd like to put out a special welcome to all new/recent members. It's important we remember that not all members are "old hands" and many new recruits will want to know the answers to what may seem mundane matters to those who have been around since the club was first formed. We'd like to hear from you if you have one of those questions that "you always wanted to ask, but were too afraid to mention". As per the recent correspondence on finding the Coolant Drain Plug, it seems that when someone poses a "head scratcher" question, lots of members write in to say "I always wondered that too". So come on, let's have our own version of "Embarrassing Bodies" and don't be afraid to send in your "How do I...?" questions. We'd be interested to hear them and I'm sure the more mature members would be happy to give you the benefit of their years stuck under a bonnet.

Finally (stay awake at the back, there!), I know it's a long way off, but we'll be looking for photos for the 2014 calendar later this year (or now, if you want to send stuff in). Last year the response was less than fulsome (but thank you to the small number of members who did send in some excellent photos). So, this year can I ask you to put your creative hats on early and start thinking about some nice colour pics (or black and white) of your pride and joy? Old or recent is equally acceptable. On the technical side, the best "size" of photo is anything over 2 megabytes. The bigger the better, as it has to be expanded to fit the page.

I'm looking forward to meeting up with lots of you over the summer at our various events. All comments and complaints are welcome, but please wait until I've had my first coffee!!

A Bientôt!



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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

I shall start by joining the throng singing the praises of Bob's first FP Anybody want to bet he can't keep it up? One M Nicholson did moan that Normandy seemed to have been annexed by Brittany (see letters, ed.) but the only genuine criticism I have heard concerns the fact that one name appears on all but a few pages. I am sure a number of members will be delighted to know I have asked Bob to address that by ensuring I get a mention on every page in all future issues.

The AGM of the Amicale Citroën Internationale was held in Paris during Retromobile. I think it fair to say Simon Saint, who was attending his first ACI meeting as a UK Delegate, was more than a little surprised when some unfortunate misunderstandings led to one Board Member resigning and some heated discussion. Nevertheless the main business was conducted as planned and one highlight was a report from the Harrogate ICCCR organisers who took the opportunity to present replicas of the Classic Car "2012 Best Event" plaques to both Automobiles Citroën and the ACI.

Looking to future ACI sponsored events, over the next few weeks all delegates will have a chance to vote for the 2014 and 2015 "Event of the Year". The first proposed event is the 2014 "EuroCitro" which will be held in Le Mans from 8th to 10th August and open to all Citroën and Panhard vehicles. The other is the 2015 2CV world meeting in Torun, Poland, which will also be open to all models of Citroën. Both promise to be interesting events and, with no proposed alternatives for either, the outcome of the vote is fairly inevitable. Once the decision

has been made details will be published in **FP** and on the website as will any breaking news about the 2016 ICCCR in Holland (such as precise dates and venue).

Retromobile itself has been reduced in both area and duration over the last couple of years but there are still some amazing cars and stands to be seen. As always, the Citroën Village created an excellent coherent presence with Citroën Heritage (the Conservatoire) at the heart of, and co-ordinating, all the different French Citroën Club stands. It is not only Citroën that do this. All the major marques have similar areas giving an excellent overall impression of solidarity within each marque. This "corporate" approach is more costly than the UK "Classic Car Show" system but it creates such a fine image that the NEC seems positively dishevelled in comparison.

Meanwhile, thanks to the extreme cold, very little has happened in my garage. I did manage to remove and strip the Cloverleaf engine in time to determine which parts I needed to buy at Retromobile. Yes, pistons, valves and springs and even main and big end bearings all off the shelf for a 1925 car! The rest of the hardware is now away being machined to suit the new parts and so, with luck (and slightly more clement weather), I remain on target to be back on the road for DiD and the Mid-shires visit to Bletchley Park.

I am pleased to see the forecast for April is looking better - after a cold start, of course - so bon courage to those venturing out to dust off cobwebs and check oil levels in readiness for another blissful summer of carefree (?) motoring. I look forward to seeing you there - wherever "there" may be.

Bernie Shaw

New Members

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

2325	Mr Garry Davis	Dorset
2326	Mr Denis Walker	Derbyshire
2327	Mr Gary Appleton	Liphook
2329	Mr Peter Wyart	Pas-de-Calais
2330	Mr Kenneth Jones	West Sussex
2331	Mr William Briggs	Hampshire
2332	Mr Peter Briggs	Western Australia
2333	Mr Philip Sherrington	Lancashire
2334	Mr Anthony Day	Surrey



Did you notice your beloved Floating Power arrived with a yellow letter?

Yes - it is time to renew your membership please. You will be pleased to know prices have remained the same – a bargain!

You can make my life easier by keeping John happy and paying up as soon as possible.

There are lots of ways to pay (sounds like something off the telly!!)

- Send us a cheque
- Return your letter with your credit card details – please don't email us your bank or credit card details.
- PayPal
- E-Store on the **TOC** website
- Bank Transfer – but you pay all the fees not the **TOC**
- Just telephone us and we can take your credit card details over the phone but please note will be in France 3rd- 20th May.

What could be easier? So have a coffee, read your **FP** and then sort out your renewal – whilst you remember and the letter can still be found. THANK YOU...

On another note, if you intend to be a part of the annual rally in Bury St Edmund's and haven't yet sent your form in please contact Jasmin as soon as possible as some

of the tours have limited places and tickets need to be purchased in advance.

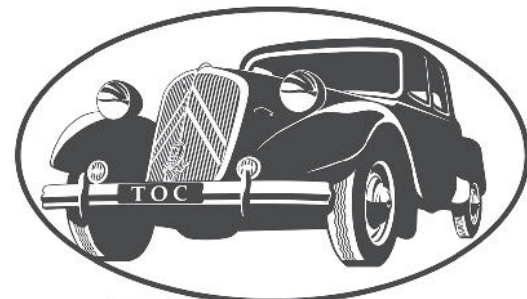
By the time you read this I hope all our UK members were able to get their Traction on the road and enjoyed Drive it Day – I look forward to reading the reports and seeing lots of photographs in the next issue of **FP**. Don't forget we need entries for the Calendar and front covers for **FP** so do keep snapping.

I look forward to seeing friends old and new at Château du Ludaix. As I write this on 4th April it is still freezing cold here and snow is lying on the ground so I am finding it hard to get enthusiastic about a camping holiday in a month's time. But it **MUST** get warmer and France is always hotter – isn't it???

I would like to pass on thanks to Paul de Felice who has found a super hotel for our AGM weekend – please note it is earlier this year so do get the date in your diary – the details are on pages 26 – 27.

Finally I would like to send best wishes to Alec and Carol Bilney on behalf of us all. Alec has been quite poorly, but I understand he is now starting to feel better. We look forward to seeing them both in the near future.

Bev Oates



**TRACTION
OWNERS
CLUB**

HOT OFF THE PRESS...

Traction Spanish Tour Cancelled!

The rally planned for La Rioja and Cantabria, 11th – 18th September 2013 has been cancelled due to unforeseen circumstances (it was unforeseen that only a few people would want to go!)

(Anyone looking for a bargain sombrero should contact Paul De Felice who tells me he now has a container load of them going cheap! Ed.)

Section News

SCOTLAND

Ian Smith and Andy Burnett

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

WEST OF ENGLAND

West of England 2013 – Possibilities

(These notes have already been circulated to area folk, but for the edification of the wider world...)

We duly had our discussions at The Britannia at the end of February - some 20 souls, all usual suspects and no new faces. What I hope is the summary of the collected ideas is set out below. It is the case that one could be doing something every weekend of the “season” but that way madness lies. So, in no particular order other than chronological, we have:

April 21st – Drive It Day. Although sans Traction and sans 2CV, Noel has indicated that he is looking at putting a run in the Exmoor direction together. (This will have happened by the time FP appears so, in true Time Lord fashion, I can report that it all went jolly well!)

Several of us are going on the Chateau trip in early May, but...Nic Shaw is talking of “organising an informal run to VSCC Wiscombe on **12th May**. The plan is to gather at an agreed point South of Wells fairly early drive together to Wiscombe meet up for a picnic during lunch break and enjoy the hill climb.”

The Mendip tour is on the **19th May**. Details can be found at: www.candhmotorclub.co.uk This is a proper, grown-up event, which John Osborne did last year and found it very enjoyable.

Early June might be a good time to test the water for a midweek trip to Rodmarton Manor, which is open on a Wednesday, preceded by lunch at a local hostelry. Perhaps the 6th would be a date to go for. (It occurred to us that, as we are virtually all now retired, there is an opportunity not to restrict ourselves to already crowded weekends)

June 14th – 16th is the annual rally, which everyone will be going to.

The “Vie en Bleu” at Prescott on **1st – 2nd July** is on our doorstep. Details in FP.

July 6th – 7th is the Bath Pageant of Motoring, which might be a good place to gather, on one day at least. The retail opportunities of Bath will not be far away. Details to follow.

Brittany Rally is **July 11th – 14th** for those going.

August always seems a write-off for events - possibly because it is so reliably wet! However, if someone would like to come up with a plan for a trip to the seaside or a picnic somewhere, that might tempt people from shelter.

This brings us to the Thornfalcon event on **1st Sept**, a good picnic opportunity. This is a good event as there is no formality and pre-arrangement and is free, although if several of us fancy going it is worth sorting out a club pitch.

There is also Tredegar House on the **15th Sept**, which is another grand day out.

Finally, September might be a good time for another midweek jaunt, perhaps to Tyntesfeld, if the first one was a success.

Other things were mentioned, Tractor Museum was one, and if

anyone would like to come up with a plan for these, they can be added in or indeed take over. Let me know.

I have to confess that, after five years of rain, one is a little discouraged from planning anything! But this year may be different – we shall see.

Terence & Jane

Jane and Terence McAuley

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

NORTH EAST ENGLAND

Easter Treasure Trail, Bank Holiday Monday

This was going to be our first outing as club members and our first chance to meet other members of the club, and this is a brief account of our day out from my perspective.

The day started with us all meeting at Brocksbushes Farm Shop near Corbridge. Everyone was very friendly, and we felt welcomed into the group.

After a drink in the café, with our clue and direction sheet, we proceeded to the car park where we had the opportunity to view the tractions before setting off. Unfortunately, our traction is currently off the road so we had to make do with our usual car.

Off we all went. We had to keep our eyes peeled all around for the answers to the clues and the road directions, especially me as navigator/spotter. As we drove, we were able to pick up answers pretty well. Graham, my husband, tends to like to get from A to B as soon as he can, so it was a challenge for him to drive relatively slowly.

En-route, we saw many birds and animals including Curlews, Hares and Rabbits to name a few.



As the roads went from main roads to narrow country roads, we found we had to concentrate harder on looking out for the things to answer our clues as well as keep on the road. A challenge, indeed.

We had a stop in a beautiful village called Blanchland, where we had several clues to hunt down on foot. Once this section was completed, we proceeded up into the Pennines where the snow still lay thick on the ground and had been, at times, several feet deep. Thankfully, the roads were clear. The scenery was astoundingly beautiful, white all over. Finally, when we had completed all the clues and directions we could, we all ended up at the Punch Bowl at Edmundbyers. Here, we had a late lunch and a chance to see how our first foray into a treasure hunt went. We came second which was a big surprise as we thought we'd not done that well having missed several clues. This was also a great time to chat to all present and get to know each other a little better.



To conclude, we had a thoroughly enjoyable day, and look forward to our next adventure with the club. Hopefully, in our traction which is a 1953 legère.

Best wishes,

Heather & Graham Palmer

Congratulations go to Ray and Margaret Andrews for finding most clues and therefore winning the first prize.

Future events:

12th May – Kielder Forest: See **March/April FP** for details

19th May – Wallington Hall Northumberland: Details of this was also given in last **FP** but through Mick Popka we have also been invited to go to Wetherby - see separate announcement.

16th June - NECPWA Meeting at Beamish Museum

A static display giving you the chance to see round this open air museum whilst awaiting return of those out on the Beamish Reliability Run or come to Wallington and pick up your entry for the Run.

21st July – Newby Hall Historic Vehicle Rally and Autojumble

Cancelled last year because of water logged fields but back again because of its popularity. This is possibly the largest Classic Car Show and Autojumble in the north east of England and very well attended. We have previously put on a good display and all the group try and meet at this show. I hope we can do it again this year. You need to submit an entry by Wednesday 26th June. The entry fee is £4 for non NECPWA members and to obtain your entry form you need to contact Harry Fletcher on 07771064570 or email laurenm20042002@yahoo.co.uk. This event is likely to be oversubscribed and as entries are limited to 1500 please get your application in asap.

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS

Sitting here thinking of summer outings just seems ridiculous, it is snowing outside. Let's hope the summer will be kind to us.

May 19th there is a Watercress Festival at Arlesford, Hampshire. We will meet at The Fairmile to leave by 10.15a.m. latest and convoy down to Ropley. There are free train or coach rides to Arlesford. It is a big event with crafts, jazz and many other happenings. In the afternoon two watercress farms are giving guided tours. Pre-booking only for tours.

June 16th Meeting at the Fairmile, if you are not going to **TOC** National rally at Bury St.Edmonds please note it is Father's day. The Fairmile will be doing set meals of two or three courses.

21st July I have booked for us to go to Hinton Ampner in Hampshire. PLEASE LET ME KNOW IF YOU ARE COMING. The organisers would like to know how many cars will be parking in front of the house. They have a small tea room which we need to book if we are to all use it together. They also have a picnic area.

I still have to finalise outings for August 18th, Sept 15th and October 20th.

November 17th Meeting at the Fairmile

December 15th Christmas party at The Barley Mow, West Horsley, Surrey.

Family and friends are always welcome and sometimes dogs. Thank you for supporting our area.

For more information on our outings please phone Helen 02083307216 or e-mail helenshelley@msn.com

Helen Shellley

SOUTH MIDLANDS

Please see information on La Vie en Bleu, page 37.

For details of future planned activities contact:

Simon Saint

Tel: 01905 454961

Email: janeandsimonsaint@hotmail.com

MID SHIRES

It's very quiet in the Mid-shires garage as I write, dust sheets keep sawdust off my 11B Normale and the Aldi trickle charger quietly goes about its job of keeping the battery topped ready for spring. I bought some original material from M. Renel at Harrogate last summer and I plan to get the rear of the car re-upholstered soon. I'm hoping he can do something about the springs in the back seat, they have lost a bit of their 'oomph' over the years, but then, haven't we all.

May 12th

Classic Car Day Gaydon

If you haven't been, The Heritage Motor Museum at Gaydon is excellent, and has many examples of the 'first' and 'last' of lots of makes and models familiar to us all. Tina and I plan to take part in the run as we've been promised a nice sunny day, but it is entirely up to you.

The Gaydon Spring Classic is becoming a popular gathering for all vehicles over 20 years old. Entry into the grounds is free, and those arriving in a qualifying vehicle can visit the Museum on the day for £5 per person.

Section News

There is the added opportunity to join in the 2013 Spring Cream Tea Run for a scenic local drive, taking in some stunning South Warwickshire countryside and landmarks, culminating in a cream tea at the Heritage Motor Centre Café.

Vehicles can arrive from 09:00 onwards

Run starts at 10:30

Cream Tea will be served from 15:00 – 16:30

Museum closes at 17:00

Included in the cost is a Rally Plaque for the car, entry to the Museum and cream tea for two people. Cost £20 per vehicle. Extra passengers can be pre-booked for £10 per person.

Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ

September: "More the Merrier" Barbeque. Details to follow.

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Tel: 07759 374424 Mobile: 07759372242

Fax: 01933 277737

Email: stephenprogmore@hotmail.com

EASTERN

I have two chaps that I refer people to in the east if they need technical advice/chat: Tom Evans in Norwich and Graham Bradley in Ipswich, both long term tractionists and both a joy to be with. Graham is our main man on the Technical Weekends we have hosted. Sadly due to lack of interest/support of the eastern members, this year's weekend will be for DS owners with the **TOC** invited as a social gathering. The event will be held at Little Home Farm, Bury Road, Thorpe Morieux, Bury St Edmunds, IP30 ONT. For details of dates and more, please contact me direct.

Jasmin Gagen

For details or suggestions for future activities

contact: Jasmin Gagen

Tel: 01284 827039 Email: jasgagen@btinternet.com

PEAK

We went to the Mainwaring Arms in Witmore, not far from Stoke on Trent. I chose this pub as it is near to the M6 and in case of inclement weather was a good bet for people to make it. Also it was fairly central as we had David from Banbury and Marg and Mike from Southport and the rest of us from in-between. In all 13 of us attended, 3 in Tractions due to the kind weather. The pub management were most helpful and accommodating and seated us all in our own area, called The Pit – it was cosy and warm. Most of us had the Sunday lunch menu, which was really good - I didn't see any food left on the plates, so all in all I think it went well.

We met at 12 and wandered away at around 3. Everyone said they had enjoyed themselves, so we managed to start the year off on a positive note, which was nice. Here's to the rest of it.

Martyn Baker

Our next meeting will be on Sunday 2nd June – I will email out details when venue sorted.

For details of future planned activities contact:

Bev & John Oates

Tel: 01629 582154 Email: bev.oates@gmx.co.uk

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)

REST OF WORLD (ROW)

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

May 18th – 20th: 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,
++41 79 600 21 06

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

Here are some interesting upcoming international events, related to "birthdays" and "anniversaries".

2014: Traction Avant Nederland: **May 28th – June 1st:** Celebration 50 years T.A.N.

BIG celebration of the 50st anniversary of the "Société Citroën", the original name of Traction Avant Nederland. Festivities from Wednesday May 28th through Sunday June 1st. Saturday evening May 31st: reception & gala-dinner.

France: August 8th - August 10th: "EuroCitro": 80 years Traction Avant Le Mans

http://www.eurocitro.org/index_bon_anglais

1st – 4th May: 80 Years of the Citroën Traction Avant, Dunkirk. We are checking that this is still going ahead. Confirmation or other news to follow. (See page 32 for current information. Ed.)

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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Tel: 0011 (00)32 50 425 836

Fax: 0011 (00)32 33 255 214

Following feedback from several members we have decided to slim down the amount of space we give in each issue to the FBHVC Newsletter. One member commented that he sees the same full text in three different car club magazines. To that end, from now on, we will print a short résumé of the main points of the Newsletter and mention the web link, which will take members to the online version of the Newsletter, if they wish to follow up in more detail.

The main points from the most recent Newsletter are:

- The Federation is celebrating 25 years this year and is planning a new five year strategy. As part of this, they have had a complete redesign of their logo, web site and general art work.
- The EU discussions on road-worthiness testing are still going on.
- The Federation is still asking for skilled enthusiasts to make contact and fill in a questionnaire on the topic of handing on the skills required to keep classic cars on the road.
- The Federation has recently produced two research reports showing how much our hobby can add to the local and national economy (see below)

ECONOMY CORNER

Professor Tony Malyon writes:

We economists are often asked by classic car club members: “Professor, why don’t I have any money left by the end of each month?” Well, the answer is a bit technical, but we economists have a name for this condition: *caementum concisum* or stony broke. It typically happens when people who are passionate about a hobby spend far too much of their income on the hobby to the detriment of their families and dependents. There is now a whole social services sector devoted to this worrying addiction.

The professor continues:

Many members of the Traction Owners Club may be interested to see the financial size of this problem and here are a couple of recent reports that give more insight. Of course, there is always a bright side, and in this case sufferers will be pleased to know that their money is helping to keep the government in the manner to which it is accustomed, so we can all sleep soundly in our beds (or garages).

*A study by the FBHVC has found that the annual **Beaulieu International Autojumble** creates a local economic benefit of **£3 million** to the New Forest area. The event, which has been an annual attraction since 1967, was conceived as a grand event “for the buying, selling and swapping of spare parts, accessories and other desiderata for motorcars and motorcycles of all ages”. The autojumble is responsible for over **£11 million** turnover for the national economy and contributes **over half a million pounds to the UK Treasury through VAT**. Geoff Smith, vp of FBHVC said: “Vehicles from the past are not only part of our heritage but significant economic contributors in the present.”*

*Another FBHVC study found that the annual **Goodwood Revival** brings a conservative **£12 million** of business to the local area. In addition, the research found that the show was responsible for a healthy **£32 million** turnover for the national UK economy, net of VAT, with over **£4 million generated in VAT** for Government revenue. The event also led to direct temporary employment for more than 350 people.*

The address for a copy of the Newsletter is:

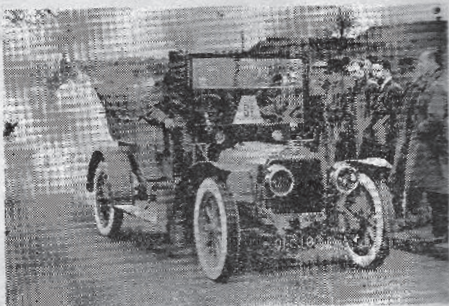
<http://www.fbhvc.co.uk/member-benefits/newsletter-archive/>

Your Letters

1) Regarding the attached photo, Mors as I understand was a forerunner of Citroën. As far as I know Andre Citroën bought the Mors engineering Company.

My Great Uncle Lloyd Cowdy ran a 1908 Mors as an old car enthusiast for many years. The car in the picture is him at the start of the 1949 Circuit of Ireland Rally, advertised at the time as 1000 miles of endurance, it certainly was with ancient roads many un-metalled and with no back up mechanics along the route. my mother told me that as a family they all went to see the finish of the Rally in Bangor, County Down, where the Mors did finish and my mother even got a ride home in the car to Belfast after the finish! The car was sold to a prominent

From the Ulster Motoring Review dated June 1949



CIRCUIT OF IRELAND TRIAL—A. L. Cowdy (Mors) at the Start.

Ulster family, The Clarkes of Upperlands in the late 1960's via a private auction in my Uncle Lloyd's sitting room. The Mors was lightly restored and painted bright

yellow (it was originally grey). It then spent many years in the Ulster Transport Museum until the Clarke family retrieved it only within the last year or so. I understand that the car is now undergoing restoration.

My Great Uncle Lloyd was a motor and motor bike enthusiast, he rode the wall of death on a motor bike at a fair and won a silver cigarette case for doing so. During the Second World War he joined up and as a Captain taught soldiers to become motorbike dispatch riders!

2) I understand that you lucky lot in GB no longer have to have your older vehicles tested annually.

Unfortunately there are currently NO plans to introduce such a law here in Northern Ireland, in fact we have always had a far stricter regime, as we have Government run MOT testing centres, the tests are rigorous and everything you could think of. The new tests recently introduced for modern cars now covers the testing of the modern technologies that are now fitted.

So if we in N.I wish to buy an old car from GB we will have to make sure we inspect it and test it thoroughly so as it will get through the MOT here.

Regards
Dan Uprichard, County Down

Tax Disc without an MoT needs a V112 declaration

If your car was built before 1st January 1960 and you wish to get a new Tax Disc without a MOT Test Certificate, then the DVLA requires you to complete a V112 form (downloadable) to declare your vehicle is exempt from MOT testing. Until the DLVA's computer has registered your car as exempt, then you cannot obtain a new Tax Disc online. However you can take the V11, V112 and an Insurance Certificate or Cover Note to a Post Office to get a Tax Disc; then next year you should be able to do it online.

Robin Dyke

I rang Robin following receipt of this letter, to say that I had taxed my Light 15 online with no apparent problems. It was on SORN for several months and, just as it looked like I might get it back in the next month or so, the new rules on MOTs came into play. So, I went onto the DVLA web site and, after a bit of fiddling, got the system to recognize the car registration number and the system then told me that I didn't need an MOT and the tax disc arrived within the next few days. Have any other members had problems since the new rules came in?

BOB

Hi Chaps... I thought that other members might be amused by the attached.

I found the chocolate - which, in the spirit of NOS spares that are still in their original wrappings, I haven't yet been able to bring myself to open - in Digbys, a hand-made chocolate shop in the Royal Arcade Norwich. perhaps we should arrange for a plentiful supply at this year's annual rally in Suffolk!

Regards - Pat Ware (member 727)



Hi Bob.

D'yer know; I love those old "Spot The Deliberate Mistake" competitions; hours of pleasure!

And the prizes are always top quality, too!

You didn't fool me though! I found it on the inside of the front cover!.....

How do I claim my prize, again??

A bientôt!

Martin Nicholson

The Editor replies: Ho Ho. Well spotted Martin! That was of course, ahem, a completely deliberate mistake to see if everyone was keeping awake. You rightly noticed that if Mick's car was in front of the Mont St Michel and it was carrying a Normandy Rally plaque, then it wasn't on the Brittany Rally. You are the first to win our hastily inaugurated prize: The Golden Spanner Award. (Careful how you go when you pick it up....ha-ha).

Hi Bob

As well as being a Traction fan I am also a fan of traditional music.

I was very surprised recently when I picked up an old copy of Folk Music Journal, Vol 8 Number 2 and there on page 147, was a picture of the famous Alan Lomax with 2 Traction Avant cars.

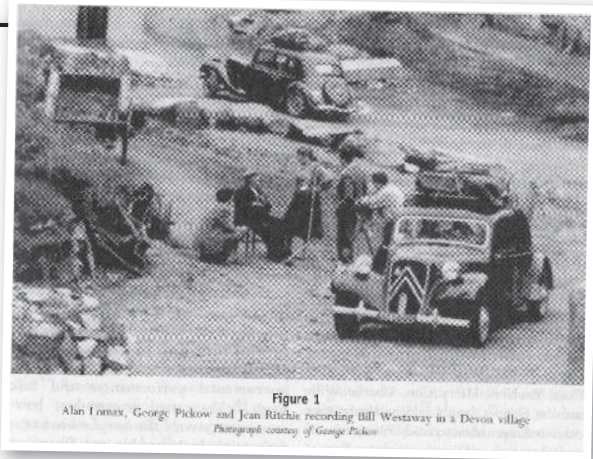
The American folk music collector Alan Lomax is responsible for saving and collecting many songs and traditions in America and Europe in the 40's and 50's

In the text it says the picture was taken in Devon and the facing car looks like a French registered car, but very diff cult to see clearly.

Reading further on it states that Alan had been in France collecting traditional songs and traditions, so maybe he brought the cars over with him.

There is a traditional May Day event at Padstow in Devon that takes over the small fishing town. A film was made of this event directed by Alan Lomax in 1953 and guess what, right at the beginning before the film starts this same picture of the tractions features again. I can't remember if it is a still or moving image.

The film is called "Oss Oss Wee Oss" and is worth a look if you get the chance. Unfortunately there is only an edited version



on YouTube and strangely not showing the cars!

I found one more picture connected with Lomax and Tractions whilst trawling the web, maybe in Paris with a '75 registration. This is a Légère so could be the same car as in the background as the one in the foreground is obviously a Normal.

If anyone knows any more it would be very interesting.

All the best and good luck with the mag.

Tom Evans

Dear Bob,

Congratulations on your first issue!

I have a few comments which may help other members.

Sur La Route: Ethanol

In France the 'vin ordinaire' that most of us would use in our Tractions is now labelled E10, so owners will need to buy the higher octane 'Super' if they wish to avoid/minimise the potential problems related to the use of ethanol in petrol.

Terry Ward's letter to Den re loss of coolant (p 20)

Dennis Ryland passed on to me an old Indian trick to deal with coolant overflowing from the radiator. Connect the overflow tank to a small container. This will catch the coolant which, if the plan works, will be sucked back into the radiator after it has cooled down!

Diaphragm clutch replacement. (p 17)

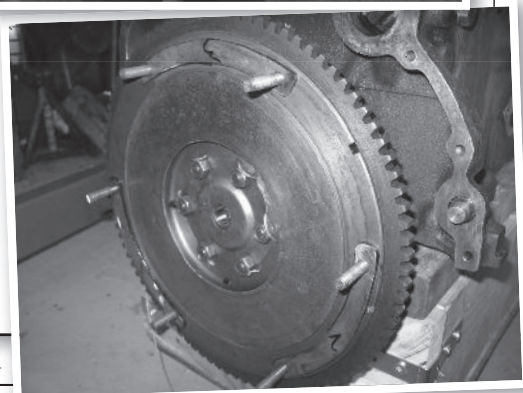
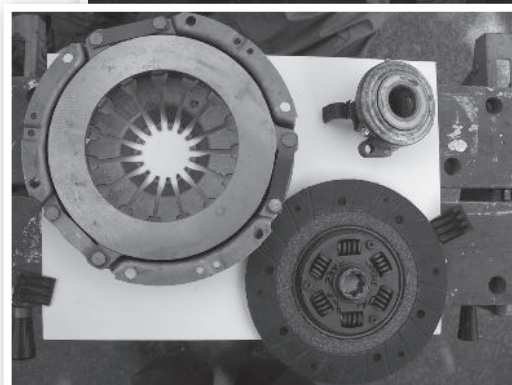
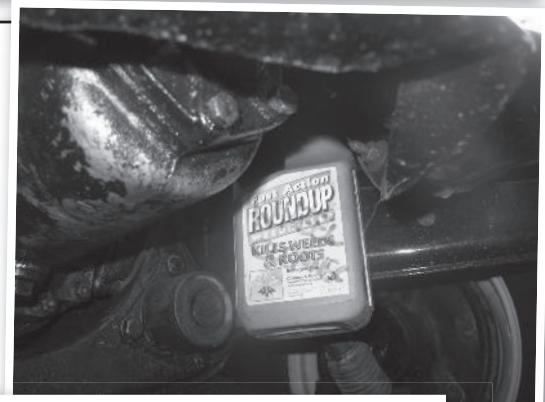
I converted my 11BL when I rebuilt the engine and used a Pinto pressure plate (£30 in 2009). I reused the Traction driven plate (machined to match the contact surface with the pressure plate) and standard thrust bearing.

I made the spacers from sheet alloy. I recall there was a bit of fiddling about to get the clearances, so best to devise a means of offering up the gearbox to the engine (or perhaps avoid the hassle and buy a ready-made kit!).

Good luck with future editions of FP.

Kind regards

Richard Green



Your Letters

Dear Bob,

I hope this article will be of interest.

The accident

My 1950 11BL is garaged all winter. Now and again I run the engine up, as one should do to keep it lively. In January starting up became difficult (temp in garage just above freezing).

In February, on a fine morning, I decided to take TSU 982 for a short run in the countryside. I drove down my drive onto the main road and the engine was stuttering badly; so much so that I decided the best course of action was to do a short circular tour home. In doing so I drove down Green Lane, an unmarked road, quite narrow, which has become a "rat run".

I kept as far over to the left as possible, avoiding going into a drainage ditch on my side (l.h. drive). The engine was really poorly, when all of a sudden a Ford Mondeo (r.h. drive) came down the road from the other end. We hit each other amidships "broadside on". You couldn't put a fag paper between the cars. We agreed there and then to call it knock for knock, neither of us calling upon our insurances, okay!

The observable damage

On the Mondeo a few scratches to rear door panel. Rear offside wheel alloy badly damaged. That was about it.

The Traction: offside front wheel crunched up with the steel rim which takes the tyre bent inboard over about 12 inches of its circumference (see photo). The whole wheel was at an entirely different attitude than the other. So much so that it had to be straightened up by hand to drive!! The mud guard above was indented.

Having phoned my friendly garage -Station Motors- who came out straight away, I decided to drive to his premises. He would follow and man-handle the damaged wheel to go around corners (you ought to try this - good fun). Remember, the engine still was playing silly billies, however we got to the garage and put it on the lift.

We found that, straight away, the offside steering arm was damaged and the shear pin broken off.

Club spares provided necessary bits and pieces which were duly fitted and with the car back on the road found that the steering was quite stiff - much more than normal. The garage felt that the actual steering rack had been damaged with the severe knock the wheel had taken.

Club spares fortunately had a lhd steering rack that has been completely overhauled (looks brand new) and at considerable expense I told Chris T to keep it for me, which he did.

The engine - poor running of the engine concerned me more than the damage.

Well after giving much thought to the problem, I asked the garage where the car was parked, to lift the dipstick and Lo and behold the level of oil was well

over the top. A gallon or so of water was drained out of the sump and I drove the car home, deciding that the head gasket needed renewing.

My home garage is fitted with an overhead girder with Morris chain lift. This allows me to lift off the head single-handed. I found that the gasket fitted by an engineer about six years ago, when I had the engine head modified to take unleaded petrol, was a new type; steel-faced, it parted company from head and block like it had never been attached (studs and nuts had been slackened by me previously). Examination of the gasket showed that two of the cylinders had been leaking not only water, but also compression.

So, again, club spares was asked to put aside a copper gasket and all others to do a top job, i.e. exhaust manifold, water pump and so on.

Repairs

One of the most important things about owning a classic car is to have a club such as ours with members with lots of experience to call upon. But, as important is club spares. My son drove me to Chris's and I picked up everything ordered.

It is really worthwhile going to Chris's, rather like a pilgrimage to Mecca. So many goodies and I think we all owe our thanks for taking on what must be quite an onerous task at times. Rest assured that Chris will respond to telephone calls, emails or "my pigeon"; just give it a little time. The new head gasket is on, tappets adjusted etc, all appears well. Steering gear renewal will be done shortly.

What I have learnt

Always look at the dipstick before starting up. Try not to go down unmarked roads which are narrow. Try to wear gloves when fitting copper gaskets as the metal component has played havoc with my fingers (cut in numerous places).

Three cheers for the Club and Chris Treagust!

Yours sincerely,

Alan F. Hill



Dear Editor,

I wish to endorse the comments made by Bernie Shaw, in the January / February '13 issue of **FP**, about the drain plug on the engine blocks of our cars.

Like Terry Ward and probably countless other owners, I tested this plug. It is such a big bolt head; it is in just the right place where one would expect a drain plug to be, but like most other owners, despite **knowing** there was coolant in the block, found nothing whatever came out. So I put the bolt back in. Since there was no other likely candidate for the job, again like most others I assumed there was no drain and for a couple of decades of reliable traction motoring, I simply slackened the bottom hose to drain the block, and had no need to search further. But there comes a time in every man's life etc., and one day I had a block out of a car and on a workbench, and decided to find out what this strange screw was supposed to do. It was quite a revelation to find fluid **was** supposed to pass through the hole.

I had already cleaned the inside of the block, just as Terry had, but could not see an outlet, either. So I poked a bit of stiff wire up the hole, and was rewarded with some dried dirt, but in no way was any passageway cleared. In the end, I used a hand brace and drill, and slowly ground my way upwards, probably for three inches, until suddenly the tip was in the light. This loosened a lot more gunge in the block, of course, so I determined that in future I would remove the plug regularly in order to keep the drain clear. And that method worked, though I never saw the "full bore flow of water" that Terry described, more a continuous dribble.

The hole is not a good, reliable drain in its present form; it blocks far too easily. It is too long (several inches) and too narrow (only six or eight millimetres diameter), and there is too much mud and rust inside half century old blocks, all of which finds the lowest point to settle after each run – that means the drain tube – so the clearing has to be re-done every time you want to drain. It needs to be kept clear permanently. Somewhere in **Floating Power**, I had read about fitting a keep, so tried to make one.

I drilled a blind hole in the centre of the original bolt end, tapped it and screwed a length of 3 or 4mm diameter stainless steel rod into it. Of course, its length was important but not critical because there is no moving part anywhere near the hole end (between the pairs of cylinders), and "square" ness was equally important but not critical because the hole is much bigger (and the comparative softness of stainless steel allows a little bending). For security I used a stainless locknut on the rod. The system worked! My crankcase block drained out easily. Although the passage was not kept completely clear of gunge, at least water flowed and poking could be done easily to help clear it.

This was on a Normale, where there was room to withdraw the plug and the rod. It may be awkward on a Legere. I have altered three or four drain plugs since, and recommend the simple process, but do it when you can see inside the crankcase.

Regards,

Alec Bilney

HOT OFF THE PRESS...

WEDDING CARS

Den Hewitt writes:

Hello Bob,

The Law Commission has released a statement regarding the proposed change to the law relating to Private Hire and Taxi legislation.

"The proposal to bring wedding and funeral cars into the same regulatory framework as mini-cabs has also been revisited, and the Commission will be recommending that they retain their statutory exemption from licensing, rather than relying on the Secretary of State or Welsh Ministers to exempt them."

The Minister has the right to ignore the Law Commission and go ahead with the original proposal.

Regards

Den

New insurance benefits for The Citroën Traction Owners Club members through Heritage Insurance

The Citroën Traction Owners Club is pleased to announce that it has negotiated a deal with specialist insurance broker, Heritage Classic Car Insurance, securing discounted insurance premiums for club members.

Traction Owners Club members will receive up to 15% off Heritage's competitive classic car insurance premiums. In return Heritage will support the Club by paying a commission based on all member business.

Enjoying your clubs events and rallies - Exclusively available to club members

Run for the enthusiast by enthusiasts; we understand what you want from your cover. With a Heritage club members insurance policy your car can be covered whilst you take part in non competitive club organised track days on any race circuit or land prepared for such use. You won't pay more for enjoying your clubs events, after all isn't that why you joined your club in the first place?

With a Heritage car club insurance policy your vehicle can also be automatically covered whilst you partake in club organised hill climbs, sprint or average speed road rallies – no prior referral needed.

Why insure with Heritage Classic Car Insurance?

Established in 1965, we like to think we know a thing or two about classic car insurance. Family owned for nearly 50 years we're different to many of the other specialist brokers in the market. We don't have to hike up our premiums year by year to satisfy shareholders and overly ambitious sales targets, we simply offer competitive prices, excellent levels of service and plenty of choice when it comes to the type of cover we can offer.

Agreed Value

Agreed value means the vehicle's true value can be confirmed when you take out your insurance policy. With this option, because the value of the vehicle has already been confirmed, it doesn't have to be negotiated or proven after an incident, taking that extra stress away.

Limit your Mileage

Through limited mileage policies, enthusiasts who don't notch up a large number of miles in their classic each year can benefit from a cheaper premium. It works on the principle that the fewer miles you drive, the less your risk of an accident, therefore, the cheaper your insurance. Mileage bands are; 1,500, 3,000 or 5,000.

Multiple Vehicle or Family Fleets

For those lucky people who have more than one classic or just more vehicles under one roof than drivers, our multi-vehicle cover is ideal. We can cater for classics cars and bikes, everyday cars and bikes and even the occasional van.

Multi-vehicle cover makes life a whole lot easier and provides better value for money than seemingly cheap one-off quotes for individual vehicles. The more vehicles the more discount.

What's more, you'll be looked after by one dedicated account manager who will guide you through the process of adding on vehicles to your policy as each one is due for renewal. They will manage your every insurance need. One Contact, One premium and One renewal date.....now that's refreshing!

Contact Heritage Club Insurance on their dedicated Traction Owners Club Phone line to discuss your insurance needs – 0121 248 9244.



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...with plenty of benefits

Privately owned for almost 50 years, we like to believe we know a thing or two about classic car insurance. We understand what you want as an enthusiast – and what you don't want – from your cover.

Exclusive benefits available to car club members:

- Up to 15% discount for club members
- Automatic cover for club members whilst on a race circuit at a non competitive club organised track day
- Automatic cover for club members during club organised hill climbs, sprints or average speed road rallies
- Automatic cover, on an agreed value basis, whilst your vehicle is in the custody of a motor trader

Specialist policy options for your specialist car:

Agreed Value: Agree the value of your classic at the start of your insurance policy to avoid any dispute in the event of a claim

Limited Mileage: If you drive less than 1,500, 3,000 or 5,000 miles per year let us know and you'll enjoy a lower annual premium

Multi-car Insurance: The perfect way to insure your collection of cars or your family's fleet. One account manager, one renewal date and one annual premium

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2013

May

- 4th – 5th Citromobile Amsterdam, Holland. <http://www.citromobile.nl/>
- 4th – 6th TOC International Gathering Marcillat-en-Combraille, France.
- 12th Beaulieu Simply French Day
<http://www.beaulieu.co.uk/beaulieu-events/club-rally/simply-french>
- 17th – 19th CCC Northern Rally, Wetherby See detailed mention in Events Section in this issue.
- 18th – 20th Retromoteur et Véhicules de Prestige Ciney, Belgium.
<http://cineyexpo.be/agenda/evenement.php?id=230>

June

- 1st – 2nd La Vie en Bleu Prescott, Glos.
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 page 35 for details.
- 15th – 16th 11th Festival des Belles Mécaniques Parc des sports-vélodrome de Roubaix, Paris, France.
<http://www.ideale-ds.eu/>

July

- 11th – 14th CTA Brittany Annual Rally "La Roche aux Fées" near Essé 35150
- 20th – 21st National CCC Rally Wicksteed Park, Barton Rd, Kettering, NN15 6NJ. TOC members welcome. Free entry with membership card.www.wicksteedpark.co.uk
- 27th – 3rd Aug 17eme Randonnée Alpine (Tractions only) Chamonix, France.
Jacques Pernet jpernet@hotelbellerive.ch tel: +41 79 600 21 06

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.
www.oldtimermeeting.be

September

- 7th – 8th Citroën Grand Master Perpignan, France. <http://citronnades.voila.net/>
- 20th – 22nd Circuit des Remparts Angoulême, South West France. www.circuit-des-remperts.com
- 21st – 22nd 31eme Bourse d'échange de Lipsheim Rue de la Chapelle, Lipsheim, 67640, France.
- 21st – 22nd 5th Kop Hill Climb Kop Hill, Princes Risborough, Bucks. Citroën UK have a stand in conjunction with the CCC. www.kophillclimb.org.uk/

October

- 4th – 6th TOC AGM (and knees-up!) Barnsdale Hall Hotel, Near Oakham, Rutland LE15 8AB
See article this issue.
- 11th – 13th Wartime Weekend 1940s weekend based around the North York Moors Railway.
Details from Mick Popka

November

- 15th – 17th NEC Classic Car Show NEC Birmingham. www.necclassicmotorshow.com

2014

May/June

- 1st – 4th May 80 Years of the Traction Avant Dunkirk, France. (Details to be confirmed at this stage).
- May 28th – June 1st 50 Years of TAN, Netherlands
Details to follow.

August

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

**For up to date information on events, please check out the Events Page on the TOC web site.
www.traction-owners.co.uk**



SUR LA ROUTE

An occasional series passing on the latest motoring news from across the water (and anywhere else tractionists are likely to travel).

F

BREATHALYSERS (2)

Well, my comments in the last issue certainly stirred up what passes for a hornet's nest in Traction Land. **Den Hewitt** was the first out of the starting blocks with a note saying: "During February there was some incorrect reporting in the press to the effect that the law requiring the carrying of breathalysers had been scrapped. The situation was that only the fine had been suspended pending further talks. On the 1st March 2013 the situation was confirmed that the carrying of breathalysers in France remained a legal requirement but that there was no fine for not carrying one. To read more about this see the website of the French Administration using this link: <http://www.service-public.fr/actualites/002673.html>"

Martin Nicholson, who lives permanently in France, points out that if the local gendarmerie don't know that the law has changed (or choose to ignore it), then there's little point in trying to argue with them. On that basis, Martin suggests still carrying a couple of breathalysers for the time being to save any complications and **Bernie Shaw** agrees with Martin, so would continue to carry them, "just in case".

I certainly can't disagree that it might save a bit of trouble if I carried these things, but as this was always a racket from the word go (the law was pushed through by Interior Minister Claude Guéant and the Sarkozy government under pressure from a road safety group, I-Test - whose president is a senior executive with the No1 manufacturer of breath testing equipment, Contralco) I just can't bring myself to spend money on them. Apparently the maths is that there are about 46 million motorists in France, required to carry two breathalysers and replace them every two years. Even at just €1.50 per breathalyzer (the current price in Lidl, I'm told), that's a hefty amount of cash. Apparently the chap at I-Test is a good mate of Guéant's and Contralco were in dire straits financially until Guéant passed the law making it a legal requirement to carry these things. Since then, the firm has taken on 100 extra workers and can't keep up with demand. Smells fishy to me! Incidentally, even the AA has started equivocating on its web site. It now says that you can't be fined, so it's up to you. This from a company that must have thousands of their "Twin Pack" kits in stock at £7.99 a go. Presumably, they have to take care not to mislead the public.....?

BREATHALYSERS (3)

No sooner had the fines been delayed indefinitely than another road safety group, The Conseil National de la Sécurité Routière, recommended that the government should still keep the pressure on motorists to carry them, but agreed that there should be no fines. The group acknowledged

that there were still doubts about the effectiveness of the breathalysers, but recommended that the obligation to have one in vehicles should be pursued - and extended to scooter riders.

MOTORWAY RADAR SIGNS TO BE REINSTATED?

Signs warning drivers of the presence of speed cameras could be re-erected - two years after they were pulled down in a bid to encourage safer driving. The French road safety authority, the CNSR, says the current set-up is confusing - many signs have not been taken down as planned and co-exist alongside the 1,400 new radars pédagogiques, which display a car's speed but do not issue fines.

30kph IN ALL FRENCH TOWNS?

Campaign groups in France and across the European Union are demanding speed limits in towns be reduced to 30kph from the present 50kph. They have launched a petition for one million signatures, saying "A town at 30kph is safer and a more pleasant place to live."

The move comes after plans were revealed that called for speeds on the Paris Périphérique to be cut to 70kph and for polluting vehicles to be barred from town centres.

NO-GO FOR "POLLUTING" CARS IN ALL TOWN CENTRES?

Motorists will bear the brunt of government plans to cut air pollution as ministers look at reducing the speed limit on the Paris Périphérique to 70kph and limiting town centre access to all but the least polluting vehicles at certain times. The moves are part of a 38-point plan to head off a European Commission threat to take France to the European Court of Justice for not cutting pollution that is said to be responsible for many thousands of early deaths a year.

In Paris, the government has agreed to Bertrand Delanoë's plans to cut the Périphérique speed limit to 70kph from 80kph "before summer" to cut pollution, noise and accidents. It has rejected moves for inner-city péages to cut city centre traffic.

Across France, part of the plans could see the return of the pastille verte green sticker that showed low-pollution vehicles or those in covoiturage or car-sharing schemes. Ecology Ministry officials had told Le Parisien that the green stickers could be relaunched, as Mairies had asked for reliable and easy ways to identify low-pollution or car-share vehicles if they allowed them exclusive use of certain lanes on roads or parking places in town.

YOU WON'T BELIEVE THIS...

Police in France are to be issued with a new code of conduct forcing them to be "more polite and less racist" when dealing

with the public. The new rules state police are now banned from using the informal 'tu' form of the word 'you' when dealing with young people because it is seen as "belittling". They must address everyone with the more formal 'vous'. Adults must always be referred to as 'Monsieur' and 'Madame', even when they are being arrested.

The new rules were drawn up at the request of the Interior Minister Manuel Valls, who said courtesy to the public should be at the centre of police training and that "Their behaviour should be exemplary in all circumstances and respect the dignity of others. It should inspire respect and consideration."

So, if you do get pulled over by a polite gendarme, it's not a hen party strip-a-gram: he could be the real thing.

DIESEL PRICES

Not strictly a traction thing, but I expect a lot of you own diesels for long journeys in France. Traditionally, diesel has been taxed at a lower rate than petrol, but the government has started pushing "scientists" to state that diesel is more polluting than petrol, even with all the modern technology to clean it up "on the way out". This may well be the opening scenario to the government "reluctantly" agreeing to raise the price of diesel to that of petrol.

SUR LA ROUTE

WINTER TYRES IN NORTHERN FRANCE

Following the recent heavy snows in northern France (producing traffic jams of 170kms), there have been some discussions on French TV as to whether France should follow other north European countries and legislate for winter tyres during the coldest months of the year, even if it's only in northern departments. I'm not aware of the existence of traction winter tyres (anyone heard of such a thing?) so I suppose we should keep an eye on this.

INCREASES IN ROAD FINES

Some messages have been flying around recently claiming that fines for traffic offences are going up. The general thinking is that they aren't a hoax. I'll try to pick out the main changes for the next Sur La Route. But, of course, the main thing is try to avoid getting fined in the first place.

Creative Corner

Many of you have sent in excellent photos for possible use as cover shots. Some of them can't be used, due either to being the wrong layout or not having enough "pixels". But the quality of some of these "unusable" photos begs for them to be shown off to other members. So, here's a new section showcasing some beautiful shots, starting in this issue with a photo sent in by Roger Gullen.



What The Papers Say

Health Warning – This Poster Causes Crashes

Researchers in Canada have found that posters carrying health warnings, such as “Stop Smoking” are more likely to cause drivers to crash than posters of scantily-clad women (!) In a computer game-style simulation, drivers were more distracted by negative-message posters, using words like “death” and “cancer” and tended to drift off the road while looking at them. Positive messages “often featuring pictures of attractive women” put drivers in a better mood. Den Hewitt has sent in a photo illustrating what happens if you look too long at a “negative-message poster”.



Short-sighted Drivers Face On-The-Spot Ban

UK police are due to receive new powers to instantly withdraw the driving licence of any short-sighted motorist involved in an accident or caught driving dangerously while failing to wear prescribed glasses or contact lenses. This follows the death of a 16 year old girl caused by an 87 year-old driver who carried on driving despite failing a police roadside eye test at the scene when he crashed his car into the exit of a petrol station.

Officers pleaded with Colin Horsfall to surrender his licence voluntarily immediately after the first incident, as it would take time for his licence to be officially revoked by the DVLA. But, Horsfall failed to comply with the request and killed Cassie

McCord three days later when his car swerved onto the pavement.

A 45,000 signature petition was presented to the government, prompting ministers to streamline how the police and DVLA revoke a driving licence if the owner fails a roadside eye test. Police officers will now be able to email the request to revoke a licence direct to the DVLA from the roadside. A formal revocation notice will then be emailed back to the police station and a copy presented to the offending driver on the same day.

The law states that drivers must be able to read a standard number plate from 20 metres and any driver unable to comply, following a road traffic collision or a moving traffic offence, will now have their licence instantly revoked. The DVLA will only be able to reinstate a licence once a driver can prove they then can meet the legal eyesight standard.

Disabled Driver's Car Stuck at 200kph – For the Second Time!

A disabled French motorist went to the local supermarket, but found himself hurtling along the motorway at 200kph after his car's controls froze. Frank Lecerf's trip along the A16 in northern France lasted an hour, until his car ran out of petrol and he drove into a ditch in Belgium.

He says that he only planned to go shopping in Pont-de-Metz, near Abbeville, but found his accelerator was stuck, just as he went to turn off the motorway. He called the “pompiers” and found himself with a police convoy of souped-up Méganes. The “péage” at Herquelingue was opened in advance, as was the Belgian border crossing. Mr Lecerf and all the police vehicles sped through the open barriers like a film car-chase. “My life flashed before my eyes!” said Mr Lecerf.

However, it now turns out that the same thing happened to him in October last year, when he was again escorted by police up the A1 Autoroute. And at that time the police found his licence had been suspended for driving offences, including speeding.

Mr Lecerf claims the driving ban is due to a bureaucratic mix-up and that a Renault garage near Amiens had inspected the car after the first event and passed it as safe. The local paper says it can't find evidence of this inspection.

All the adapted car's controls are placed on the steering wheel and Mr Lecerf now says he plans to sue Renault for endangering his life. He says he suffered two epileptic seizures during the incident.

French police and the courts are investigating further....

HOT OFF THE PRESS...

NEC 2013

Cars and volunteers needed for the NEC Classic Car Show in November 2013.

If you would like your car to be considered for the Show, please contact Mick & Moira Holmes on 0115 9110960 as soon as possible.

WHEEL FELL OFF

An interesting "thread" appeared on the Yahoo internet group recently concerning a problem with a wheel falling off a traction. TOC members who don't belong to this group may find the following series of comments interesting and there are some helpful hints on how to avoid this happening to you. (All users are anonymised, except those who have waived their anonymity).

Hank Turner

It is not a happy sound when your right front wheel falls off and you can hear the brake drum scraping on the ground. Fortunately I was only going about 15kph on a little-travelled back road in France and did not do cartwheels down the highway. The right fender was mashed and I am sure the brake is destroyed - I will learn later about the front steering and suspension. My question is this - is this a known problem with a 11BL (mine is '54)? THIS IS THE SECOND TIME THIS HAS HAPPENED!! (Exactly the same failure mode 20 years ago). The stub axle sheared off. The last time this happened, the final failure occurred when I was stopped and the wheel fell off when the tow truck lifted the car up. This time I was not so lucky. Has anyone heard of this happening before? Thanks

Daniel Eberli

Hi Hank, I understand this is not a good feeling. I'm glad it did not come out worse. Unfortunately this is not uncommon on all 4 cylinder models. The origin lies in a bad connection between the driveshaft and the brake drum. It is very important that both are free of grease when the pieces are put together. The central nut must be tightened by about 30 mkg's. And the surfaces of both, the inner bit of the brake drum AND the cone of the driveshaft must be in good shape. If, for example, the brake drum sits tight only on the outer 8 mm and not on the inner side, there will be a constant slight bending of the driveshaft which leads to material fatigue and finally to disaster. If - after the first happening - you have reused the old brake drum, I'm not surprised it happened again.

By the way: It very often happens at low speeds. It seems that there the pressure is at its most.

USER 3

I have had one come loose but never sheared off. Who made the driveshaft? Personally only ever drive Roger Williams CV driveshafts

Hank Turner

Thanks Daniel - this explains a lot - the first time it happened was in the US (not too many TA experts there and none in the Boston region). I ordered a new axle and had a mechanic friend install it - no new brake drum for sure. Is this something that should be inspected every 2 or three years and if so, what do you look for? Cracks in either the axle or brake drum flange? Is there any tell-tale sign that can warn of trouble - like a slight vibration in the steering wheel when braking - that was not happening

recently that I can remember but there are so many vibrations I may not have noticed?

Daniel Eberli

Hi Hank, It has never happened to me during my "4-cylinder-time". As far as I know there is no 'advanced warning', no extraordinary vibration etc. I think it would be just by accident that you could see a crack, as I guess this would grow very quickly. - I think the brakes should be inspected anyway every 2 or 3 years. I'm trying to explain this in my courses and in my booklet since 25 years. Especially if you are using 'ordinary' brake fluid (= no silicone brake fluid), you should change it every 2 years and - at the occasion - check the wheel brake cylinders. To remove the front brake drums, don't use any other tool except the original brake drum puller that pulls at the groove of the hub. Most important for the 'problem' of losing a wheel: every time you have removed the brake drum check the quality of the surface of the axle stubble cone and the inner cone of the brake drum. As I have written before: The seat of the brake drum on the axle should be perfect. Deep scratches, an uneven surface, rust etc. may allow the brake drum to move slightly and make the axle prone to fatigue. Make sure the brake drum is refitted tightly. The woodruff key serves only to assure the brake drum is always fitted in the same position. It is not strong enough and will be sheared off very quickly if the drum is allowed to move on the axle. The torque is passed via the cone, not via the woodruff key. Therefore always carefully de-grease the inner cone of the drum and the axle before you put the pieces together. If the woodruff key has been sheared off, the cone most probably will get damaged. I hope this helps and it will never happen to you again.

USER 4

Hello dear friends! The fact that a wheel falls off the Traction Avant has happened to me on the 29th of April 2003. I have heard about it earlier but never expected it happening to me. I was driving with approx 50 km/h and the warning sign was an uncommon shaking of the steering wheel in the last seconds. If the wheel is off the front suspension is so close to the ground that it is impossible to squeeze in a jack to lift the car. I have posted a picture of my car in a new album on our newsgroup. Since that date



I have been collecting reports and pictures of wheels breaking off as well as broken driveshafts of Citroën Traction Avants.

Hank Turner

If you have got some pictures of the car as well as photos of the broken axle, please post them here. Also other members with pictures of their bad experience are welcome to show the results.

USER 5

Interesting comment Daniel. Have just put a lot of time in taking front drums off after not having been touched for perhaps 30 years or more. I was going to put some lubricant on the stub axle in order to make it easier next time but not now!! You refer to 30 mkg - Can I please ask what that is? Is it meant to be 30 Nm or foot pounds or what? Not familiar with mkg. Thanks

USER 6

Mkg is Meter Kilogram. My calculator tells me 30 mkg is about equivalent to 217 foot pounds.

Martin de Little

30 MKG is 300 Newton Meters which = 222 Foot lbs. Close examination of the taper within the drum will reveal a very slightly raised surface on the innermost and outermost ends of that taper. As is known and has been thoroughly established here, the surfaces should be clean and grease free because... When the correct torque is applied to the drum, the friction created between those relatively small areas of contact is sufficient to take the magnificent, the eye watering BHP of your Traction's engine to the wheels. For all intents and purposes, drum and axle will have become as one. Over time, I have heard all manner of tales whereby blokes stand on a length of scaffolding to achieve what they think is the correct torque. To do the job properly you require (should invest in) a decent Torque Wrench (Norbar is my preferred choice). To not do so is to invite problems sooner or later.

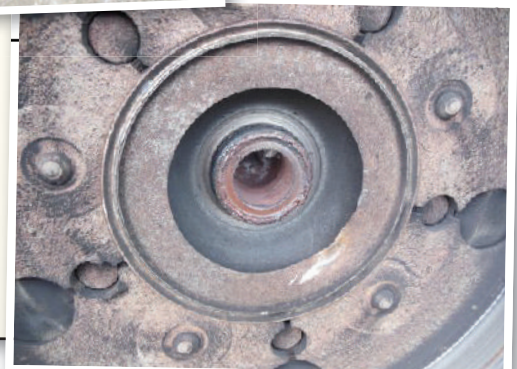
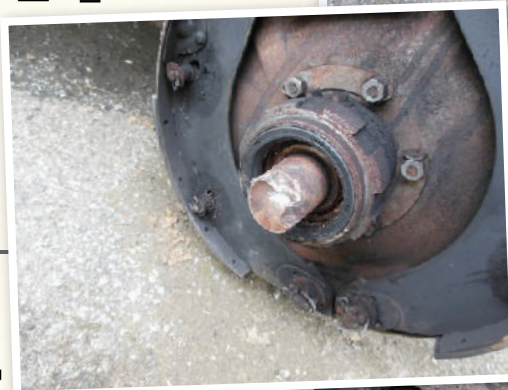
Daniel Eberli

Hello all. Thank you Martin and thank you USER4. The most important things are said. To transform MKG into whatever is used 'outside of the continent', this site may be of help:
http://www.numberfactory.com/nf_torque.html
Good luck.

USER 7

Where exactly on the stub axles do these pesky fatigue fractures occur? That might give some clues.

Also, if nervous, folk could have their axles checked by magnaf ux to see if cracks were developing. Maybe related - every stub axle I've seen (only about 5 of them) shows wear as a result of the outer wheel bearing's inner race slipping on the shaft, apparently because the bearing was not a tight enough fit, and/or the bearing itself got worn out and developed too much friction. This can produce some wheel movements that feel like a worn bearing. Could this contribute to axle failure? Not that I doubt that bad tapers on brake drums would also be the culprit.



USER 8

I can see from the photos that there is a significant amount of coppering on the surface of the taper and on the surface of the break. There is also a degree of gouging at the smallest point of the taper next to the threads. This stub has been in a bad way for a long time. Notice the brighter section of metal in the break area. This is the only section of metal that was actually joined to the rest of the stub when it let go. It is almost certain that the bore in the drum will also be unusable. You will need a new drum as well as a new stub axle. If you can only get second hand parts. Make certain that the stub has NO MARKING on the tape and is bright and clean metal with NO COPPERING evident. Check to see that it matches the bore in the drum exactly by using engineering blue. The taper in the drum is relieved in the centre section and it sits on the taper at the outer and inner portions of the taper only. Both the inner and outer sections of the taper in the drum must be in perfect condition and must sit equally as well as its opposite end of the bore. There must be full contact at each end of the bore. Drums that have been fitted too loosely may be worn more at one end of the taper than the other. Engineering blue will reveal this situation should it exist. Sometimes it is difficult to detect by eye alone. Good luck in repairing the old girl and many happy more years of tractioning.

USER 8 (again)

These stub axles that are failing; are they original stubs or aftermarket stubs fitted to Rzeppa joints? The original stubs were very robust and only poor workmanship (incorrect under torqueing) would cause a drum taper to work against the stub taper and thereby cause a stress focus point for fracture. It is essential to use engineering blue to check for correct seating of the stub against the drum before the stub axle nut is tightened to 220 ft/lbs / 30 MKG. NEVER use a stub/drum showing any signs of incorrect seating or scoring or coppering!

USER 9

Is it ever possible / appropriate to use valve grinding compound to lap the surfaces together? That would seem to be the simple approach to improve the mating of drum to stub.

USER 10

I've read about this somewhere, but I think that the drum then would go further onto the axle and probably not fit the brake shoes properly.

USER 8

You are assuming that the wear would be even along the taper! Often it is not and the taper in the drum becomes bell-mouthed. I have explained the coppering---but a

metallurgist could probably give a better explanation. Are there any out there suitably qualified?

Martin de Little

Gentlemen, the drum of a Traction is a fabrication from two alloys of iron. The drum proper is cast iron. The inner part was almost certainly a "drop forged" (i.e. in a particularly soft state the steel was made to flow under a powerful impact so that the grain of the metal flowed and became uniform throughout) medium carbon steel that was then normalised. To normalise means that all internal stresses and strains are removed through a slow heat treatment/cooling process. Consequently the alloy is quite hard (i.e. will resist indentation and resist wear) yet tough (i.e. can withstand shocks) and elastic (i.e. up to a point stretch and return to its original shape). The wheel studs (plus rivets on the front hubs) hold the two together. The two pieces run concentrically as one to form a device that carries the static and dynamic loads between vehicle and road along with the braking loads.

When mounted on the axle the inner part of the drum unit will absorb shocks in response to different road surfaces (whereas the cast iron used for the braking surface would not). The hub component also expands as the drum is torqued up. Thus, and it bears repeating; it was always intended that the torque from the gearbox be transferred from axle to drum via the friction between two specific points of contact - as if the two were one piece of metal; the outer end of the axle taper and drum and, the innermost point of contact between drum and axle. If then an axle was found to shear between these two points of contact (as per the photos that I have seen recently posted) an engineer might reasonably assume that the burden of the torque delivered by the axle was being taken up ONLY by the outer end of the axle. In other words, the outer end of the axle was being subjected to all of the torque; the torque was being focused upon a very small cross sectional area of the axle. He might also infer that for this to happen, the friction bond between the axle and the inner surface of the drum was inadequate. His final conclusion; the drum was not torqued up correctly. That's it. Citroën knew what they were doing.

USER 8

Martin - Well Said. USER10: The work shop manual says NO! But having said that I have seen all sorts of solutions to various problems that are not strictly correct and they have worked.

Personally I would not do it. Maybe drums and stubs could be reclaimed by hard chroming or metal spraying but I would be afraid that at the edges of the added metal there would exist a concentration point for stress focus. It may lead to failure. This is another reason that I worry about stubs being welded to modern Rzeppa style constant velocity joints. However at least the weld would

be on the inside of the bearings and would not affect the load carrying capability of the suspension!

USER 10

I hope to never need to deal with this issue and was asking out of idle curiosity and with the thought that the answer might help someone else. One other question that didn't get asked is what do you mean by "coppering?" It doesn't mean anything to me -- no surprise. Also, I haven't looked at any pictures yet.

Hank Turner

What is "coppering"?

USER 4

Dear Hank, Thank you for the pictures. It looked nearly the same at my car. The stub broke exactly between the outer wheel bearing and the brake drum. Diameter at that point was 32 mm!

USER 10

(in reply to Editor's request to use this in TOCtech)

Hi, this is a very well-known problem with Traction, and I would have thought that most owners would already know about it.

USER 11

Ok, we've seen lots of discussion about wheels falling off - will someone tell us the solution? Or what to watch out for if possible? Should all owners be pulling the driveshafts out and magnafluxing them to spot stress cracks? What can be done here, or to avoid this failure, do we all replace our driveshafts after so many rotations of the wheel? Are the axle nuts being over-torqued, and stretching the metal to the point of failure? Or is it all just fatigue failure at the point of maximum bending stress - i.e., where the shaft enters the drum hub? That's my guess, and if it is a bending fatigue failure, then is the shaft alloy incorrect? Been heat-treated or not? Stress-relieved? Let's get some details here, and solutions. Are

the new Rzeppa shafts better than the original double Hook joints? If so, how are their axles produced, is it different steel? Have any of them ever cracked off?

USER 12

I think this is all a bit over the top and scaremongering. Yes it can happen but only when the correct torque on the nut has not been used. I have had Traction for over 25 years and never had a wheel fall off or a driveshaft break. Correct maintenance is key in any mechanical scenario. Traction are not dangerous if maintained correctly. BUT insufficient/incorrect maintenance is why I am so against the position now in the UK where an MoT is no longer required for classic vehicles.

USER 8

USER12, I agree. I have had my current traction since 1966 and also eight others at various times and covered over half a million miles in them and have never encountered this problem. I have always rebuilt my own drive shafts and am very particular over the standard of stub axles that I use. The slightest defect in a stub axle and it is rejected! My father had a problem after a local garage had serviced the brakes. They had not torqued the nut correctly - lack of knowledge - and the woodruff key sheared. The car would not go anywhere as the stub just spun in the drum. Dad repaired it himself and never trusted a non-Citroën workshop to touch the car ever again. The stub axle however did not break.

Daniel Eberli

As I have mentioned already: The main problem lies not in the stub, but in the brake drum and in the treatment it has received in the past. If the inner cone is OK and the cone of the stub too, there is little danger for the stub to break. If you know or suspect that the drum has been removed by wrong tools or tampered with, you better remove the drum and check. If you believe it's OK - leave it and check when you have a look at the brakes next time.

Don't worry too much and keep on enjoying your Traction.

DIY Corner

How to solve everyday motoring problems

Big Boot or Small Boot...

...what about **Really Big?!?**



Following on from the “Wheel Fell Off” piece in TOCtech, here’s a book which was written by one of the contributors to that thread, Daniel Eberli. Having talked to various TOC members, I would say this is a definite “Marmite” book – you either like it a lot or the reverse. This might be why you haven’t seen a review of it before. With that in mind, I’ve taken soundings and have obtained the agreement of a lot of people to give the book a review, whilst underlining that it’s meant to be a beginner’s book.

Someone who bought the book and found it very useful was Nigel Dent. I’ve asked Nigel to give us his thoughts on what it is that he finds useful and appropriate about the book.

Citroën Traction Avant 11 & 15 for Beginners: Daniel Eberli June 2009 (English Version)”.

If you are a reader who can look at a nut or bolt and immediately know the number of the spanner required - continue to read “Floating Power!!”

If however you are like me, someone who grasps a load of spanners and tries each one, then this book is a must for you. It is as it states, a beginners guide, and when first read it may look as if it contains too much theory and not enough practice. However, the more you read and understand the theory, then the practical applications become much clearer.

It is a very comprehensive book and deals with the “generic” Traction Avant. To start, it deals with the engine, its components, its running, and then problems and solutions. It is particularly useful that in each section of the chapter there is a sufficient amount of theory to understand the engine and this then runs on to the maintenance, problem solving and the “why and how” of the performance.

The second section covers “electricity”. After a theoretical introduction, the chapter then moves straight onto the components, test lamps, short circuits, removing and fitting the battery, plus maintenance and the essential wiring diagram of the Traction Avant.

The third and fourth sections deal with the clutch, gearbox, suspension and braking system. Again, a similar structure to the chapters allows for the comprehension and practical applications.

The next major section of the book deals with the all-important maintenance of the vehicle. A very useful

lubrication chart is supplied plus a greasing plan. Some facts and figures are given regarding service intervals and what to do plus details of fluids and volumes to use.

A special section deals with the Citroën 15/six special.

The next section of the book deals with special parts that will need replacing and details of plugs, battery, ignition coils and then moves onto a descriptive section on the dashboard and controls.

The last major section of the book covers the day to day operation of the car. Here you can find detailed information about “how the car should work”, things to pay attention to on a regular basis, what to do to lay the car up for winter. The starting procedure and a very useful explanation to the manual ignition advance knob on the dashboard - often a mystery to the novice!

There is an interesting finale to the book, which alludes to the essential tools that are required, something that we all do and do not really understand. “Tinkering with the car”, 6 volt to 12 volt conversion and other “improvements” that can be done and how to do them.

Those about to buy a Traction can benefit from the “Buyers Guide” section and those who have a Traction that has a malfunction can turn to pages 91 - 93 to look at the breakdown diagnosis.

For me, some additional information would have been good to include:

- more detail on bleeding the brakes
- fuses and their rating, what they control and what to use “in-line” with accessories
- bulbs and their replacement
- a detailed chart of all the technical information, fluids, pressures, “gaps” etc. They can be found but you need to search in the book. Those who have the original Handbook will know what I mean.

All things being equal, an excellent buy and, with the ring binding, the book easily lends itself to the work bench or balancing on the car close to where the work is being done!

The book can be obtained from: email:
eberlid@swissonline.ch cost 40€

Details about the book: <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php>

Nigel Dent
Terrebasse, France.

What's New

An occasional look at products and services that may be of interest to tractionists

GUNSON 4 in 1 FUSE TESTER

This item has had quite a lot of review coverage in the classic car press. At an approximate price of £9, it provides a tester for mini and maxi fuses, plus a fuse removal tool, all in one.

Available from Amazon and high street retailers.



ZIRCOFLEX GOLD COMPOSITE COATING

Zircotec say: Engineers who previously had to rely on multiple products to protect composites and heat-sensitive parts from different forms of heat damage can now specify a single coating or heatshield from Zircotec. Thanks to its unique combination of ceramic and gold, ThermoHold® GOLD (for composites) and its sister product ZircoFlex® GOLD provide protection from both conductive and radiant heat sources thanks to the blend of ceramic insulation and real 24 carat gold providing 98 percent reflectivity.

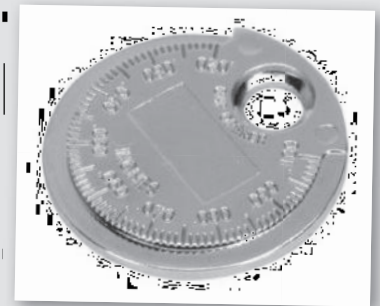
Research conducted by Zircotec on existing 'gold' heatshields available highlighted that many did not actually contain gold. These were simply aesthetic finishes with no real improvement in heat reflectivity. Other more expensive products were in fact copper-based and whilst these were effective when new, the copper quickly oxidised when temperatures exceed 500°C, reducing its ability to reflect heat away. Furthermore, neither of the products tested offered any real protection from conductive heat. "The reflective properties of gold have long been trusted to protect sensitive components against heat," says Terry Graham, Zircotec's managing director. "However, real gold foil is rarely used; it is highly expensive and offers little or no protection against conducted heat. Our new products enable engineers to manage both forms of heat with a single gold finished coating or ZircoFlex GOLD heatshield product, thereby helping to solve packaging and installation issues."

ThermoHold GOLD (for composites) is the result of a two year programme to develop a robust capability to apply gold to our ceramic coating and yet remain commercially affordable. Careful preparation and mixing of the feedstock combined with a new 'layering' application process was eventually determined to give the best results. "ThermoHold GOLD for composites provides the neatest and lightest way of protecting composites in high temperature applications," claims Graham. "Just 170 microns coating can provide significant surface temperature reductions."

Both variants will be available from mid-January from Zircotec and its authorised distributors.

SEALEY SPARK PLUG GAPPER

Spark plug gaps can shift over time, so keeping them correct keeps an engine working at its best. This can be done with standard feeler gauges, but dedicated tools like this make the job easier. The tapered edge is machined to a ramp shape, with scales in Imperial and Metric, so the existing gap can be instantly found. If it needs adjustment the tool includes an edge to open the gap



Available for around £5.

RUSS WALLIS

Those of you who attended the ICCCR may be familiar with a range of postcards produced by Russ featuring pictures of Tractions and other classic Citroëns. Russ tells me the postcard designs are now available as posters.



What you may not know is that Russ can produce personalised posters featuring your own traction in a range of settings. Russ says: I run my own small Graphic Design business,

What's New

RJW CREATIVE DESIGN. As part of my business I have also produced an ever growing collection of automotive artwork I call 'Auto-Graphics'. I have a degree in Automotive Design, from Coventry University.

My first love is of course Citroën Cars. With my involvement with the ICCCR Museum background banners, I decided I had to attend and why not with a stand. So as a result, I have quite an extensive collection of different Citroën models already completed. Ideal for Classic Citroën owners to choose from & have personalised if desired!

You can find all my artwork on my website. www.rjwcreativedesign.co.uk. Follow the links to 'Auto-Graphics' and please browse the libraries of images.

CONTACT DETAILS:

RJW CREATIVE DESIGN - 'Auto-Graphics' collection

Website: www.rjwcreativedesign.co.uk

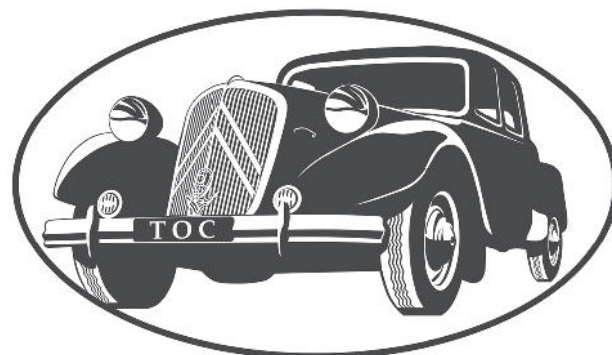
E-mail: russ_wallis2002@yahoo.co.uk



RJW | CREATIVE DESIGN © 2013. "AUTO-GRPAHICS" AUTOMOTIVE ARTWORK

Below is a breakdown of my prices for each main item. Full details are on my website.

POSTERS	A3	A2	A1
Basic	£16.00	£28.00	£45.00
Prices include postage			
Alterations	£30.00	£45.00	£60.00
Commission	£50.00	£70.00	£85.00
Bespoke Background	£20.00		
International postage add £5.00 to all prices.			



TOC AGM 2013 Barnsdale Hall

37th Annual General Meeting and Social Weekend 4th, 5th & 6th October 2013 to be held at Barnsdale Hall Hotel Near Oakham, Rutland LE15 8AB

This year we are doing something different and proposing to extend the normal AGM weekend to include a scenic Traction tour around picturesque Rutland Water on the Saturday as well as the normal festivities on the Saturday night together with the TOC AGM meeting on the Sunday.



Rutland consists of 2 market towns, Oakham and Uppingham, and more than forty picturesque villages of thatched, stone-built cottages. There's so much to see in Rutland it's hard to know where to start.

Throughout Rutland you'll find a host of villages to explore, each with its own unique character and local charm. Like Exton with its thatched cottages, or Clipsham with its topiary walk featuring dozens of trees shaped to commemorate local, national and international events and Tickenote whose church has an elaborate carved Norman arch.

RUTLAND WATER

This internationally famous nature reserve provides one of the most important wildfowl sanctuaries in Great Britain, regularly holding in excess of 20,000 waterfowl. It is a site of special scientific interest, designated as a European Special Protection Area.

The Reserve occupies a narrow strip of land running for 9 miles around the Western end of Rutland Water and covering a total of 600 acres. This was created in the 1970s with the construction of the reservoir. There are currently 27 Bird hides and nature trails from two visitor centres with experts to help you with identification.

The Reserve is also home to the successful Osprey project where the first Osprey chick to fledge in Central England for 150 years was hatched in 2001. Ospreys are regularly seen fishing over the reservoir from April - September.

THE VENUE - BARNSDALE HALL HOTEL

Barnsdale Hall Hotel, Near Oakham, Rutland LE15 8AB
Tel: 0044 (0)1527 757901 www.barnsdalehotel.co.uk



HOTEL COMPLEX, RESTAURANTS, HEALTH SPA, AND LEISURE CLUB

With this unique setting, personal charm, character, and friendly but attentive personnel, Barnsdale Hall Hotel is the perfect venue with extensive spa and leisure facilities making it a haven in which to retreat, relax and unwind. With its breath-taking views of the natural splendours of Rutland Water, where better to hold the **TOC 2013 AGM** weekend, together with a scenic tour around the beautiful Rutland Waters. Barnsdale Hall Hotel mixes the old with the new. The bedrooms are of individual design, with some rooms offering spectacular views of Rutland Water. The rest of the facilities are more reflective of a luxury venue. The main hall has nine individual bedrooms with other rooms being located in two separate accommodation blocks, some of which enjoy views of the water, as well as a private balcony.

WiFi is available in all bedrooms, but connection speed cannot be guaranteed due to the rural location. There are tea and coffee making facilities in each bedroom, as well as toiletries and iron/ironing board.

THE STUNNING VIEW FROM THE HOTEL GROUNDS



THE POOL



THE WEEKEND

Friday Evening: For those of you travelling a long way, accommodation is available in the Hotel from Friday evening, as well as an informal get-together and natter of TOC members in the bar in the evening. Food is available in the Brasserie Restaurant, as and if required, on an informal basis, when members arrive; but the food bill needs to be settled separately.

Saturday: From 9.30am we will gather in the hotel car park and take a scenic tour of the area in our Tractions encompassing all the history and local wildlife. Although the finer details are yet to be made, we expect the tour to be most of the day and to include a stop for lunch or coffee, but we will get back in time for us to dress for dinner.

Saturday Evening: The theme of Black and White dress code has been very successful in the past and by popular demand will be repeated again as this is a wonderful opportunity for the ladies and gents to dress up for the occasion. We will start the evening at 7.00pm with pre-dinner drinks in the bar. At 7.30pm we will move through to the private restaurant for a 3-course formal dinner.

Entertainment: Paul Holmes, who has over 30 years' experience, both at home and abroad, is coming along to entertain us again with all kinds of music, to suit the audience, from the 50s to the present time. His biggest venue was the Berlin Olympic Stadium with his group "Cut" playing to some 80,000 people. He also played to 110,000 people in Hamburg, supporting such bands as The Scorpions and Westernhagen. His French wife, Sylvie, who also sings, will be accompanying him from time to time.

Weekend Costs: This year there is a variance on the accommodation available:

- Friday night B & B accommodation at Barnsdale Hall Hotel is @ £85 per couple
- Saturday Night B & B accommodation at Barnsdale Hall Hotel is @ £85 per couple
- Saturday Night formal sit down banquet evening meal and entertainment is @ £80 per couple

However if any members wish to take part in any of the events but not stay at Barnsdale Hall Hotel they are welcome to do so. People living locally can also just turn up for the Saturday run if they wish. There are several guesthouses in the area offering B & B accommodation and there is also a Caravan and Camping Club facility, all within 4 miles of the venue. I have compiled a list of this other accommodation available and you only have to ask and it can be sent to you.

The AGM: The 37th TOC Annual General Meeting will be held at 11.30am in a Private Suite on the Sunday morning. Unlimited tea, coffee and biscuits will be provided and this is your time to give us your opinions during the open forum on how the committee can improve the way the Club is run. Your views are really welcome.

To reserve your room at the Hotel or your booking for any part of the weekend please contact: Paul De Felice on 01992 890 975 (eves) or mobile 07778 053 873 anytime or email: events@traction-owners.co.uk if you have any questions to ask.

Also if you would like to register an interest, but unsure of a definite commitment, just contact Paul now, and he will keep you updated.

What's Your Poison?

David de Saxe writes:

Dear Bob

First, may I offer my best wishes in your new editorial post. And I wonder whether the following might be of general interest.

I have owned my Traction for 16 years, but have never closely examined the oil filler cap on the rocker cover. Changing the engine oil the other day, I observed from studying the (original) cap that 20 SAE oil is recommended - from any of the major oil producers shown. I have always used a classic (e.g., Castrol or, more recently, Comma) 20W50 in the engine and was struck to wonder whether this grade may be too thick, particularly for summer use. Can anyone offer advice?

Yours sincerely, David De Saxe

I asked around about this and received the following replies. If other members wish to comment on what engine oil they use or find best for their tractions, please write in.

Hi Bob

Well done on your first mag I think it's great.

As far as the engine oil goes I've been doing exactly the same as David De Saxe has been doing for the last 4 years and it's worked for me with no problems at all.

The oils you mentioned are specifically for classic car engines and are what we should be using.

Regards, Paul De Felice

Think I am using Castrol Classic, Claude seems to like it!
Stephen Prigmore

David,

Simply put, the use of a multigrade oil in one's Traction is ok, the engine will cope and it does not make you a bad person. The science of "Tribology" though is a complicated one and there are good reasons why you might want to stick with the recommended 20 SAE.

The primary purpose of oil is to keep moving surfaces apart from one another. Thus the oil must at all times resist being squeezed from the surfaces it sits between. The more the loading on small areas of contact the more viscous must the oil be, hence, a high viscosity oil for the gearbox. There are limitations, though, on how viscous we want or need an engine oil to be. A multigrade oil of say, 10/30 W or similar may seem to be the solution because in broad terms it has these properties.....

The 10/30 W (W = winter) nomenclature refers to a relatively low viscosity for starting in winter weather; "10" means that when cold the oil will run fairly thinly and reach all parts easily. When cold there is less drag on the starter and the engine is relatively easy to turn over. The viscosity increases (counter intuitive I know) as the engine becomes warmer up to "30", equal to a basic 30 SAE oil but...

A multigrade oil 10/30 W oil also acts as a detergent and thereby....

Permits particularly fine particles of "crud" to remain in suspension within the oil; the entire better to filter them out when the oil reaches the filter.

The Traction never had an oil filter and then as now, we do not want anything other than clean oil circulating through the engine. Unsurprisingly we urgently desire that fine particles of material

will of their own accord settle out in the sump - which they will with 20 SAE. Thus the oil does that job and; it is sufficiently viscous at a running temperature of around 75/80 deg C (if you have a thermostat) to keep the moving parts apart, the oil also fills the gaps that are a function of low manufacturing tolerances and the principle bearing surfaces are sufficiently large enough to cope, even when after a steady run at speed, oil pressure can drop to almost zero.

I use Comma or Millers 20 SAE (sometimes 30 SAE if no 20 SAE is in stock) from an auto factor; always the cheapest source especially if you ask for "trade price". Comma is made by Exxon Mobile as is Duckhams and Halfords own. So, definitely NOT a poverty/comedy oil.

Cheers, Martin de Little

Bob,

After the number of times my name appears in your first FP I am saying NOTHING on this subject!

Bernie Shaw

Hello from Terrebonne France,

We use 20W50 in "Citronella", our 1953 Slough built Light 15 big boot and also the same in the other 5 classics. Despite this the cars all run well in the heat and up hills so I guess we will "stick" with it. I also did a straw poll of local club members with a variety of cars of all ages (1910 - 1980), and the common factor was a French product (Elf subsidiary) 20W50.

Did think about High Grade Virgin Olive Oil but may be a little thin!!

Cheers, Nigel Dent

Bob,

I have used Castrol Classic oil for many, many years, ever since I read an article about how thinner, multigrade oils have allowed oilways in modern, high-revving engines to be finer and finer, and yet still feed the bearings. If used in older engines with larger (5mm-plus dia?) oilways and the engine is switched off after a run, the hot very thin oil drains right out of the oilway. Then, when the engine is re-started the whole oilway must be recharged before anything gets to the bearings. Using oil specially - even traditionally - formulated in the way that oils were formulated when the cars were designed, meant it cooled as the cars' designers expected it to, within the oilways. The author of the article took many paragraphs to explain it better (I will see if I can find it). In essence, it seemed to make sense, and I now accept that the extra cost of the monograde Castrol Classic is justified in the same way as the cost of the correct tyres is justified.

I hope that helps you.

Cheers, Alec Bilney

Until now I have been using Total lubricants exclusively, but they have now discontinued almost all engine oils suitable for classic cars in the UK, although I understand there is a better range still available in France. I've been researching alternatives and am in the process of switching to Penrite oils as they can supply a good range of oils suitable for vintage and classic cars, right through to modern stuff. They have the right oils for TA engines and gearboxes and I'll be stocking the whole range for pre-1985 Citroëns. Although they are an old Australian company, the majority of their lubricants sold in Europe are blended in the UK, so it's still supporting local jobs, which I am all for.

Kind Regards, Darrin Brownhill

Notes from the committee meeting held on 17 March 2013

- Bob Street was congratulated having produced an excellent first **FP** under his editorship.
- It was suggested that Section Co-ordinators could be approached for their comments about new **TOCtech** articles from members in their sections.
- Also a special **FP** edition is being considered to commemorate the 40th anniversary of **TOC** in 2016. Bob will contact the original members for interesting recollections that could be included.
- The club shop is still seeking alternative suppliers of appropriate stock at reasonable costs, and hope to take items to all the planned 2013 events.
- Spares continue to do well, and second-hand items are continuing to be added to the list. A sample stocktake was due to take place on 2 April.
- Various and varied social events are planned, and the Annual Rally in Bury St Edmunds had 22 cars booked in at the time of the meeting. Judging of the cars would this year be simplified and be by public vote on a form provided with the rally pack.
- The Chateau du Ludaix trip had 55 people booked, but the Spanish rally had been cancelled, perhaps to be revived for next year.
- The Barnsdale Hotel, Rutland has been booked for the 2013 AGM on the weekend of 4th – 6th October. There will be a run of around 75 miles in the Traction on the Saturday, and hopefully the same evening entertainment as last year.
- Under MSA rules, a run on public roads of more than 12 vehicles needs to be notified and authorised in advance, and everyone who may be organising such runs would be made aware.
- Current membership of the club is 613 and membership fees for the forthcoming year would remain as now.
- A new and improved website is under construction and a trial version was demonstrated and generally approved with one or two slight alterations. It is likely to be up and running later in the summer.
- ICCCR - A 200 page, full colour book and DVD about the 2012 ICCCR are to be launched soon.
- Next meeting planned for 9th June 2013 at Newport Pagnell.

Ian Harvey,
General Secretary

Annual Rally 2014

Annual Rally 2014 (... and beyond)

With just over a year to go nobody has yet come forward desperate to organise the 2014 Annual Rally. This is actually quite an unusual situation and the Committee will therefore be very keen to hear from any individual (or group of members) willing to take on this rewarding challenge.

There are no set rules about where or when the Annual Rally should be held. That said, it is always preferable if it is located in an area which has not hosted a similar event in the recent past and at a time that is likely to be convenient for the majority of members to attend. Event organisation experience is not necessary either, as the committee and past-organisers can, between them, offer advice and guidance. The only real qualification is enthusiasm for your part of the country and a willingness to make others aware of what is there. Most previous organisers have seen it as an opportunity to introduce members to (and show off) the best bits as well as some of the hidden secrets to be found on their own doorsteps.

If you have any possible ideas - or if you would simply like a little more detail of what might be involved - please contact one (or all) of the following and share your thoughts sooner rather than later:

Social Secretary, Paul de Felice (events@traction-owners.co.uk)

Chairman, Bev Oates (chairman@traction-owners.co.uk)

President, Bernie Shaw (president@traction-owners.co.uk)

Although the 2014 Rally may still seem a long way off we really should be thinking further ahead as well. So, even if you are not in a position to help next year, perhaps you have an idea for 2015 – or even after that.

If so, please let us know. The earlier we can add something to the Social Calendar the more members will keep the dates free and make their own plans to attend.

Thank You – The Committee.

CCC EVENTS 2013

THE CCC HAVE ADVISED US OF TWO EVENTS THIS YEAR TO WHICH ANY TOC MEMBERS ARE WELCOME.

17th/18th/19th May – Northern Rally, Wetherby Racecourse

As usual Friday is set up day around the site buildings but those hardy souls who come for the weekend will be able to set up their tents or caravans from midday if they wish. In the evening, there will be a social in the main room as usual probably with a quiz courtesy of Geoff Henthorn.

Saturday sees the traders operational. There will be a little mystery run in the afternoon for those that want to see the countryside around Wetherby and the technical forum might well be available in the afternoon (to be confirmed).

The BBQ will be lit at 5.30pm for those wanting to make use of it but please remember - bring your own food.

The evening entertainment will be Songsational, West Yorkshire based singing group whose repertoire ranges from musicals through 60s and 70s classics to the modern day. There's even comedy thrown in as well. See what people think of them by having a look at their website www.songsational.co.uk. Don't forget, there isn't a bar so bring your own alcoholic drinks but crisps and soft drinks will be available.

Sunday is the main attraction as ever with the judging for various prize categories. If you want your car to be judged then please ensure it's on the hard standing outside the café by 12 noon. Judging will be completed by 2.00pm and the prize giving will be a round 3.30pm followed by the raffle draw. Last year's Trophy winners should contact me asap to confirm if they are attending this year's Rally and will return their trophy on the day or if not to arrange collection of that particular trophy before the Rally.

There will be a paint restoration company called Restore attending who may be able to undertake small paint jobs at the Rally or at least make arrangements to do work at your home. I'm also hoping to have another company called Dent Devils in attendance who can remove small dents without the need to paint. I have personally had both companies do work on my Xantia V6 and would thoroughly recommend them. There will be a separate technical forum for Members to ask about any issues with their cars although you shouldn't necessarily assume it will be fixed at the event.

We will have a display of Birds of Prey and we intend this year to make use of the infamous "Wetherby breeze" blowing across the racecourse to have kite flying so make sure you or the kids come prepared.

Catering wise the café will be available during the day on Saturday and Sunday selling teas, coffees, soft drinks, sandwiches, cakes, biscuits and crisps and, on Sunday between about 9.30am and 11.30am depending on demand, the now famous Mandy's Bacon Sarnies! An additional attraction on Sunday this year will be Streatza, pizza's from a red H Van that you may remember from ICCCR2012 last year. They write:- A number of other clubs are being invited; 2CVGB, Traction Owners Club, Peugeot Owners Club, Renault Owners Club together with the various on-line Citroën model forums.

Day entry prices remain the same which is no charge Friday and Saturday and £5 for Sunday for (any) Club Members on production of a current Membership card or £6 for non-Members. There is a slight change in the camping pricing structure which is; £15 per camping unit for Saturday night or £20 per camping unit for the whole weekend, both prices include entry to the Rally on Sunday.

So make a note in your diaries of the dates and, if you have access to the internet, keep a look out for updates on the Rally website (doesn't seem to be working. Ed), the Club website and on the Section's Twitter site @CCCNorthern

Events

80 Years of the Citroën Traction Avant, Dunkirk 1st – 4th May 2014 (tbc)



The celebration of 80 Years of the Citroën Traction Avant has been announced for 2014 and is to take place in Dunkirk, currently 1st – 4th May 2014, but we are awaiting confirmation of these dates. 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

tocspares hotline

01243 511378

Chris Treagust, 93 First Avenue, Batchmere, Chichester

W. Sussex, PO20 7LQ. Email: 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

CARS FOR SALE



FOR SALE: 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 SALE: 1955 French built, black 11BL (big boot) owned and garaged by me for 20 years. Engine has replacement pistons and liners and is powerful and reliable. Recent 12V conversion with halogen headlights, otherwise the car is very original but with new bright work and stainless steel front/rear bumpers. Bodywork is very good with minimal welding and the car was recently used for both my daughters' weddings. Interior is re-upholstered in grey. **Offers around £6500. Mike Peacey 01473 723663 (Ipswich) or 07816 475604**

FOR SALE: 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**



FOR SALE: 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 fashers. 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**



FOR SALE: 1955 Commerciale, bluegreen with black wings in great condition and FSH. Body sound with good panels, 11D engine recently rebuilt with new pistons and liners reground crank, shells, etc. 12volt (alternator) modern CV driveshafts, new clutch, stainless exhaust, carpeting, door cards, 4 inertia seatbelts, and Clayton blower heater and correct towbar! Drives and operates as it should - a fine example of the model. Located in Aberdeenshire - full facilities available for full examination. **For sale at 9,200 pounds o.n.o. Call Andy on 01339 886290 or email on sheilandyb@btinternet.com**



FOR SALE: 1954 Big 15/BN. Was originally a totally rust-free BN and with a donor Big 15, totally stripped to bare and converted to RHD, 12volt, wooden

dash, etc. Finished in Maroon, engine crank reground, new D conrods and shells, new pistons and liners, diaphragm clutch, SCD gearbox, 123 ignition, rebuilt front and rear subframes, new style driveshafts, servo brakes, stainless new bumpers, new chrome headlamps and lenses, new everything! Grey velour upholstery, new roof lining, carpets, doorcards, etc, etc. An outstanding and immaculate and totally reliable example at only **£10,000 o.n.o. 01224 715221 smithy.stoneywood@btinternet.com**

Classif ed Adverts



FOR SALE: 1955 11 Commercial 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)**

FOR SALE: 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 SALE: 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)**

BODY SHELLS FOR SALE

FOR SALE: Repaired body shells or we can restore to your requirements:- 1955 Light 15 with sunroof, 1955 Light 15, 1950 11BL, 1953 11BL, 1953 11F. **Contact Classic Restorations 0207 358 9969 (24 Hrs)**

CARS WANTED

WANTED: 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**

PARTS FOR SALE

FOR SALE: 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 SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance Traction wheels for free. **www.longstone.com Tel: 01302 711123 Email: sales@longstonetyres.co.uk**

LARGE COLLECTION OF TRACTION

PARTS FOR SALE: Engines (3), Doors (10), Front wings (10), Rear wings (9), Boot lids (4), Bonnets (3), Front closing panels (9), Front grilles (8), Driveshafts (30), plus various other body and mechanical parts. Many panels stripped, repaired and etch primed ready for colour. Come and choose your needs! **Phone Andy on 01339 886290 or email sheilandyb@btinternet.com for full details. (Aberdeenshire)**

FOR SALE: Four Pilote 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 fits the outer parts £10. **Phone Steve Hedinger on 07961 556538 or email hedihog@tiscali.co.uk**

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

FOR SALE:

Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+. **Email: mick@popka.co.uk Tel: 01904 701005. Next day despatch.**



FOR SALE: Pair of 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 SALE: Cole-Hersee reverse light switches as seen in previous issues 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 SALE:

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**



FOR SALE: Owners handbook/instruction book for the British Super Modern "Citroën Twelve" Supplied for the very first Tractions in the UK (August, 1934 edition) from Citroën Cars, Brook Green, Hammersmith, this is a rare collectors item covering the early RHD (pre rack and pinion steering) Tractions, 61 pages, giving text, maintenance instructions, and pictures of the early mechanical, electrical and dash layout. Not immaculate, but complete, totally legible and clean inside although covers a bit well used. **Offers around 45 pounds.** -- and --

Owners handbook/instruction book for British Light 15/ Big 15 models, May 1952 edition, July, 1953 printed, 23 pages, Maroon outer covers, complete, totally legible and clean pages and good enough condition. **Offers around 20 pounds, to Andy Burnett on 01339 886290 or email to: sheilandyb@btinternet.com**

TOC Annual Rally 2013

15th & 16th June

Bury St Edmunds Suffolk

It is hoped all members planning to come to the Rally send in their form by **10th May**.

If you apply later you may not be able to join us on all the events, due to limits on numbers.

You are still welcome on all the other parts of the rally.

Important Notice: For those already booked, please let me know your planned accommodation and arrival day*. I will endeavour to have your rally pack ready and waiting for you.

The events planned are by ticket entry only and some events are becoming fully booked. Your rally pack will give times and location for the various tours.

For those arriving on or before the Friday evening, we will be meeting at the Dog & Partridge Crown Street IP33 1QU, 01284 764792 for dinner and catch up please book if dinner is required. I will be there from six thirty.

For those arriving on Saturday please park at the private Greene King Car Park IP33 1QT, entrance off Westgate Street directly opposite the Brewery museum entrance, you cannot miss it as there is a large brewing vessel outside the door. Large iron gates will be open with marshal on hand to guide you, look out for the hi vis tabards. The brewery complex is in the centre of a one way system so if you do skit past don't worry just go around as if on a large roundabout. Greene King have kindly offered us the use of their car park for the weekend, so you can park up and enjoy the town with no parking worries. They also have another major event that day so we will have one side of the car park reserved. Entry allowed from 9am.

If your arrival on Saturday is due after 11am **please let me know!**

We will have the opportunity to be all together on the Saturday Greene King tour and the Saturday evening dinner, the rest of the rally will allow freedom of choice. There is limited transport available on the Saturday evening, please let me know if you would like a seat reserved.

*Call or email Jasmin Gagen 01284 827039 jasgagen@btinternet.com

Accommodation

The Abbey Hotel

Tel: 01284 762020 www.abbeyhotel.co.uk Email: reception@abbeyhotel.co.uk 35 Southgate Street IP33 2AZ

It's location is a short walk to the town's historic core and planed 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 Email: 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 (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 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:

Rally 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.

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

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 50th 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 or call 01590 612261



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1 Terwick Cottage, Rogate, near Petersfield, Hampshire, GU31 5EG tel : 01730 821792
 email : shop@traction-owners.co.uk

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