

Floating Power

July/August 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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Be a part of Floating Power...

The closing date for input for the Sept / Oct 2013 edition of *Floating Power* is:

Sunday 28th July

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

Cover Image

"It was twenty years ago today... plink... plonk..."
Well, actually it was year ago, come August.
Yes, our fabulous ICCCR at Harrogate.
Thanks to Anna Burmajster for this terrific photo.

Editor's Epistle

Hello Everyone.

"I don't believe it!" as Victor Hugo famously declared (Golden Spanner Alert!) It's the end of May and it's still bucketing down!! I blame the government for that early hosepipe ban last year – hasn't stop raining and snowing since!



Trisha and I got back safely from our French 2,000 mile "beta-testing" of SZ 425. While there, we met up with our friends **Nigel and Carolyn Dent** and went for lunch, leaving our tractions to have a chat together in the town square. I thought a picture of the two cars having a chat was nicer than yet another picture of yours truly?

We had one spot of bother on the way back, when the carburettor return spring snapped, necessitating an unplanned stop for a few hours. This was a bit annoying, but as the "garagiste" said: "At your age monsieur, your springs are ze last sing you need to worry about". Cheeky!

This issue is mostly devoted to tales of derring-do that you have sent in from the various rallies which have run over the past two months (including a piece from twelve year old Ben Hellet; perhaps our youngest associate member). Thanks to all contributors for the stories and the fabulous photos. Please keep them coming!

KNEES-UP

I'd like to put in a personal word, as a relative newbie to **TOC** myself, about this year's forthcoming AGM weekend. Having been a member of two other classic car clubs in past years, I must say the **TOC** is the most welcoming and friendly club of the lot. (If anyone has only ever been a member of **TOC** and no other car club, you have no idea how lucky you are!) For that reason, Trisha and I have attended the past two AGM weekends and, despite knowing very few people at first, we were included straight away in all the activities and you'd have had no idea we'd only recently joined. So, I'm putting out a plea for any members who are feeling a bit unsure of whether they'd feel in or out of place to give it a try this year. You'll find it a fun and relaxed gathering and you'll get to make lots of new friends (plus an excuse to have that Full English Breakfast that they say you shouldn't eat!). A nice social end to the summer season. And this year **Paul de Felice** is planning an interesting local "run" for the Saturday. Please book early for the **4th – 6th October**, so Paul can stop worrying about numbers.

SAD NEWS

Those of you who were following my comments in Sur La Route on **Claude Guéant**, the ex-minister responsible for bringing in the controversial French breathalyser law, that coincidentally rescued the breathalyser company run by his chum, will be sorry to hear that Claude isn't having an easy time of it now he's out of power. The poor chap is being pursued by public magistrates who want to know where **€650,000** came from before it turned up in his bank account in 2008. Also, **€35,000** in cash, paid more recently. I'm sure most of us have had little problems like this from time to time and all we can do is sympathise!

That's all for now.

Pip Pip!



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President's Pondering



Photo courtesy of Keith Norris

Apparently the season has started. I say apparently because, despite Stephen Prigmore and Tina having injected life into the Mid-Shires section, I am still waiting for my 5hp engine parts to come back from the machine shop and so it missed DiD and the more recent Gaydon run.

With the annual rally at Bury St Edmunds looming on the horizon I am actually beginning to get a bit concerned I may still not have the Cloverleaf then. But, of course, I have the Traction so it is not the end of the world. However, like any kid with a new toy, I want to play with it Now!

Also on the home front there is the revised format AGM to look forward to – should have the 5hp by October! The venue is superb and, being that bit earlier, the weather should be in our favour too so we plan to offer an interesting local tour for those with us during the day on the Saturday.

Pearl and I were unable to join the Ludaix Chateau tour but all the reports I have heard indicate that it was an excellent meeting. However, I did visit Citromobile (in Holland). The show was interesting but smaller than I had anticipated with Ds, 2CVs and Tractions well represented. I also managed to chat with some of the members of the Dutch Rear Wheel Drive Club, "Patan". They visited the UK last year with a large number of vehicles but did not come to Harrogate. They explained that they had intended to come to the ICCCR and had booked their crossings well in advance but, when we were forced to change the date of the ICCCR, they were caught out. They did have a good holiday but it was

undoubtedly a great shame that the main object of their visit had to be aborted.

Meanwhile the Harrogate Book and Video are now put to bed and orders are being accepted via the ICCCR website. The production runs of both will be limited and the organisers advise those who want copies to act soon to avoid possible disappointment. Ordering details can be found elsewhere in this issue of **FP**.

Sadly, as you will see elsewhere in this issue, the 2014 Dunkirk meeting (80th anniversary of the Traction) has been cancelled. However the main French Traction Club, TU, has stepped in and promises a spectacular event in the Versailles area in September. Like the Arras meeting, they aim to assemble at least 1000 Tractions to celebrate this anniversary so we shall all be very welcome.

There is little additional news from the ACI. We wait for confirmation of the 2014 (France) and 2015 (Poland) Event of the Year and the Dutch have not yet settled on a site for the next (2016) ICCCR.

Bernie Shaw

New Members

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

2335	Mr Tony Slade	Suffolk
2336	Mr Alan Marett	Norfolk
2337	Mr James Lee	Staffordshire
2338	Mr John Chestnutt	United States
2339	Mr Stephen Gabriel	West Midlands
2340	Mr Herman Struve	Holland
2341	Mr Wiljan Cats	Holland
2342	Mr Howard Tuck	Cambs
2343	Mr Roy Chapman	Herts
2344	Mr Geoffrey Whittle	Dorset
2345	Mr Andrew Tweed	Essex
2346	Mr Hank ten Teije	Tasmania
2347	Mr Colin Raley	E. Sussex



Photo courtesy of Martin de Little

My theme for this Chat is **THANK YOU.**

First of all **thank you** to all of you who have read my plea in the last **Floating Power** about paying your membership as soon as possible to keep John happy and therefore my life easier.

When we returned from our two weeks in France we had loads of letters and emails to deal with – by the end of the week we had processed 318 renewals plus 7 new members! Fantastic – **thank you**. I am pleased to say our membership numbers are slowly increasing which is also good news.

However as I write this on 3rd June there are still 234 outstanding renewals – is it you? If so please pay soon as your membership will lapse at the beginning of August and this will be your last copy of **Floating Power**.

My next **Thank you** is to David and Stephanie Morton and their staff at Château du Ludaix. We had a fabulous weekend which you can read more about on pages 31 – 34.

Thank you to Ben and Mary for writing the reports and everyone who has sent in photographs. I know Bob was delighted and certainly had plenty to choose from for this issue plus reserves for future covers and calendar entries.

On the Sunday we were joined at the Château by the local section of La Traction Universelle Club. I would like to say **Thank you** to Jean-Pierre Jodeau who presented the Mayor, David, Paul & me with a ceramic tile which were made to celebrate their 30th anniversary in 2010.

Thank you to Pat and Paul de Felice for all their work liaising with David so that everything ran smoothly beforehand and on the weekend.

Thank you to all the local Section Co-ordinators for organising Drive it Day events – see pages 6 – 11 for their articles and photos

I am now looking forward to the annual rally in Bury St Edmunds and hopefully meeting 'new' members who live "down south" and hopefully are able to attend a meeting in Suffolk.

Bev Oates



**TRACTION
OWNERS
CLUB**

HOT OFF THE PRESS...

Web News Flash!

It's finally here! The new website will be launched on **1st August**.

New look, easier navigation, dedicated TOC Forum to follow shortly.

Check it out!

All contributions welcomed.

www.traction-owners.co.uk

Section News / Drive It Day

SCOTLAND

Two bits of news for you this time round! **Julie and Kenny Cocker** have now sold all 3 of their Traction and all the spares too. Their last traction, the Familiare, is now on its way to its new owner in America! Also, my car GVS 323 is now sold to new member

Jim Lee from the Midlands who has already driven several hundred miles in it and is a very happy chap! But at least we have one new Traction up

here - welcome to

John and Mrs Van Looy from Paisley. Met up with them at the Perth get-together recently and look forward to seeing them with their Traction before too long! Remember, if you need help with practical knowledge, special tools or general help with your traction up here, keep in touch!

Smithy

Drive It Day

Smithy, Sheila and I joined a local Club to do a country drive and we took a few photos as we set off. No other Citroëns attended.

Cheers

Andy

Glasgow Area - Drive it Day 21st April 2013

A total of 13 cars – my lucky number – from **TOC, CCC** and **2CVGB** assembled at the Great Western Retail Park in Glasgow for a Drive it Day excursion. I had casually thought a wee trip out of the city was planned for a nice lunch, maybe Loch Lomond or somewhere equally handy. However I hadn't bargained for the outing being organised by the intrepid Bill and Susie Wright who seem to treat everything like the Paris Dakar.

Anyway 283km, including 25km of single track road, later I have to say we coped rather well, in spite of nearly conking out in the first few hundred yards. I had filled up with fuel after the winter layoff and condensation in the tank led to water in the petrol. Happened last year as well – should have known better. Soon cured itself after about half a mile and all was well after that.

Ours was the only Traction but 5 2CVs, 2 DSs, 2 XMs, 1BX, 1 CX and a very interesting GS engined 4-Wheel Lomax made for a great head turning convoy as we motored up the side of Loch Lomond - no stopping here. On through Tarbet, over the Rest and Be Thankful to St Catherines, Strachur and then the single track bit to finally reach the lunch stop at the Oystercatcher Inn at Otter Ferry on the East side of Loch Fyne – fantastic seafood, spectacular views and great company. Even the sun came out.

After the inevitable post-prandial under bonnet inspections in fluent Citroënese, a map was produced and spread out over the bonnet of a Deuche to show us exactly where we were and how we had got there. Geographically reinforced, we were inspired to complete a circuit of the Kyles of Bute via Tighnabruaich and then back the way we had come, commandeering a scenic lay-by en route for a welcome and highly organised tea/coffee



Car on road to new owner Jim Lee

break. Passing tourists even stopped to have a drink with us and look at the cars as well as the view.

Everybody made it back safely and it really was a super day out. Many thanks to Bill and Susie for putting it together, we will know what to expect next year.

Peter Fereday

**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...)

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

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Email: mrsjane.bear@toucansurf.com

NORTH EAST ENGLAND

The British weather has not inspired many tractionists to remove their cars' winter coats yet, but some stalwarts pressed on regardless. Drive-it-Day saw **Mick Popka** in his roadster and us (in a modern Citroën...again!!) joining up at Masham for a run to the Tan Hill pub. New Club members **John and Julie Dawes** had arranged to collect their new traction from Scarborough and coincidentally were travelling back home to Cumbria via Yorkshire that day so we met up with them in the Masham Market Square to view their new acquisition. Formerly an H Van owner John is no stranger to traction mechanics and proudly displayed his Light 15. So we set off in convoy to Tan Hill but the Dawes decided to take the lower roads on to Cumbria and home. We hope to meet up with them (and **Treacle their Spaniel**) again at future events. Mick and us pressed on through the weather to find **Noel Davidson** had saved us some seats in the warmth of

Section News / Drive It Day



Bev's team pose for a photo in the middle of a hurricane!



Andy, Smithy and their chums get ready for a good day out.



Graham Handley's North East team end up at the pub (as usual)...



...and Mick auditions for the next series of Max and Paddy...



I asked the sections to try for some group shots and Walter Callens sent me this marvellous ROW photo (albeit from 2009 in Arras).

Section News / Drive It Day



The Glasgow TOC / CCC / 2CVGB meet at a retail park to top up with Im-Bru for the journey.



(Thanks to Peter Fereday for these two photos)

Martin de Little was in his element at this gathering where Helen and John's Surrey / Hants / Borders joined up with Peter and Sue's London group and a large contingent from the CCC to make a day out at Denbies Vineyard and Chartwell House. Thanks Martin.



the pub. A lovely lunch...Yorkshire Pudding of course...and a good natter about all traction things. Noel's Big 15 is now ready for a good run, when this wretched weather improves.

The proposed meeting at Wallington Hall with NECPWA clashed with the Northern Section CCC gathering over the weekend of 17/18/19 May so we agreed to make a Traction presence at their Wetherby meeting. Three Tractions went along although several other traction owners turned up in other Citroëns. The sun eventually shone and it was good to meet and chat with fellow traction owners. Two tractions did go to Wallington and we gather had a good day out.

Let's hope the sun eventually shines and we can have a good turn out for **Newby Hall on 21st July**.

For details of future planned activities contact:

Graham Handley Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS

We wish to thank **Peter Simper** for organising such a successful drive it Day to Chartwell House, and Brian Brockwell for suggesting the venue. The photographs taken by **Martin de Little**, capture the day. We were very lucky with the weather, (it was after all the third Sunday). Martin has also to be commended for sending photographs to The Classic and Sports car magazine. A great advert for **TOC**.

Helen and all members from our section

Thank you to new member Bill Briggs for leading us on the last few miles to the field where we were to park for the Watercress Festival in May. There we also met **Brian Farey** for the first time in his Traction. What a busy event. The roads in Alresford were closed to traffic, with stalls selling assorted items and with bands entertaining the vast crowds. Our only grumble was the overcrowding on the train taking the large numbers of people from the car park in Ropley to Alresford and back. Thank you to the organisers for allotting parking for us.

July's outing on the 21st will be to Hinton Ampner. Meet at the Fairmile 10am. to convoy, or meet you there. We will be parking on the lawn. Please let me know if you are coming.

August 18th Convoy to Victoria County Park near Southampton. Bring a pic-nic. Meet at 10am. at The Fairmile.

15th September, visit and photo shoot at Jill Windmill, Sussex, after a pub lunch. Meet at the Fairmile, 10.30am.

I will e-mail information, if you wish to have more information and are not on my listing please contact me on **02083307216** or e-mail **helenshelley@msn.com**.

Helen

For more information on our outings please phone Helen 02083307216 Email: helenshelley@msn.com



SOUTH MIDLANDS

La Vie en Bleu is going ahead as this issue of **FP** goes to press. Report and photos to follow in next edition.

For details of future planned activities contact:

Simon Saint

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Email: janeandsimonsaint@hotmail.com

MID SHIRES

Since the last issue the Mid-Shires section has had two outings.

Drive it Day to Bletchley Park: four Tractions met at the Cowper's Oak and enjoyed an excellent lunch. At one point two elderly ladies on a nearby table asked us to keep the noise down as they couldn't hear each other speak. We'll be issued with ASBOs next. Bletchley Park is an interesting visit, if not well organised, lacking visitor information; however, the chocolate cake was worth the journey on its own.

Gaydon: Cream Tea Run. A wide selection of classics, ancient and modern, met at the National Heritage Museum for a lovely run through the Warwickshire countryside. Lunch was taken at a castle pub in Edge Hill and then back to Gaydon for a look round the museum and our scones and jam.

The wipers on my Normale gave up the ghost and had to be hand operated during a brief spell of drizzle; couldn't do that in a modern car.

Next Event

More The Merrier Barbeque: Sunday September 1st. If you are a club member, you're welcome, further details to follow.

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Tel: 07759 374424 Mobile: 07759372242 Fax: 01933 277737

Email: stephenprigmore@hotmail.com

EASTERN

The sun shone at last as we drove into deepest Suffolk in the Big 15, heading for the Turks Head French Car meeting. 5 Tractions, a few D's, various Simca Matras, a rare right hand drive Panhard and various other more modern vehicles made a pleasant meeting. The pub seemed to be a bit caught out as the landlord had only taken over on the Friday and I don't think they had been told of the French invasion. We had to wait about an hour for the weakest cup of coffee I have ever had and had doubts if we would ever get our lunches, and I don't think **Ken and his wife** ever did as they left early, but when they turned up they were very tasty! First run of the year and the old girl ran well. Vive La Traction!

Tom Evans



Section News / Drive It Day

September 29th Battlesbridge Motorbilia Day

Andy Morgan of CCC has kindly offered to organise a meet up at the 27th Annual Grand Motorbilia Day at Battlesbridge in Essex. Battlesbridge has a lot to offer, apart from around a thousand classic cars to view and the motorbilia stands along with, beer tent and live band playing on the day, there are several buildings on the site dedicated to antiques and vintage items also a motorcycle museum. You will need to fill in the printable 'Vehicle Entry Form' as a pre-booked exhibitor and send it off with a stamped addressed envelope. There is free entry for the car, the driver and one passenger; extra passengers are £5.00 each. Details can be found at this link; <http://www.battlesbridge.com/27th-Annual-Grand-Motorbilia-Day-2013>.

This is a big show and the roads get quite busy, so it is best to get in as soon as possible. Pre-booked exhibitors are to enter by the exhibitors entrance opposite the Hawk Pub, alongside the Battlesbridge Rail Station. The gate opens at 8am and will close at 10.30am. The show ends at 5pm and Show Plaques will be given out at the end.

In order to keep us all together as much as possible we are intending to meet up at a lay-by on the old A130, now called Southend Road, from 8am and leaving in a convoy at 8.45am prompt. Southend Road can be found at Junction 17 on the A12 that intersects with the new A130 to Southend and the A114 to Chelmsford. Take the Southend Road, signposted Howe Green and The Hanningfields. Careful - there is a 30mph speed limit on this road. After approximately 2 miles there is a large lay-by on the left hand side of the road. This is our meeting place. It can be clearly seen on Google maps, if you follow the road down from the junction.

Please contact Andy directly if you are interested in taking part.

Andy Morgan 07887 910432 www.citroendscarhire.co.uk

Jasmin Gagen

For details or suggestions for future activities

contact: Jasmin Gagen

Tel: 01284 827039

Email: jasgagen@btinternet.com

PEAK

27 members in 10 Tractions plus an 'oldish' Mercedes took part in the Peak Drive it Day event.

We met at the Bull's Head near Buxton for coffee and then had a lovely scenic drive taking in Calver, Hassop, Curbar Edge, the moors towards Sheffield, Eyam and Hathersage; ending up back at the Bull for lunch. Unfortunately the Carvery lunch wasn't very good at all as the pub was too busy with Groupon offers – even though we had pre booked our numbers!

We had a lovely surprise as **Barrie 'Brick' and Rose** had come to join us. Barrie was a member of the **TOC** for around 18 years and was always a lot of fun at rallies. It was great to see him looking so well.

We were also joined by **Jim Lee** who lives in Leek and had contacted us to find out more about Tractions so I invited him to come along and chat to members. Jim was so impressed he joined the **TOC** the next week and had bought a Traction 3 weeks later. Welcome Jim.

By the time we were ready to take the group photo the weather had changed and it was freezing cold and started raining – this explains our frozen poses!

Our next meeting is Sunday August 4th – somewhere in Derbyshire!

Bev & John

For details of future planned activities contact:

Bev & John Oates

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LONDON

Peter and Sue Simper would like to remind everyone that a very warm welcome awaits all members of The Traction Owners Club at the London Section meetings which are held from 8pm at The Rose of York, Petersham Road, Richmond, Surrey, TW10 6UY (020 8948 5867) on the last Tuesday of EVERY month, (EXCEPT December).

Food served until 8.30pm.

(SEE ALSO COMMENTS FROM HELEN SHELLEY IN SURREY / HANTS / BORDERS SECTION. ED.)

Peter & Sue Simper

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

REST OF WORLD (ROW)

July 27th to August 3rd: the "Randonné 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 "Randonné 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, jpernet@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 50th 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

France: 13/14th September 2014: The Club "Traction Universal" is organising a celebration which will be held in the Park of the Château de La Ferté Vidame.

Map: <http://goo.gl/maps/7jVIW>

Section News / Drive It Day

The location is to the west of Paris and to the north of Nogent-le-Rotru (the home of Depanoto http://www.depanoto.fr/english/voitures_par_marque.htm).

More information to follow soon.

This event replaces the previously announced event which was to be held in Dunkirk.

kind regards,

Walter & Noëlla Callens

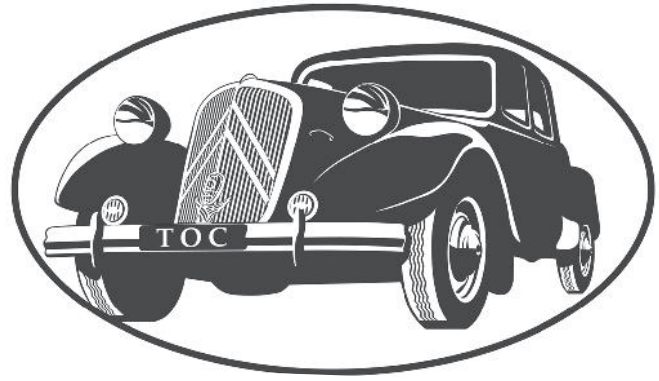
TOC-representatives section REST of the WORLD

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

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Fax: 0011 (00)32 33 255 214



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. This issue, photos are supplied by Richard Heffer.



Safe Home

TOC Fan!



Embarrassing Bodies – Black Paint

Following my request in the last FP for “Embarrassing Body” questions, Patrick Rowley wrote in to ask: “What colour paint should I use to touch-up my black traction?” Yes, well, not as simple as you think. Here’s the full story.

Dear editor

I want to do a bit of local touch up spray painting to my traction to remove some minor dents and scratches. The work is a bit more than just dabbing on touch up paint but not large enough to warrant more than a tin or two of aerosol paint.

I’m comfortable doing the work myself having done a few modern cars in my time. (Rubbing down and priming as needed).

However my main problem is how to match the colour. On modern cars I’ve simply got the paint code from the VIN plate and off I went.

Even though, not unusually, my traction is black I’m sure you will appreciate that black is not black! Adding to this the car will undoubtedly have been resprayed black at some stage with an unidentifiable hue.

Has anyone got any ideas how I can match the exact colour of my car with a particular tin of aerosol paint.

Is it just a question of trial and error with different shades on a primed surrogate body panel?

I’m hoping for more.

In my naivety I imagine an electronic sensor device you hold against the paint which then conveniently tells you which tin to buy. Does such a device exist?

If not, can someone invent the thing and let me borrow it for 20 minutes.

Regards

Patrick Rowley

I sent this out to a few fellow tractionists for comments, not many of which were forthcoming. However, Steve Wright wrote:

Hi Bob,

There is a colour chart on the site “http://www.cats-citroen.net/citroen_tractionavant/ta_colours.html” that shows the black as AC201 NOIR.

For fellow tractionists looking for original Citroën colour numbers I can recommend this site, which is run by Wiljan Cats (and is his copyright and given here with his permission).

Following that, Darrin Brownhill wrote:

My 2 pence worth:

However a colour chart is printed, it will still not be exactly the same as the original colours.

As someone who uses and tries to get a good paint match daily, we’ve found that paint manufacturers struggle to exactly replicate the original colour when trying to reproduce old paint colours anyway. We usually have to order samples

of the same paint code from a number of suppliers and then pick the one closest to what we are trying to match. Although we have ordered the same code from each, the results can vary quite a bit.

The main reason for this is that the ingredients which are available to mix colours with now are not the same ingredients that used to be available and also differ from manufacturer to manufacturer. Our paint suppliers tell us that they get updated “recipes” for mixing colours almost every month as the basic tints change or become unavailable. The new “recipes” try to accurately make old colours from an ever changing range of basic ingredients, so it’s a bit hit and miss.

We once had to match some black paint and you’d think there weren’t too many to choose from, but the sample book of blacks contained around 80 different ones! The answer to the question of what paint to use on a black Traction does not have a definitive answer if you are trying to match it, as it depends on what paint is already on that black Traction. The charts and codes will tell you what may have been used originally, but the chance of that being the same paint on the car now is slim, and even if it was it would be weathered and not resemble the original anymore. Best idea is to go to a paint supplier, borrow their book of samples to hold against the car and pick one that’s closest. If they have a spectrometer, it will tell you the paint code closest to what the existing paint resembles, but may not be an exact match. Contrary to popular belief, the spectrometer will not spit out the recipe to make paint to match yours, it can only choose from the colours in its database.

If a full repaint is being done it simplifies things somewhat as no matching need be involved. Just pick a Citroen colour such as AC201, which I think is superseded by code EXY and away you go. Alternatively, pick a standard black tint such as Mipa Super Black in 2K which has the advantage of being cheap, black, and as it’s a basic tint colour, easily and accurately repeatable as there is no mixing of colours involved to make it.

Hope that helps!

Patrick says:

Hi Bob. Thx for reply.

Far from confusing the situation, Darrin makes it much clearer.

Now I know, at least, that I can only make the best judgment possible as regards paint shades.

A perfect answer? No

A reassuring answer? Completely.

I shall match the colour as best I can (with a bit of blending). One day a full respray will ultimately solve the problem.

Many thanks

Paddy

MORE ON DIAPHRAGM CLUTCHES

Roger Williams has kindly taken an interest in the article we published in **TOCtech** in the **March/April FP** on the subject of clutch replacement and has sent me his latest version of his "how to" instruction sheet. There are some important additions to the original piece (which was published in 2002).

DIAPHRAGM PRESSURE PLATE/SEALED RELEASE BEARING CONVERSIONS FOR CITROEN NORMALE/Big15 & LEGERE/Lt15

Please note that less movement of the release bearing is required to operate the fingers of the diaphragm pressure plate than the original three finger pressure plate.

The sealed release bearing provided is designed to be in light contact with the diaphragm fingers before the clutch pedal is depressed ie it spins at engine speed. However it is not necessary to have it in contact with the diaphragm fingers and it may not always be possible if the limits stated in the following paragraph are to be kept.

It is important not to overstress the fingers of the diaphragm and this will be achieved if the maximum movement of the release bearing after contact with the diaphragm fingers does not exceed 8/9mm. The clutch will start to 'break' after 3/4mm movement and be free at 5mm.

The arms that push the release bearing carrier have a lever arm of approx 45mm which equates to approx 3mm of horizontal movement of the release bearing for every 4° of rotation of the clutch lever cross shaft (within ± 20° of the vertical) The lengths of the lever on the clutch cross shaft vary considerably for the different Traction models so it is not possible to give a cable/rod movement for your particular car but you must aim to achieve the bearing movements described in the preceding paragraph.

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

- (i) balance the crankshaft on its own
- (ii) zero the machine and add the flywheel and balance
- (iii) zero the machine and add the pressure plate and balance

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

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

CAREFULLY CHECK THAT THERE IS CLEARANCE BETWEEN THE HEAD OF THE BOLTS OR STUDS SECURING THE FLYWHEEL TO THE CRANKSHAFT AND THE SPRINGS/RIVETS IN THE CENTRAL PART OF THE FRICTION DISC.

**TO CHECK CLEARANCE PUT A STRAIGHT EDGE ACROSS THE FRICTION AREA OF THE FLYWHEEL
AND MEASURE THE CLEARANCE TO THE BOLTS/STUDS SECURING THE FLYWHEEL TO THE CRANKSHAFT.
NOW PUT THE STRAIGHT EDGE ACROSS THE BACK OF THE FRICTION DISC ie THE SIDE THAT RUNS ON
THE FLYWHEEL AND MEASURE THE CLEARANCE TO THE SPRINGS/RIVETS. GRIND STUDS/BOLTS TO GIVE
CLEARANCE IF NECESSARY.**

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

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

CHECK THAT THE TUBE SUPPORTING THE BEARING CARRIER IS LONG ENOUGH TO ALLOW THE CLUTCH TO BE RELEASED WITHOUT COMING OFF THE END OF IT'S GUIDE TUBE.

**TO CHECK THIS FIT THE FLYWHEEL AND PRESSURE PLATE ASSEMBLY AND PUT A STRAIGHT EDGE ACROSS
THE FINGERS AND MEASURE THE DISTANCE, EITHER SIDE, TO THE FACE OF THE ENGINE BLOCK. AVERAGE
THESE DIMENSIONS AND THEN TAKE OFF 10mm. THIS DIMENSION 'X' WILL BE THE POSITION OF THE
FINGERS WITH THE CLUTCH FULLY DISENGAGED. NOW PUT A STRAIGHT EDGE ACROSS THE FACE OF THE
BELLHOUSING AND FIT THE RELEASE BEARING ONTO IT'S GUIDE TUBE WITH THE FACE OF THE RELEASE
BEARING 'X' FROM THE STRAIGHT EDGE. IF THE BEARING CARRIER IS NOT FULLY SUPPORTED BY THE GUIDE
TUBE THEN THE GUIDE TUBE WILL HAVE TO BE EXTENDED.**

If any of the above information/instructions are unclear or you have any queries please do not hesitate to contact me.

Roger Williams

Steam Car Developments

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35 Wood Lane, Beverley, East Yorkshire, HU17 8BS, UNITED KINGDOM

Your Letters

Dear Bob,

Could you include this in FP as, although it is addressed to John & I, it was the people at the Harrogate event who raised the £511 (see FP Nov/Dec 2012).

Bev.

Dear Bev & John,

Many thanks once again for the donation for the Candlelighters at the ICCCR meeting last August. We are nearing the end of our term as Mayor of Harrogate (May 20th). We have raised £7,400 for the charity, so thought you would like an update.

Many thanks and take care,

Robert & Sylvia Windass

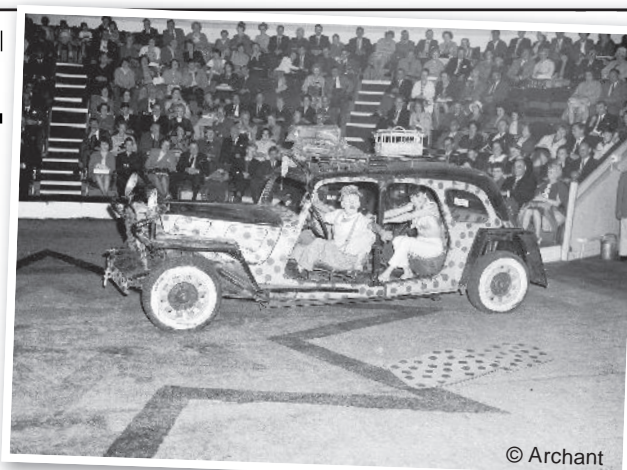
Hi again Bob

They keep turning up don't they?

As I turned the pages of my local rag, surprise, surprise there was a Traction, in disguise but definitely a Traction. It was an article about the Great Yarmouth Hippodrome and the pic is from a 1964 performance. The Historic Hippodrome is Britain's only surviving TOTAL Circus Building, built in 1903 by the legendary Circus showman George Gilbert in the Art Deco style. Throughout the century the intimate arena has played host to an incredible variety of entertainment, from amazing water spectacles and stage variety shows to cinema and cine variety and even wartime use as a military practice shooting range! Apart from always presenting the very best in Circus, Lloyd George held political rallies here - Lily Langtry sang, Little Titch clowned, Max Miller joked, Houdini escaped. The world's finest clowns and circus personalities performed - ALL experienced the Hippodrome's unique atmosphere. It's likely that even Charlie Chaplin performed here as a child actor before finding Fame in America!

If you are interested in architecture have a peep at the website www.hippodromecircus.co.uk

Tom Evans



Hello Bob

Congratulations for your first edition. A little more colour is not bad, but the outside pages should stay b/w.

When regarding your calendar of events in 2013, I would like to propose another one, which is rather important among Citroën friends across the water: Since 32 years Jean Claude TILLY, a native Alsatian and a well-known Traction specialist like John Gillard, has organized a jumble which is famous.

In 2013 The "Bourse de Lipsheim" will take place from September 22nd to 23rd in F-67640 Lipsheim only some

miles south of Strasbourg. Our Norwegian friend, Bernt-Christian Bowitz from Oslo has come to this event regularly, he told me in Carcassonne.

Perhaps some of our British Traction fellows like to visit it and enjoy a nice journey to the Alsace as grape harvesting starts. More details can be followed in the internet soon – enter "Bourse de Lipsheim"

Kind regards

Hans P. Dürr-Auster

Robert Squirell of the Veteran Cycle Club Ripley section, wishes to thank all those members of **TOC** who were at the Surrey Hampshire Sussex Borders meeting, and sponsored him on his walk from The Royal Marsden Hospital, Brompton, to The Royal Marsden Hospital Sutton in March. We are pleased to say we raised £45.

Thank you again

Helen Shelley

SLOUGH DASHBOARDS

I'm writing some articles about the dashboard lay-outs and I'm looking for information about the Slough-built Traction.

I can't find much information in the Traction books, (TOC) magazines, etc. Only John Pressnel is writing something about them. Can anyone help me with some more information?

Best regards,

Pim Berends

Editor TAN

pim.berends@kpnplanet.nl

Dear Ed.,

Please allow me to use your columns to pass thanks to all my Traction friends worldwide for their best wishes sent during my recent hospitalisation. Since returning home in mid-April, I have written individual cards and letters, it seems to me by the hundred, but am sure I will still have missed somebody, especially those who used e-mail. Please be reassured that the tidal wave of get-well-soon thoughts, and get-out-of-hospital-free cards and even the tasty nibbles smuggled past the nurses, all worked a treat. I am now convalescing and only have to let time pass in order to be my old self.

However, an advantage of being out of action was that two editions of **FP** could be read cover to cover, and how enjoyable they were – Bob Street, go to the top of the class!

In May's edition, **TOCtech** contained a neatly presented discussion about a front wheel falling off a 4-cylinder car. I am not sure of the timing of the original letter from Hank Turner, but recall an incident on the Brittany Rally when it was still under the firm command of Patrice Crusson. The year was

likely to have been the early '90s. The convoy of thirty-plus Traction was coming into a small village where we were expected for a vin d'honneur and, as a French-registered Légère drew to a halt (why else would a Frenchman come to halt ?), the driver's side front wheel, plus brake drum, continued to roll.

I remember the brake back-plate being worn away at the bottom, as far as the brake shoe, and thinking the situation could have much worse had the car's speed been greater. Which may add to Daniel Eberli's first input to the Yahoo discussion. I did not know the driver at all and felt that that was not the moment to introduce myself. Can any of the **TOC's** French-speaking, Brittany- or Normandy-dwelling members enlighten us further ? I had always regarded this as a unique incident, but perhaps I was lucky. I seem to recall a photo of the incident appearing in (?) **FP**.

Good luck with the magazine,

Alec Bilney

Bob

I have just had three days of Traction surprises.

- 1) On Thursday **FP** arrived through my door and I was surprised to see my photo on page 17.
- 2) On Friday I collected some French visitors from Stansted airport who were coming to the inaugural twinning of Walkern village with Lanvallay (near Dinan). The tax disc holder in my Audi A6 Avant (I am a two Avant household!) is one of the spare **TOC** tax disc holders that were distributed last year. The front seat passenger had been peering at the bottom corner of the windscreen and suddenly exclaimed that he had until recently owned a Traction and now owned a 1936 Renault. Any doubts about getting on with the visitors were immediately dispelled. Once we got home he immediately photographed the tax disc holder! I had intended to keep the Traction secret until transporting the visitors to the reception the following night but the cat was out of the bag. They were delighted to be transported in style the following evening and pored over the traction comparing the different features of the Slough build.
- 3) At the beginning of December last year I had sent euros in the post to subscribe to several issues of La Traction Universelle and had almost given up hope of receiving anything. Lo and behold on Saturday morning when we returned to the house with our French visitors, there on the doormat was La Traction Universelle!

Photo of happy Frenchman Hubert Adam attached!.

Regards

Roger Gullen



Hi Bob.

Congratulations on a fine magazine! I surely can't be the only one who noticed that the track rods on Mike Singer's car depicted on pages 14 and 15 of the March / April **FP** are on the front of the steering rack? I wonder how that car drives?

Is it a "spot the deliberate mistake?" Just wondering.....

Best regards

Larry A. Lewis, Toronto, Canada

Your Letters

Bonjour,

Hier on est arrivé à CAP NORD dans notre Traction Avant de 1953 "Blossom Noir".

Départ de Alles sur Dordogne le 15 mai.

Total 4580 km, sans panne. Plus de 500 litre de fuel et 3 litre d'huile. Traction roule comme un merveille.

Roule décapoté en T-shirt sous un ciel bleu et ensoleillé.

On a fêté notre arrivée avec de la champagne et cuisse de canard du Périgord.

Aujourd'hui cap pour le sud,

Amicalement,

Ronald et Helene Knoth
Alles sur Dordogne
Traction Avant 1953



MATTERS ARISING

A couple of letters from the last issue bear revisiting, due to subsequent events. **Robin Dyke** wrote in to complain about problems **re-taxing his traction as an MOT-exempt vehicle** and I asked members to advise if they had had any problems, too. As it turns out, this subject was picked up quite quickly by the classic car press. It seems quite a few (but not all) classic car owners are experiencing problems. The Post Office, which uses the DVLA records, isn't granting tax discs because its computer system won't recognise a car's MOT-exempt status, held by VOSA. The DVLA has been unable to make system changes to remove the MOT check, yet. The DVLA says it can't estimate how many cars are affected, but it should "just" be pre-1960 cars where the MOT was due to expire around the time the vehicle was being licenced. The

DVLA say that, if you can't licence the car online, then go to a post office with a completed form V112. Hopefully, that will solve the problem.

I now turn to the amazing powers of **Dan Uprichard**, who wrote in last time and mentioned that tractionists in Northern Ireland are not being given the same pre-1960 MOT exemption that their fellow Brits are getting across the water. Well, whadayaknow? No sooner had he put it in the post than the government decided it would indeed extend the exemption to NI. Alright, the new rules won't kick in until September, but at least the change is on the way. Now, what other annoying things could we get Dan to write in about.....?

Ed.

DIY Corner

Sent your rear bumper off for chroming and worried about knocks.....?

...Go eco – use a log!!



We are now taking pre-orders for the Book and DVD of the 15th ICCCR which was held in Harrogate, North Yorkshire, in August 2012.

The book will commence shipping in mid-June/early July.

The book is hard-backed in landscape format in full colour, contains over 100 pages and is in 3 languages. The DVD contains over 100 minutes of all aspects of the event from build-up and break down, including the artistes and events that you may have missed.

To read more detail about the book and dvd, use this link:

<http://www.icccr2012.org.uk/new/downloads/Book-DvD.pdf>

The Book is on sale at **£20**, the DVD **£10**. The book and DVD are available at a special combined price of **£25**.

Payment can be made by Pay-Pal, BACS Transfer (UK only) or EuroZone transfer. We have discontinued transfers from non-UK Banks to our UK Bank due to the charges that we are incurring on top of the rip-off rate that the Bank uses.

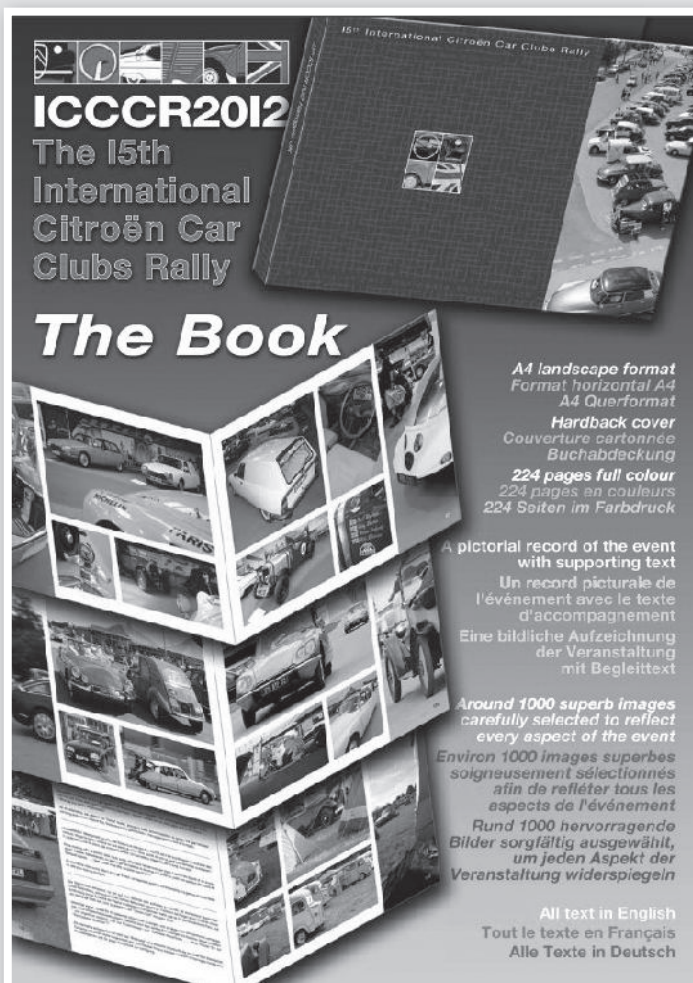
The print run is **LIMITED**, so place your order now at:

http://www.traction-owners.co.uk/icccr_store/upload/index.php?route=product/category&path=74

Regards

Mick

Secretary, 15th ICCCR (2012) Ltd



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ENGINES - PERFO, 11D or D?

I was speaking to Andy Burnett about engine choices and asked him to write me a piece about his experiences with different engines and why he has arrived at his own personal preference. Andy was reluctant to commit his thoughts to paper (being a very humble bloke), but after I sent the boys round, he saw sense..... Here's his take on the choices of engine for tractions.

Was speaking with our editor, Bob Street, on engines and my personal preferences, and was asked to put something on paper, so here goes! Don't blame me - blame Bob!

As we all know, the original Perfo engines have been tried and trusted units in our Tractions for decades now, but they have their limitations and drawbacks too. The most important one, of course, is the big ends, the conrods of which are the flled white metal type. This type of bearing requires a far greater running clearance between it and the journal than the now modern thinwall shell bearing, and as such, if driven hard with a bit of wear on the crankshaft journal, it can "hammer" and "run" (melt and break apart), and leads to extremely expensive remedial work nowadays. As a young, over-enthusiastic "boy racer" (some 55 years ago!) I regrettably spent many weekends under a Traction with a scraper and Engineers Blue flting newly flled conrods as a result of my over-hard driving!

As a result, flting the later "D" conrods with their thinwall shell bearings is a very worthwhile option to make the engine a more reliable unit. Also, the engine block itself is not that strong, and the camshaft has the drive through the bell housing to the camshaft pulley via the separate dog drive, which gives a lot of free play at the pulley end.

Enter the 11D engine! (this engine was flted to all late French production cars, circa 1955 on?, and I have found that the very last lot of Slough produced cars can have the 11D block and bottom end, but never the head, etc.) This was a far better unit in every respect and in three areas in particular. To start with, the block was much stronger, and the conrods were what we now seem to call "D conrods" (as they continued to be used in the later D engines and cars) which were now flted with the thinwall shell bearings. The oil pump was modifed, also used in the later D engines, and a different flywheel, now with a positioning dowel. The camshaft was also modifed with a thin splined drive linking directly into the camshaft pulley drive, giving a lot less free play.

The cylinder head, breathing, and air cleaner setup was also totally changed. The head itself had different valves, different rocker gear, different rocker cover with oil fller cap and neck at its front end. The air cleaner was now a large flat unit sitting right across the top of the engine, flting directly onto the carburettor (34PBIC) and onto the large central vent on the rocker cover. Thus the engine breather down on the left side of the engine no longer needed and blanked off. Water circulation was also improved and a different (deeper) unit flted between the head and the water pump.

This was/is a very reliable unit, much sought after by Traction owners due to its substantial improvements over the Perfo engine.

Lastly, the "D" engine came into being with the launch of the DS and ID cars - it was basically a much improved follow-on from the 11D, and I will cover the changes in 3 steps as previously

Engine block, still wet liners as with Perfo and 11D, but now very much stronger. The crank, now with thinwall shell bearings on both big ends and main bearings. Alloy sump now standard. Specific heavy flywheel and pressure plate; Piston crowns can be flat, slightly raised or markedly raised, depending on age and source of engine. (For later fltment to a traction, the Perfo or 11D head can be used with the flat crowned pistons, but if domed pistons, these heads require specific machining (scalloping) to give clearance. Camshaft has now a thick beefed-up male/female multi splined connection to pulley drive thru bell-housing, thus play there almost totally eliminated.

Cylinder head: totally new design, hemispherical combustion chamber, inclined valves to suit, separate, unconnected inlet and exhaust manifolds, different water pump, air cleaner, etc.

As can be noted, a totally different unit, and if flted to a traction in its entirety, along with the 4 speed conversion gearbox being offered by specialist engineering firms, it undoubtedly transforms the car, but with major modifications throughout. The "D" engine can also be coupled to the original 3 speed gearbox without quite so much work, but speak with some of our experts in this field (Roger Williams, Jonathan Howard, etc) who know about the flywheel and camshaft differences to allow this flt.

My purely personal choice on all my cars is to use the excellent qualities of the "D" engine bottom end but not use the "D" head, and instead use the 11D head and fltments. Why? To use the "D" head gives major and expensive work, different inlet and exhaust manifolds, remake of exhaust, carb linkages, water pump and mounting problems, etc. I also don't like to have to remove the bonnet to change a spark plug! I also tend to flt an in-line brake servo unit to all my cars, and with the 11D head there is plenty room on the R/H side of the engine to mount the servo. By planing off a bit of the 11D head, the compression ratio can be raised; the head and flting go straight on without modification, giving the extra power which the bottom end can now stand.

I have also found a way to use the original "D" flywheel and pressure plate and also the original "D" camshaft and pulley drive with the standard 3-speed gearbox (Fitted with a 10 by 31 flnal drive) and flnd this absolutely A1 - smooth, reliable and fast. On my 1949 Light 15, I have the 4-speed (SCD) gearbox fltment, with "D" bottom end and 11D head, and again, absolutely great to drive anywhere and totally reliable.

These options are obviously only my personal choices - but food for thought??

REVERSING LIGHT

I was pleased to be able to speak to Den Hewitt about this recently. As I mentioned to him, I was intrigued by the thought of fitting a reversing light. Den's solution for a four speed box would not work on the standard light 15, I do not like lying in the foot well peering up into the darkness behind the dashboard. I had been given an unused Lucas reversing light in its original packaging £2 7s 6d.

I turned up a sliding collar to fit on the lower of the two gear rods, and a fixed collar. When the lower rod is in the furthest position it is in reverse. A spring attached to the sliding collar actuates the motor cycle brake light switch, £5 from Fekco, The switch is bolted to bracket adjacent to the coil. Very simple to fit and adjust. Down points it is visible under bonnet and does not look particularly neat.

Julian Taylor



The reversing light...



...in its original packaging.



'Off' position



'On' position



Lucas reversing light



Gear in reverse



Switch on top view

TOCtech

Hi Bob,

I'm sure I read that there was a dearth of members photos. I've just replaced the clutch and updated a few bits and pieces- my first foray into traction maintenance. Would any of the photos be of interest?

All the best and welcome!

Bob Duarte (1950 11BL)



This one is the old rubber that came out of the gearbox mount...



New clutch release bearing



Sludge build up in carb. You should have seen the filter!



Newly fitted rubber and renovated fixings



Outside le Garagiste in Ipswich... where the problem of the leaking oil sump was finally solved... also notice that I forgot to refit the front number plate....

Following our “Wheel Fell Off” piece in the last TOCTech, Darrin Brownhill writes in with his own experience of this pesky phenomenon.

On our trip to New Zealand last year, I decided we would pull our 1955 Big 15 out from 11 years in storage there and use it as our only transport for the duration of our visit.

I'd given it a quick check over when we were there the previous year and determined that it would require very little to make it roadworthy again, so after un-sticking the valves in the fuel pump, cleaning the plugs and points and fitting a battery, we fired it up. The 11 year old fuel still burned, but stunk pretty badly and one exhaust valve wasn't sealing properly, but it ran well enough to use. The brakes were still all free and without leaks, thanks to the use of silicone brake fluid and stainless steel sleeves in all cylinders - not bad for 11 years without use! I had to fit 3 new tyres and fix one of the number plate lights for an MOT and then went to purchase the road tax which cost NZ\$33.00 (approx £18.00) for 3 months, the minimum amount you can buy for a vehicle straight off the end of a SORN (equivalent) period. However, on the way to purchase said road tax, going over a small irregularity in the road the right front suspension collapsed and dropped that corner onto the road! Despite that, I still had steering and braking ability so we were able to get safely to the side of the road and even park in a marked bay. My first thought was that the stub axle had broken, as this is not uncommon on Tractions, but upon investigating I discovered that the lower ball joint pin had broken off the hub housing. Luckily we were only doing around 20 mph at the time and damage was restricted to the hub housing and lower ball joint, which had ground the cover through and the end off the castellated nut inside, when it slid along the road. We rang the local towing company who had a truck there within 10 mins and had it transported to the local classic Citroën specialist, who happens to be my cousin. He had some brand new left hub housings in stock, but no right side ones at all, not even used, so the following day he brought a couple from his spares at home which I stripped down and cleaned up.

The first was unserviceable, but the second would do after cleaning up the threads. I borrowed his special hub tools and set about removing the broken hub and fitting the replacement, which I finished by mid-afternoon and



then completed my mission of purchasing road tax. It looked like the ball pin had been cracked for some time before it fractured entirely, so I was lucky as I'd been doing 60mph on the motorway shortly beforehand! I had to also fit rear seat belts for the kids seats before we used it as a family, but did not go as far as fitting front ones!

We then travelled over 1000 miles in that car whilst we were there, including throwing it around a field during the Auckland CCC gymkhana, and it gave no other problems apart from a slight blow from the manifold gaskets which I cured with goo, and that exhaust valve never did seal 100%.

TOCtech

On the one day we had drizzle, I discovered a drip from the windscreen which landed directly on the ankle of my accelerator foot, which was soaked by the time we got where we were staying for the night. At least the holes in the floor kept it draining, so we didn't get a puddle in there!

As the open road speed limit (including motorways) in New Zealand is 100km/h a Traction still gets along with the traffic OK, even one on three and a half cylinders. The car is completely un-restored and will need some welding before it gets another MOT, so I think this was its last outing before a complete rebuild as I do not want to just patch it. A shame really, as it means we'll not have our own transport during our visit there this year. The MOT rules have tightened up considerably in the last 12 years since I was testing there and are now

much more strict than here, with all visible rust bubbles attracting close scrutiny.

Now I just have to finish the restoration of our 1967 ID19, then start and finish the 1961 ID Safari and then it will be the Big Fifteen's turn!

Darrin and Kris Brownhill



WARTIME WEEKEND October 11th, 12th, 13th 2013 North York Moors Railway

Every October, the North Yorkshire Moors Railways recaptures the spirit of the Second World War, with its "War Time Weekend".

It is an annual tribute to the men and women who kept Britain's railways running throughout the war. To remember them, they recreate the sights and sounds of those dark days. Every hour, steam trains leave with servicemen and women, factory workers, land army girls, nurses and you! The weekend begins with the ceremonial flag raising on Friday, and continues until it is lowered again on Sunday afternoon.

Hundreds of skilled re-enactors help create the authentic atmosphere that has earned it an international reputation for authenticity.

Goathland, and all the other stations from Pickering to Grosmont are dressed with wartime signs, notices, sandbags and taped up windows, and re-enactors are everywhere, showing how life was during the war years.

On Saturday, there is a vehicle parade in Pickering, and in the evening, a superb costume dinner dance, complete with NAAFI canteen and Glen Miller type orchestra.

FRIDAY - I will confirm the time of the flag raising ceremony for those who wish to attend. As far as accommodation for the weekend is concerned, Pickering is likely to be fully booked up well in advance and I don't think anything is happening in Friday in Pickering, so I was going to suggest that you book accommodation in York for Friday Night.

During the day I was arranging a tour of the snickleways (medieval alley ways) around the centre of York preceded by shopping (wander around the centre of York) or visit to the National Rail Museum) followed by a meal in the city centre.

CAMPING, for those that want to, is available in York.

Saturday - we need to be in Pickering for 11:00am as there is a parade through the town of everyone involved in the weekend in uniform/costume. Pickering is an American/British occupied zone.

Period dress (40's or Wartime theme) is encouraged.

After the parade finishes we set off for German Occupied France....

Saturday Lunch will be around 13:00 - 14:00 in Le Visham (Levisham) which is the first stop on the steam railway from Pickering to Grosmont.

Le Visham is in German occupied France, circa 1942, and there is a French cafe where we can park up and have lunch.

The German re-enactors put on a display for the visitors, previous years have included the launching of a V1, rescuing the pilot of a crashed Messerschmitt and hand grenade training.

There is a parking area dedicated for our use outside the French café.

After lunch we will drive to Goathland, which is occupied by the British and visit the various Home Guard displays at the railway station. As with Le Visham, we have allocated parking spaces for our tractions.

Saturday night accommodation has been booked at "The Angel" which is a new Wetherspoons pub with accommodation (a Weatherlodge) in the centre of Whitby. There will be the opportunity to explore Whitby on foot on Saturday evening and we will decide on where to eat.

On the Sunday we would drive from Whitby to Grosmont to Goathland to Le Visham to Pickering and then on to Fadmoor (near Kirkbymoorside), where we will meet up with Barry and Carole Joyce for a BBQ.

Cost: I don't envisage that there will be any event costs as everyone will be booking their own accommodation and paying for own food. A deposit for the Friday evening meal will be required and possibly for the Saturday evening 4 double rooms have been booked at "The Angel" which is £69 per room, other accommodation is available in Whitby, if you prefer, see <http://www.discoveryyorkshirecoast.com/whitby.aspx>

If you are interested in attending, please email me the information requested below: For those of you without email please complete and return the following by Friday September 25th 2009.

If you need any encouragement, just read Wendy Handley's write up of the 2012 weekend which was published in the Jan/Feb 2013 edition of **Floating Power**.

Yes I will be attending on the following days:

- Friday, Saturday and Sunday
 Friday and Saturday
 Saturday and Sunday
 Saturday only
 Sunday only
 Other (Please specify)

Will you be staying in York on Friday Night?
YES NO

Do you want a double room at "the Angel" on Saturday night (£69)?
YES NO

Number of people: Adults Children (<16 years)

Names: Driver:

Passengers:

Any Special Requirements:

Please post to:

Mick Popka (Wartime Weekend)
151 Tadcaster Road, Dringhouses, York YO24, 1QJ

Or print, scan and email to:

mick@popka.co.uk

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.

Passion For Power

PASSION FOR POWER – CLASSIC MOTOR SHOW AND AUTOJUMBLE

Steve Wright and the gang put together a terrific stand at the show. As you'll see below, they even bumped into The Stig who's pictured having a tug-of-war with Steve.... But what are they fighting over? Answers on a postcard.



Passion For Power



Citromobile 2013

All the fun of the fair!! Quite a few members made the trip to Amsterdam and thanks to Julian Marsh and his Citroenet web site for permission to use these photos.



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.

2014 Calendar

Photos for the 2014 Calendar

The Committee have relaxed the rules on submissions for the 2014 calendar, as we want to ensure we get lots of entries. After all, it's not a competition and there is no financial reward, as it's a free gift for all ToC members.

We shall be pleased to consider old black & white photographs, photos from events you have attended and even photos that have been used previously in FP.

The main things we need to take into account are:

- Is there an issue of copyright? Is it your photograph or do you need permission to submit it?
- Is there a traction or other pre 1957 water cooled Citroën car in the photograph?

So please have a look through your collection and start sending photographs to Bob.

Bev Oates

(I did ask Bev to mention photo quality (i.e. the size of the photo in terms of Mbs) but he-who-must-not-be-mentioned said he's still using his Kodak Brownie and we'd have to prise it from his cold, dead hands. So, just send in what you can. Ed.)

HOT OFF THE PRESS... WEDDING AND PRIVATE HIRE

The FBHVC reports as follows:

Taxi and Private Hire Services

The Red Tape Challenge published report from the DfT indicates that no progress is due to take place on the Law Commission's document on taxi and private hire services until November 2013.

Events Diary

2013

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-remparts.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>

September

- 13th – 14th 80th Anniversary of the TA Château de La Ferté Vidame, West of Paris

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

HOT OFF THE PRESS...

NEC 2013

Mick and Moira need your help (if you can) with NEC 2013.

The dates are now set for **November 15th – 17th** and the theme is Classics Reunited.

Contact Mick and Moira on 0115 911 0960 or helpline@traction-owners.co.uk

Lancaster Insurance
**Classic Motor
Show**

Traction Rally to Chateau du Ludaix, Marcillat-en-Combraille, France

Traction owner and TOC member David Morton very kindly arranged a weekend at Chateau du Ludaix, which he runs with his wife Stephanie, in the very heart of France.

They welcomed 26 cars, mostly from the UK, three from France and one from Belgium. The Chateau itself was packed to the rafters and those who were unable to get a place were billeted in the local Community Centre. We all got together for an excellent welcome buffet on the Friday evening, kindly organised by Stephanie at short notice. David gave a welcome speech and outlined the events to take place over the weekend.

Walter and Noella Callens who represent the Rest of the World attended but Noella had to race back to Belgium almost straight away as their second grandson had just been born. Walter, not being immediately needed, stayed with us to enjoy the events but was doubtless impatient to see the new arrival.



A real devotee, Mr. Chikashi, flew all the way from Japan to Paris and then drove down just to take part in the weekend. He is the owner of an 11 BL and maintains that, apart from himself, there is only one other traction owner in Japan. Jet lag did not seem to dull his enthusiasm for the cars.

All cars managed to make the journey, although not completely without mishap!

Philippe and Sue Allison's 11 BL roadster decided to bypass the check-in at the channel tunnel and get straight onto the train, as the brakes failed at the last minute. Quick-thinking Philippe managed to stop her with the handbrake and a foot out of the car and after a call to John Gillard, who sent a chap down to repair it, they were on their way again after only a few hours.

Paul de Felice (our Social Secretary and events tweaker) started off with a dent in the roof of his beloved Big 15. There are several stories circulating as to how that happened! Next, on his way down he was stopped by the gendarmes who are in the habit of waiting in the bushes for people who do not stop completely at 'stop' signs. Unfortunately he had to cough up 90 euros for failing to stop so beware if driving in France.

Den Hewitt was also on his way down in his 11 BL roadster when a bolt dropped off his gear selection whastit and he only had two gears in his DS19 4 speed box. Very nasty. Luckily, he was helped out by a friendly French tractor mechanic who had a large box of handy traction bolts and he was soon on his way, although the missing original is still in France somewhere.

The advertised and long awaited car cleaning masterclass scheduled for Saturday morning did not materialise, I am



afraid to report, but there was plenty of bonnet-up stuff going on with very knowledgeable chaps like Peter Simper, Martin

deLittle, Den Hewitt and others. Cleaning cloths very much in evidence as specks were erased from already shiny coachwork. Our modest little Light 15 caused a stir when it was discovered that we had a Radwar cam cover and a heater, which works jolly well, even when turned off!

Saturday turned out to be a glorious day after a slightly murky start and was to be taken up with a tour with a French Resistance theme. We split into two groups and the tractions wound their way through glorious and mostly unpopulated countryside to an SOE landing site. There a stone memorial had been erected by the commune of Gouttieres to commemorate the brave action of the Brits in their Lysanders and the local French Resistance fighters, who risked everything to spike the Germans at every turn. Both groups met at nearby Poinsat, where David had organised a lunch at a restaurant. Owing to numbers, we were all accommodated in the nearby Salle de Fete and splendid fare was provided in the French tradition. In the afternoon we went on to Saint Gervais where there is a small museum devoted to the Resistance movement, crammed full of memorabilia, photos and documents. We were then shown two short films at the Mairie depicting former resistance activists talking about their lives and their experiences in the movement during the occupation. Brave men indeed, as these Resistance zones were dangerously close to Vichy and the infamous Petain government. Reprisals were a constant fear for many.

Back to the Chateau for drinks and some delicious pizza, provided by a local French entrepreneur with a brick oven in the back of his van.

Sunday was another gloriously warm and sunny day and saw us all assembled with our cars in front of the Chateau for photos. We were joined by half a dozen French tractions for more traction-chat, and also met the regional representative of La Traction Universelle club. A wonderful photo opportunity to show off the gleaming cars, with the roadsters belonging to Den, Philippe and Tim Walker taking centre stage.

Chateau du Ludaix

We then moved to the centre of Marcillat and displayed the cars in the centre square. The Maire of Marcillat welcomed us and gave us a small reception of drinks and a delicious pastry speciality. We had a picnic there before moving on to Neris-les-Bains which is a delightful spa town, whose history goes back 2000 years. Its heyday was the 1800's when most of the beautiful hotels, the theatre and the casino were built. We displayed the cars down a leafy avenue in the centre of town and had plenty of interest from locals and passers-by who were strolling about in the afternoon sunshine.

Back to Marcillat and to a local karting track. David had arranged for us to carry out some pretty tight forward and reversing manoeuvres against the clock. About 6 or 7 cars took part in this and those who respected their gearboxes scuttled off back to the Chateau. It was, however, great fun.

In the evening a formal dinner was given and trophies were presented by David. The first went to Marcus Lasance who celebrated his 60th over the weekend. The second to young Ben Hellett for being the youngest traction enthusiast. The third went to Mr. Chikashi for his devotion (and stamina)! The final award went to Philippe Allison for his apparent success in the manoeuvres trial, although he graciously conceded the award after admitting that his steering wheel took rather less effort to turn than those of the other competitors. By way of a handicap, David knocked a sizable dent in the trophy before presenting it to him!

We were then treated to a bit of entertainment 'Victoria Wood and Me' which was utterly brilliant.

Our Chairman Bev Oates and Paul de Felice then thanked David and everyone involved for a splendid weekend and presented Stephanie with some Belgian chocs and to David a beautiful model traction in a glass display case.

On the Monday morning, most people either continued on their holidays or wended their way back home.

On a personal note, I would like to say how much Michael and I enjoyed our very first traction club event after 15 years of membership! We particularly enjoyed meeting so many different and friendly people - the whole weekend was a great success and a lot of fun and we look forward to a future event.

Mary Bromley



Ben Hellett, at twelve years old, may well be our youngest associate member (proud parents may write in to complain if they “own” a younger one). Here, Ben – who is clearly a budding journalist – recounts his impressions of the Chateau du Ludaix trip. Thanks Ben.

Rally in France Château du Ludaix

We set off Thursday night to the channel tunnel. I was really looking forward to the trip, but then we hit problems on the M25 because it was blocked. So a 2-hour journey turned into 3 hours.

Next morning we were up at 5 for a 6 o'clock train. Then there was a 12-hour journey down to Marcillat – nearly the middle of France about 450 miles. The journey down was largely uneventful apart from two things. Dad and Alan wouldn't stop for my lunch! I was really annoyed with my dad. We passed McDonalds, garages and many more restaurants in search of a boulangerie and finally we stopped at a supermarket where I used my very limited French and I got my lunch! In Borges we overshot a left turn and did a slightly naughty reverse off the main road. A car coming up the side road started hooting which we thought was a bit aggressive considering we were in a classic French car! However he kept hooting which made my Dad respond with a blast of the horn in acknowledgement! He then drew up along side and we thought we were now going to have an Anglo French row! But as the two men emerged from their car they started applauding our car! Not content with this they then wanted to know where we were going which really started to stretch our combined French vocabulary to its limits. They insisted on guiding us out of Borges - not realising we didn't really want the motorway - but with such enthusiasm we felt we had to follow them, taking us right up to the motorway peage!

When we arrived in Marcillat we passed a field of 20 tractions, so we found chateaux Ludaix quite easily. Luckily, we were just in time for a well-earned supper: salads, meats and a drink, (coke for me!), being the last to arrive on Friday night.

The next day we went to a landing site used by the Resistance during world war two. In the town of St Gervais-d'Auvergne there was a museum dedicated to the resistance in the Combrailles. There were guns, medals, bullets, models of typical British, French and German parachutes. It made me really think about what it would be like to live in France at that time. The men risked their lives and their family's lives to fight against the Germans. Many lived in the woods for years to avoid detection. We then watched a DVD which showed people from the resistance movement who have sadly since died. They were very brave men fighting for their country and trying to protect their families.

In the afternoon we drove in convoy up into the hills in the surrounding beautiful countryside. We stopped for a drink and a morse code game that involved sending messages to each other and trying to decode them. It was fun and quite difficult!

When we got back to the Chateau there was time for a game of boules, football, badminton and tennis before dinner.

To our surprise dinner was PIZZA from a wood-burning stove, which was fitted inside a Pizza van. - The pizzas were fantastic!



Chateau du Ludaix



We were staying in the *centre social* in Marcillat and a few minutes' walk from the Chateau. Basic accommodation, but to be honest we only needed a bed to sleep as we were fully occupied for the rest of our stay. On Sunday we had a photo shoot in front of the chateau which was a massive logistics exercise. However, all cars were assembled together with another dozen or so from the local Traction club. Coffee and cake on the terrace followed by a short drive to the Town Hall for a reception with the Mayor. This was quite a formal occasion and a big event for the local press.

A relaxing picnic lunch in Marcillet was followed by a drive up to the spa town of Neris-les-Bains. We parked the car on the esplanade and watched locals out for their Sunday afternoon walk, admiring the thirty or so tractions lined up in the middle of the town outside the casino. On the drive back I had a great ride in the back of Tim and Suzy Walker's roadster. This was awesome.

Next we went to the local Karting track for a bit of an auto test: a series of gates to enter in a series of forward and reverse

manoeuvres. Amazing how the air of a competition makes everyone forget they are driving classic cars!! Great fun and as we had to drive the rest of the kart track to exit, I persuaded my dad to move over and let me have a go!! I drove a blistering lap (not really), but I did get a couple of gear changes in for my first ever car drive!

Time for some more sport before dinner, although the pool was too cold to try. A fabulous dinner to end the weekend. Some trophies to present [I won the age award – youngest not oldest! - which was awesome] and great entertainment by the 'other' Victoria Wood.

An early start on Monday but luckily the bread arrived in time for a quick breakfast before the long journey home. We now had a lot more rattles and bits falling off than we envisaged, but nothing too serious. The exhaust bracket broke which we wired up for the last few hours.

Drama as we headed for Sangatte; within sight of the terminal the car suddenly lost power and coasted to a halt. I thought we were going to have to call the breakdown recovery and maybe miss school on Tuesday. Dad checked under the bonnet and discovered it was just a loose spark plug lead!!! It was quite an adventure and I felt very proud to be part of it. The car did amazingly well, especially as it is as old as my dad!

A very big thank you to David Morton, Stephanie Morton, Paul de Felice, John and Bev Oates for organising the event. Also a big thank you to all of the helpers (especially John who stayed with us at the centre) and who helped David hold such a spectacular event for such amazing cars. I had a fabulous time- where are we going next year! 'A Bientôt'!

Ben Hellett



Classified Adverts – Current Members

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

Classified Adverts – Non-members

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

Trade Display Adverts

Trade display adverts cost **£240 per full page;** pro rata rates apply for panel advertisements less than one page.

Other trade adverts cost **£5 per column centimetre.** VAT at 20% is applicable to trade display adverts.

Payment

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

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: 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: 1955 Citroën 11B, 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: Illness forces the sale of my 1954 Slough-built Lt 15, metallic maroon with maroon interior in excellent condition. I have owned this vehicle since the early 1960s. Body condition is excellent and the vehicle is fitted with electronic ignition, reconditioned carburettor, stainless steel exhaust and the tyres are in first class condition. The accurate mileage is 97,000 from new and the car still has its original log book.

The car will be sold with a number of spares and an MOT 'til June 2014, plus workshop manuals. £9,000.

Please contact ct.scott36@btinternet, 01442 875238 (Berkhamsted)



For SALE: 1955 11 Citroën 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

Fo R 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**

Fo R 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 Fo R SALE:

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

Fo R 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.**



Fo R 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**

Fo R 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**

Fo R 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**

Fo R SALE: VOLANT QUILLERY (Paris) steering wheel. Original in VGC, Ivory with chrome bars and the lovely Golden Galleon motif on centre boss. Perfect for Paris car with ivory wheels and dash panel. Cost 300 Euros in S.W. France sell for **£185.00.**

Original Robri Alloy embellisher for radiator grille with long slot approx. 250 mm. Completely encloses the slot. Highly polished. **Quite rare – £40.00.**

Pair of rear mudflaps **TOC** type, new with creamy white chevron motifs – **£20.00.**

Delivery/collection etc. TBA Call Peter Riggs 01933 419863 (East Northants).

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

Fo R 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**

Fo R 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. Email: mick.popka@gmail.com**



Fo R SALE: Owners handbook/instruction book for British Light 15/ Big 15 models, May 1952 edition, July, 1953 printed, 23pages, 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**

Fo R SALE: My collection of "Floating Power" club magazines. They are in good condition and comprise: February 1979 [volume 7/4] January 1980 [volume 5/1] PLUS ALL ISSUES FROM: September 1982 [volume 7/4] through to March/April 2013. With the exception of the following missing issues: September 1987 [12/4], March 1988 [13/1], May 1988 [13/2] I am open to any reasonable offer for this extensive collection. **Kenny Cocker Tel. 01821 650436 Email: ken@hillfoot.fsnet.co.uk**

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February 1979 [volume 7/4]
January 1980 [volume 5/1]

PLUS ALL ISSUES FROM:

September 1982 [volume 7/4] through to March/April 2013.

With the exception of the following missing issues:

September 1987 [12/4],
March 1988 [13/1],
May 1988 [13/2]

I am open to any reasonable offer for this extensive collection.

**Kenny Cocker
Tel. 01821 650436
Email: ken@hillfoot.fsnet.co.uk**

FOR SALE: French garage wall sign, YACCO L'Huille Des Records Du Monde Green/white/yellow enamel in VGC 700mm x 440mm. – **£ 45.00.**

French street sign, Rue Victor Basch, Nogent Sur Marne 450mm x 250mm Blue/white enamel. VGC – **£20.00**

Two litre oil can to fit bracket under bonnet, original Texaco (Gironde) still sealed SAE 50 oil inside. – **offers.**

Michelin Bibendum figures, white plastic with blue and yellow sash. One standing 310mm, and one sitting on brackets 90mm to fit bumper. – **£15.00 for two.**

Books in French text, hardbacks good condition Les Chevrons De La Glorie. Citroen history up to the Traction. Lots of photos B/W, includes a 45 rpm record of band music 316 pages – **£12.50.**

Le Guide Traction 7, 11, 22 1934-1942. Lots of colour and BW photos, excellent technical details 168 pages. – **£12.50.**

Le Album De La Traction – Full of BW photos, plus section detailing technical cosmetic changes over the years, 217 pages – **£12.50.**

La Traction de mon père – Lots of photos, mostly BW some colour, 119 pages – **£10.00.**

Les Traction Avant – BW photos, technical / cosmetic details, and body styles etc. 55 pages – **£7.50.**

22 V' La Les Traction – All types of Tractions, large section of special bodied cars, lots of photos nearly all in colour. This is a bit different, you may spot a car you know 144 pages – **£10.00.**

English. Jon Pressnell's Citroën Traction Avant 240 pages – **£15.00.**

French St Christopher Grille Badge, green/silver brass. Reasonable condition – **£7.50.**

Original French tin box yellow/blue/white, EYQUEM spark plugs, nice red paper sticker on end with Citroen chevrons and 1950 TA marks 11-15 160/90/60 mm, nice for bits and pieces GC – **£10.00.**

Period Crypton battery charger 6V & 12V works ok – **offers.**

Delivery/collection etc. TBA Call Peter Riggs 01933 419863 (East Northants).

TO RENT

Two Charming Gîtes (Holiday Cottages) to rent in the lovely Loire Valley in a historic, wine producing village not far from Saumur. Le Clos de la Rose is an excellent base for touring and exploring the surrounding region in your Traction, visiting the famous Loire Valley châteaux or for wine tasting, walking, cycling, canoeing or fishing. Our gîtes are lovingly restored to provide you with comfort, style and character. They look out onto a large courtyard, offering our guests secure, covered parking which is ideal for your classic car. There is a secret garden, which is perfect for relaxing in, or enjoying a glass of wine as you watch the sun set over the vineyards beyond. The village bakery just a minute's walk away, for your fresh morning croissants and baguettes. The Loire Valley is a very special area of France and one of the UNESCO World Heritage Sites, with a rich culture, famous for its enchanting châteaux, imposing river, great wildlife, and gastronomic food and wine.

For more information and details of how to book please look at our website: www.leclosdelarose.com or ring fellow TOC members Letsie or Bill Tilley on 02380 693954.

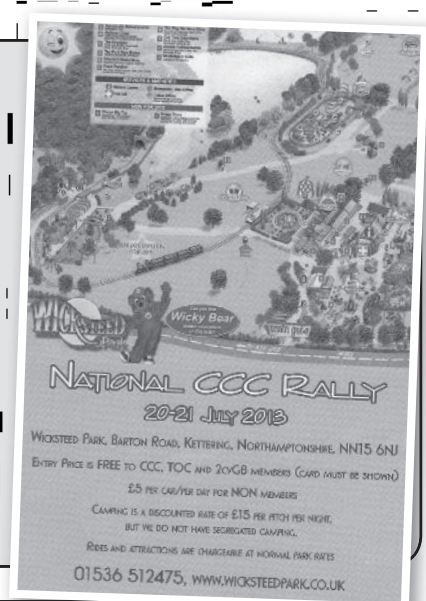
Events

CCC NATIONAL RALLY 20th – 21st JULY 2013

WICKSTEED PARK, BARTON ROAD, KETTERING, NORTHANTS, NN15 6NJ

See full details in previous FP.

01536 512475 www.wicksteadpark.co.uk



BRITTANY CLUB (CTAB) - ANNUAL RALLY 2013

Dates are still Thursday 11th to Sunday 14th July
For an outline of the tour itinerary, see previous FP.

If anyone else from the TOC wishes to register, can you let Martin Nicholson know as soon as possible.

Contact Martin on vicmarnic@gmail.com or on French tel: 0033 2 33 61 00 15.

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



TRACTION OWNERS CLUB

Policies include as standard:

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Discounts for limited mileage

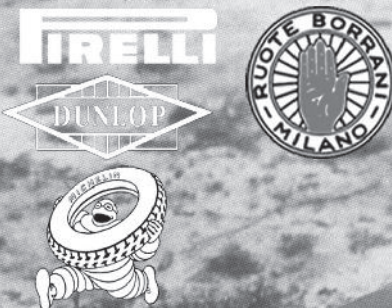

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