



# Floating Power

September/October 2013

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## Honorary Life Members of the Traction Owners Club

Fred Annells  
Dave Shepherd  
Peter Riggs  
John Gillard

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**Floating Power** is the official magazine  
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58 St. Augustine Road, Griffthstown,  
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## Missing Magazine?

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

## Be a part of Floating Power...

The closing date for input for the Nov/  
Dec 2013 edition of **Floating Power** is:

**Sunday 29th September**

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

### Cover Image

Hans-Peter Dürr Auster's Slough-built Big 6 (1948) as it was when it arrived with Hubert Habersbusch (who manages the body work for the Schlumpf Collection). For a "before" shot and the latest view, see pages 25 & 29

# Editor's Epistle

Hello Everyone.

**First off, thanks for all the calendar photos you've been sending in. Please keep them coming!**

I've just spent three weeks down in deepest rural France and was struck by the way some of our norms haven't caught up with them yet.

Invited to the "fete de St Jean" in a local village, three school choirs were assembled, aged

between about five and twelve years old. After some "apéros" we all sat down and the choirs began to sing. I was wondering what seemed odd, when I realised that at least half the 200-odd parents and friends had brought cameras and were happily snapping away. No "permission of all the parents" was needed here to take photos. As night fell, the singing ended and we all marched off to a huge bonfire which was lit and then everybody (that wanted) joined hands and danced around the fire (dangerously close I thought!) No evidence of a "risk assessment" here and no evidence of health and safety requiring a safe distance between the dancers and the fire. When the fire died down and the dancing stopped, all the children and adults mingled in groups. Several children came up and gave me a peck on the cheek as we met. No awkwardness and no "self-awareness" that this might be misconstrued. A truly natural evening and I hope it stays that way (for as long as possible).

Taking the Citroën to France (in the summer – hooray!) also meant getting lots of admiring comments at the service station stops. French, German, Spanish, Dutch, all seemed to have stories about tractions and later, as I drove carefully through the ravaged town of St Béat near Spain, which was recently almost totally destroyed in some devastating flooding, a resident stopped me, shovel in hand, with many of his destroyed possessions on his front lawn, to tell me his grandfather had one! Very humbling. I took the opportunity during my stay to attend a local "expo" of "voitures de collection". Over 120 cars in a small village and what a great mingling of people from all backgrounds and with all sorts of cars.

This theme carried on when I got back to the UK. Returning to my house in the traction one day I was followed down the road by my famous-and-rich neighbour Jay Kay, of Jamiroquai fame, who stopped and asked for some advice regarding a leaking sphere in his DS (décapotable of course and probably one of the cheaper cars in his collection!) Everyone locally knows that he is a "thoroughly nice bloke" who has no airs and graces, but nevertheless it goes to show how our shared hobby surpasses all class boundaries.

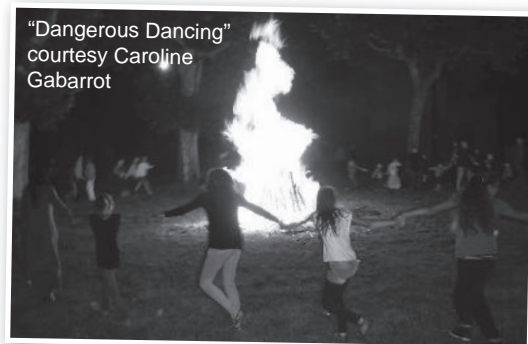
I was having lunch with my (neither famous nor rich) neighbour in France, who is president of the local area Alfa Romeo club and telling him about our All Party Parliamentary Historic Vehicle Group and he commented on how lucky we Brits are. In France all members of parliament (according to him) are completely removed from the day-to-day hobbies of their constituents and would be shocked at the idea of running an "old" car, other than to show that they are not actually quite well off (which they are!!)

For those of you who don't know, the Historic Vehicle Group is made up of about half and half Conservative/Labour MPs (no Liberals of course, but they might be in the Historic Pedal Bikes Group!). They look after the interests of classic car owners when new legislation is proposed and – whisper it – stories are going round that Mr Osborne may formally reinstate the rolling tax exemption, thanks to a bit of nudging from the group. Except, of course, it will now be forty years instead of the original twenty years.

So, let's celebrate our good fortune as classic car hobbyists. We have a hobby that crosses all the boundaries and we also have "friends in high places" to look after our interests.

### My tip for this edition?

**Don't mention the 5hp to Bernie for the next month or two: it's a sore point! If appropriate, I'll give you the all-clear in the next edition**



"Dangerous Dancing"  
courtesy Caroline  
Gabarrot

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## Committee

The members of the committee of the **Traction Owners Club** are all volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

### **PRESIDENT Bernie Shaw**

Silvertrees, 2 Hardwick Close, Wellingborough,  
Northamptonshire, NN8 5AE  
01933 274382 • Email: president@traction-owners.co.uk

### **CHAIRMAN Bev Oates**

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP  
01629 582154 • Email: chairman@traction-owners.co.uk

### **SECRETARY Ian Harvey**

77 Church Street, Shillington, Herts, SG5 3LJ.  
01462 711248 • Email: secretary@traction-owners.co.uk

### **COMPANY SECRETARY and TREASURER Tony Malyon**

58 St Augustine Road, Griff thstown, Pontypool,  
Gwent, NP4 5EZ  
01495 763239 • Email: treasurer@traction-owners.co.uk

### **MEMBERSHIP SECRETARY John Oates**

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP  
01629 582154 • Email: membership@traction-owners.co.uk

### **WEBSITE Mick Popka**

151 Tadcaster Road, Dringhouses, York,  
North Yorkshire, YO24 1QJ  
01904 701005 • Email: webmaster@traction-owners.co.uk

### **SOCIAL SECRETARY Paul de Felice**

Westf eld Cottage, Nursery Road, Waltham Abbey, EN9 2JF  
01992 890975 • Email: events@traction-owners.co.uk

### **HELPLINE Mick & Moira Holmes**

35 Mays Avenue, Carlton, Nottingham, NG4 1AS  
0115 911 0960 / 0870 012 2002 / 0044 115 911 0960  
Email: helpline@traction-owners.co.uk

### **CLUB SPARES Chris Treagust**

98 First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ  
01243 511378 • Email: spares@traction-owners.co.uk

### **CLUB SHOP Steve Reed**

1 Terwick Cottage, Rogate, near Petersf eld,  
Hampshire, GU31 5EG  
01730 821792 • Email: shop@traction-owners.co.uk

### **EDITOR FLOATING POWER Bob Street**

Uplands, Shootacre Lane, Princes Risborough,  
Buckinghamshire, HP27 9EH  
01844 273876 • Email: editor@traction-owners.co.uk

### **NON-DESIGNATED**

#### **Colin Gosling**

**Vanessa Plumpton**

**Cleve Belcher**

#### **Tony Hodgekiss**

94 Oving Road, Chichester, Sussex, PO19 7EW  
01243 781040

#### **Peter Riggs**

6 Newton Close, Rushden, Northamptonshire, NN10 0HR  
01933 419863

### **ADVISOR to the COMMITTEE**

#### **COMMITTEE ARCHIVIST John Ogborne**

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP  
01749 675312  
Email: committee-archive@traction-owners.co.uk

# President's Pondering



**This month I am pleased to confirm the season is definitely well under way.**

All reports suggest that the annual rally was a roaring success and, if the reports I have heard are typical, the town-based format suited many people better than a lot of driving. The concours judges also benefited from a change which saw all those attending voting for their favourite 2 cars and prizes being awarded based on these votes – full details are in this issue. Of course the recipients of the Barbara Longden Award and Graham Pitcher Trophy were still selected by “management”. As you will see from the “Prize Winners” report later in this issue, Paul de Felice went to extraordinary lengths to pip Dave Hackett for the Disaster of the Year. In fact he was so disappointed at being beaten that he has already started to stake his claim for next year by sabotaging his radiator with his cooling fan during the Brittany Rally. The lengths some people will go to! On a less happy note, Graham Pitcher, who made and donated this trophy, passed away in June. Our thoughts are with Margaret and her family and I hope they will take comfort in knowing Graham’s memory will live on within the TOC in the form of his unique trophy.

I don’t want to spoil somebody else’s account of Brittany so I shall simply say Madame and I thought this was one of the best in recent years. The Loire is always a nice place to visit and the combination of this year’s organisation and superb weather led to an absolutely fantastic tour. We added a “few” days and spent time with friends and fellow Tractionists before and after the main event. In our two weeks away we motored

about 2500 miles and, despite temperatures in the 30s with some slow drags as well as long hauls, the car performed admirably with no overheating and not even any loss of coolant. In light of the experience of these two weeks I think I can safely say the removal of the water tube from the head has definitely had no detrimental effect on engine cooling.

Locally we now have the Mid-Shires BBQ/pig roast to look forward to and shortly afterwards the AGM will also be on our doorstep. Why was everything not local when I was only getting 21mpg!

Further ahead there is the French organised 80th Anniversary of the Traction next September. Unlike the 75th, in Arras, the location is not so big and already accommodation is being booked. The TOC has therefore arranged “first refusal” on a small number of places but these cannot be held for ever. Please read Walter and Noella’s report in this issue and, if you are interested, don’t leave it too late to let them know.

Looking back once more - I have seen the Harrogate Book and DVD and can confirm they are excellent quality and, in my opinion worth every penny. If you have not yet ordered your copy I suggest you do so soon. Ordering details can be found elsewhere in this issue of FP.

Happy motoring to all.

**Bernie Shaw**

## New Members

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

2348	<b>Mr Michael Broadbent</b>	Durham
2349	<b>Mr William Christie</b>	Durham
2350	<b>Mr Sam Pentecost</b>	Leicestershire
2351	<b>Dr Alan Maryon-Davis</b>	Wiltshire
2352	<b>Mr Graham Dalton</b>	Cheshire
2353	<b>Mr Rich Middleton</b>	West Sussex
2354	<b>Mr John Nichollson</b>	France
2355	<b>Mr Robert Shackley</b>	Australia
2356	<b>Mr Rupert Otten</b>	Herefordshire
2357	<b>Mr Pierre Wattecamps</b>	France





**This is my penultimate Chat, as my time as Chairman ends at the AGM in October – but more of that next time.**

I have started to ponder life as a member of the TOC Committee and why I spend lots of my free time doing tasks on behalf of the Club.

Recently John & I have been chasing up the late payers – most send an apology and explain why they are late. I think Brian Connolly wins the award for best excuses as his letter of apology was a whole sheet of A4 paper – including the cat vomiting on it, the dog running away with it and being arrested for cruelty to the dog as he tried to retrieve it, so was apologising from his prison cell! The imagination of some people is astounding!

Every year a number of members leave – the majority are due to ill health or no longer owning a Traction. Here are a few comments received from members:

*"I have found the TOC an invaluable source of information and entertainment over the last 19 years. Thank you for the excellent magazine and spares service which I will recommend to any new or budding traction owner. May the TOC long continue."*

*"Owning a Traction, and particularly being a member of TOC, has been a memorable and very enjoyable period in my life. Your magazine is, in my opinion, excellent and I have looked forward to its arrival each time".*

*"It has been a delight owning one and talking with the club and thanks for all your help. I have sold the Citroën, so will not be renewing membership. I have enjoyed being a member for the past 10 years or so. Thanks for all the help, spares and advice over the years."*

These comments are some of the reasons why John & I are still here and hopefully will be for many years to come – if the Committee and members still want us!

However, one member has left because the Committee are too close – particularly the Chairman and Membership Secretary – sorry but I am not willing to change that situation.....

On a different subject a huge THANK YOU to Jasmin & John and their 'helpers' for an excellent Rally in Bury St Edmunds – it was a super weekend and I am sure you will read all about it on pages 6-11. Thank you to Margaret and John Moon for writing the report and Martin de Little and Steve Wright for the photographs. I will have to 'teach' the new Chairman the art of persuading 'new' members to volunteer to write articles!

I hope lots of you are planning to attend the AGM weekend or just turn up for the meeting, so that I can personally thank you for all your support over the last 4 years – it has been fun, I think!

Steve Reed needs our help please – he needs our encouragement and support to help him lose weight (see page 35 for more information). Please contact Philippe if you feel able to sponsor Steve. Good luck Steve – we all wish you well.

Finally I am sorry to hear of Jane McAuley's illness and wish to send her our love and best wishes.

Thank you to Den Hewitt who has volunteered to take over the West of England Section.

**Bev Oates**

## Denis Huille leaves Automobiles Citroën



The Board of the ACI regrets to inform Delegates that as of September 15 Denis Huille, currently Manager of Citroën Héritage will be leaving his position and leaving Automobiles Citroën to pursue other career opportunities. It goes without saying that we, as a Board, and as Delegates will miss him. His support and encouragement over the past decade has been unstinting. He has been generous with his time in spite of all the demands placed upon him. His advocacy on behalf of Citroën Collectors world-wide has meant a steady stream of funding to individual clubs and groups who desire to organize events on an international scale.

The Board looks forward to meeting with Denis' successor in the months to come. For Denis, we wish him all the best of luck in his new chosen path and will say "au revoir, à bientôt". Un grand merci!

John McCulloch, President Amicale Citroën Internationale

# TOC Annual Rally, Bury St Edmunds, June 2013

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## TOC ANNUAL RALLY, BURY ST EDMUNDS, JUNE 2013.

This was the first time we had joined in the club annual rally. We knew little about Suffolk, and even less about Bury, so this was an excellent chance to experience the area. However, as relatively new Traction owners, we did set off with some trepidation. John was worried about whether the car would make it, having just changed the oil pump. Margaret had packed her Kindle in case we had to wait for breakdown recovery, but was more concerned about driving round for four days, stopping only to listen to talk about Traction engine bits. Both our worries were unfounded. We arrived without incident and found that **Jasmin Gagen** had done an excellent job of organising the event. A lot of thought and planning had gone into the preparation, resulting in an interesting and varied programme, with choices to suit both drivers and passengers. Jasmin would be the first to acknowledge the help given by her **husband, John**, and the rest of the team.

We have joined in several events organised by our local co-ordinator, **Helen Shelley**, (who does an excellent job for the Hampshire, Surrey and Sussex Borders region), so we knew a few members. We were delighted to find that the friendly, helpful and welcoming atmosphere we experience in our local branch is also true of the TOC en masse. Newcomers at future events should however beware a friendly approach by **Bev**, who waited until we had consumed some alcohol and then asked us to do this report of the event for Floating Power. We were reassured that photos would be provided by **Martin de Little** and **Steve Wright**.

The following day we all parked our cars in the Greene King Brewery car park. As Bury is reasonably compact we were in easy reach of the events. We began by strolling round the fantastic market, held twice a week, before being given an informative and entertaining local history tour. The ancient buildings have seen a long history of political intrigue and lashings of blood and gore. We found that not only the tour guides but also the local people are proud of their town and are looking for opportunities to tell visitors about it.

After a speedy lunch we were back in the Greene King car park admiring and discussing Citroëns, before an afternoon's tour round the brewery. The apparently limitless sampling opportunities meant that many of us were pleased to accept John Gagen's offer of a lift to the evening dinner – what a star! Apart from the generous carvery at the Flying Fortress, an entertaining quiz was provided by the friends of Jasmin and John. A tip for future events: if winning matters to you, you need to ensure that everyone in your team has remembered hearing aid batteries and spectacles, if needed! It would also be a good idea to ensure that someone on your team watches

TV – no-one on our team seemed to do so. Other teams probably had their own problems, but the quiz was a great ice breaker, did keep the Traction talk down to a sociable level (a bonus for Margaret) and was great fun.

There was a choice of activities for Sunday morning, with some energetic souls managing to do both. Our rally coincided with the 'Hidden Gardens of Bury St Edmunds' event, in which many local gardens of all types and sizes were open to the public. This was obviously a very well known and popular event. Jasmin had also arranged guided 'Backstage Past' tours of the local Theatre Royal, which is the only surviving example from the Regency period still in use. We chose this option and it exceeded our expectations by bringing to life not only the building, but also the social history of theatre and theatre goers. For Traction owners there was also ample opportunity to chat and to dive under any open bonnet (Margaret's observation – John was too busy chatting and diving).

After lunch we all drove to Ickworth Hall, a National Trust property, and were joined by local club members to make an impressive display of Tractions in front of the Rotunda. The event ended in the afternoon with prize giving and goodbyes. In a break with tradition, the concours judges were given time off for good behaviour and participants were asked to select their favourite cars. The parking of all the Tractions at the Greene King Brewery during the weekend meant that we had time and opportunity both to appreciate the huge variety of models and to choose our favourites. (*Complete list of prize winners provided on page 11 by Mr Shaw. Ed.*)

Those of us who didn't have to return home had a final gathering at yet another fine pub in the Suffolk countryside. We decided not to dash away on Monday and spent some time exploring Bury. We will definitely return to Suffolk and to Bury and are grateful to have had this taster weekend.

We must again thank Jasmin and John for their excellent organisation. The planning must have taken huge amounts of time, energy and worry. They must have been very relieved to put away the clip boards and the hi-vis jackets and relax at the end of Sunday to enjoy what was left of John's birthday. The whole event was wonderful and thoroughly enjoyed by all.

We are delighted to have joined such an active, friendly club. If you haven't experienced one of these gatherings before, we would certainly recommend you take part in future events.

**John and Margaret Moon**



# Ye Olde Town of Bury St Edmunds





# TOC Annual Rally, Bury St Edmunds, June 2013



Jasmin, the queen of the rally...



... and consort (hubby), John



Alec Bilney spots the sherry trifle!



Helen Shelley mimes the singing waiter...



John Oates heads for the exit, sharpish!



...while John says "Oh no, she's had enough!"



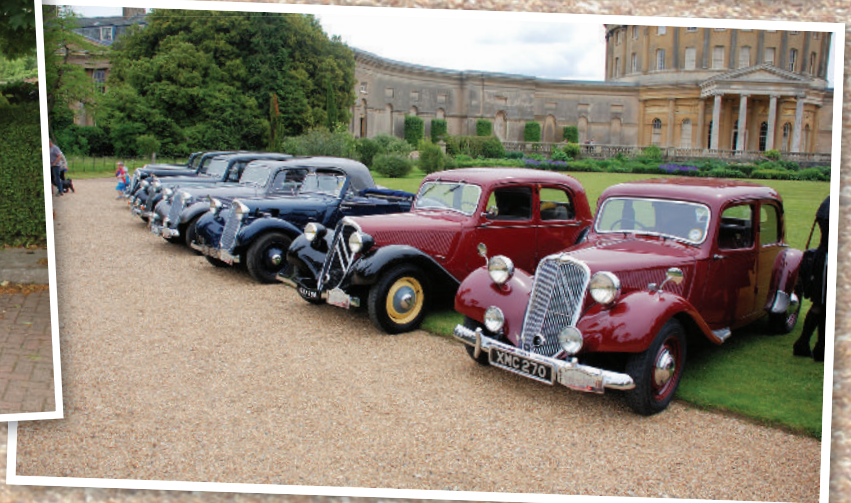
They're saying there's no ketchup?!?!?



Look what we won!!!



# TOC Annual Rally, Bury St Edmunds, June 2013





# TOC Annual Rally, Bury St Edmunds, June 2013



Paul de Felice



Alec Bilney



## CAPTION COMPETITION

What do you think the caption should be for this photo.....?

## Special Rates for all Rally Attendees!

AUTO REPAIR PRICE LIST	
Ping-Ping-Ping	35.00
Plunk-Ping-Plunk	50.00
Klunk-Ping-Klunk	125.00
Thud-Klunk-Thud	200.00
Clank-Thud-Klank	325.00

*the chairman said this photo shouldn't be here as it wasn't taken at the rally, but I "forgot" to take it out! Ed.*



Peter Simper



Dave Hackett



## 2014 Annual Rally - Bury St Edmunds Prize-winners

This year a new judging format was trialled. All members attending were asked to nominate their two favourite vehicles (one French and one Slough built). In order to minimise family disputes, 2 voting forms were issued to all registered vehicles. The prize categories had to be slightly revised to suit the French/Slough choices rather than the Pre/Post-war split employed in the past. All votes were then analysed to determine winners.

And the Winners were .....

### BEST FIRST TIME ENTRY

Winner: **Jonathan Hopper**, 1936 7C, CSV 360

### BEST SLOUGH CAR

Winner: **Phil Allison**, 1939 Light 15 Roadster, DWU 463

Runner up: **Paul de Felice**, 1954 Big 15, 227 UXY

### BEST FRENCH CAR

Winner: **Peter Simper**, 1951 RHD Normale, MLP 627

Runner up: **Alec Bilney**, 1953 15/6 Familiale, TSJ 152

### BEST CAR IN SHOW

Winner: **Phil Allison**, 1939 Light 15 Roadster, DWU 463

### GRAHAM PITCHER TROPHY (Disaster of the year)

Winner: **Dave Hackett**

(His Big 6 - on it's f rst outing - suffered a combination of coil failure,  
blown hot-spot gasket and demise of a dynamo necessitating the purchase of a new battery).

There is no runner-up in this category but the judges consider Paul de Felice deserved an Honourary Mention for denting the roof of his Big 15 - while the paint was still fresh from having the last dent removed!

### BARBARA LONGDEN MEMORIAL (for services to the Club)

Presented to **John Ogborne**

John has been a tireless contributor to the running of the Club for many years and, despite "retiring" from the Committee to take a well earned break, John kindly stepped back in to pick up the Secretarial reins in our hour of need.

### Members' feedback required

The Committee would like to hear from the membership regarding the revised judging format. Please tell us how you think it compares with the previous "scrutineering" system and perhaps you have alternative suggestions for the judging in future. (Needless to say this year's method proved exceedingly popular with the "judges" who would otherwise have spent much of their Sunday scrutineering vehicles).

Thanks to Bernie Shaw (yes, we can mention his name again) for these results.



# Section News

## SCOTLAND

Hi, Folks, Smithy has had a close family bereavement, so I will do it this time to give him some space to get things sorted out. What news? Well, I suppose its rally time: all the big and local smaller ones where you enter the concours competitions or just go to generally meet up with old friends or like-minded people for a bit of banter. Personally, I have been going to any rally where there is a possibility of any autojumble, for if you are lucky enough to have a Slough Traction, it is about the only place you are likely to find some of the parts which were specifically used in the British model.

We started off with the big Crathes Vintage Rally, - some 30 cars entered in the 1940 to 1961 class, including Auto Union, DKW, XK 150, MGs, Triumphs, Riley, Daimler, Swallows, etc., many owned by "cheque book restorers", yet it was the 1949 Light 15 which went home with the Trophy! People really do admire and appreciate our Traction!! Tain, Kildrummy, and Alford vintage rallies followed, plus a few others on the hunt for autojumble, but with limited success.

At the Glamis Extravaganza, saw **John Whyte** (Glenrothes) with his lovely Normale, and also **Carol and Roy Bayne** (Alyth) with their fantastic maroon Normale with a big "For Sale" sticker on it. We have known Roy for some 40 years now and he is an exceptionally talented engineer - how that car is still for sale beats me! No rust whatsoever, beautiful professional respray, full leather interior, including doorcards, new roof lining and carpets, new stainless bumpers, etc. However, the real gem is that it is fitted with the full DS engine and HYDRAULIC DS gearbox, - activated via electrovalves, original hydraulic pump, and hydraulics!! Drives beautifully, looks stunning, reasonably priced, - and still for sale? Beats me!! (I have contact details for Roy if anyone wants to follow this up. Ed.)

**Carol and Peter Fereday** have also been doing the rallies at the south end of our Section, but have not got full details.

**Frank Grant** (Crathie), meantime, has his Light 15 off the road overhauling his gearchange mechanism and hopefully will be joining us again soon. Otherwise, all is quiet! **James Ingleby**, (Glass) has his Traction for sale with full road rallying credentials and kit, but have not heard back if it is gone yet. Also had a phone call from a chap near Inverurie who has just bought a Traction from England somewhere, and is to call round for some advice, but has not appeared yet - new member perhaps or potentially?

That's all for now. Regrettably, due to the vast area our Section covers, we have yet to meet up or make contact with all our members down south of the country, so please give us a call or email, so that we can get to know you and get your news to keep you in the loop!!

**Andy B for Smithy**

**Ian Smith and Andy Burnett**

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

## WEST OF ENGLAND

**Den Hewitt** has taken over from **Terence McAuley** as the Section Representative for the West of England.

The Bath Pageant of Motoring is an annual event run by Bath Rotary Club to raise money for BIME (Bath Institute of Medical Engineering) and their Wizzybug loan scheme, providing

Dave Hackett's 1952 Big 6 on the parade ground at the Bath Pageant of Motoring  
(copyright Robert Watt)



wheelchairs for disabled children under 5. On the weekend of 5th and 6th July and in only its second year, the event welcomed over 300 exhibitors and in excess of 10,000 visitors through the gate. On the Sunday the TOC was represented by **Jane and Terence McAuley, Dave and Jackie Hackett, John Stanfeld, and Liz and Den Hewitt**. 2 other Traction were also there - ex members **Valerie and Norman Willis** with their 1939 Light 12, and a 1955 cream Légère that was pretending to be a Light 15. This event is well worth a visit and is for a very worthy cause.

Possible Future Events: Oakham Treasures, The Bakelite Museum, Tyntesfeld House

Please do not hesitate to contact me with suggestions or even to arrange something yourself for us to do.

**Den Hewitt**

**Tel: 01934 834274**

**email: denhewitt@f1550.fsnet.co.uk**

## NORTH EAST ENGLAND

Problems, problems, problems.

Am pleased to tell you I've got my clutch renewed thanks to **James Geddes**.....but now I'm searching for an 8inch headlight glass (the joy of having a Slough built car). Yep mine fell out as I was sorting the headlight catch. Not easy to find. **Chris Treagust** can't help but I've found some on eBay in America, but those delivery charges... ouch!!

But I'm not alone with problems as we now have, in the north, two tractions needing gearbox tlc, another throwing out oil and a relative newcomer bought one on eBay which is refusing to start.

**James Geddes** participated in the Beamish Reliability Run and this is his report of his experience:

### A fun day at the Beamish (un) reliability run.

We set off on a sunny Sunday morning with the intention of an early start / early finish. The idea was to set a steady pace, demonstrate good driving skills and enjoy the challenges of the extreme climbs and rugged countryside. We started at Beamish Museum in County Durham to wend our way into Weardale. The run is testing for both car and driver.

As always, the temptation to give the car some testing overtook the idea of a nice sedate run and looking at pretty views. So, on the climbs, reverting to type, I decided to drive the car hard to see what she was capable of. Miss Marple I'm not.

On a particularly steep hill I dropped a gear and raced past an old Riley who was puddling along. - cont page 15



# La Vie en Bleu. 1st and 2nd June 2013

Attendance at La Vie en Bleu has become an established event for the TOC and we have shared a stand with the Citroën Car Club and 2cvGB for a number of years. I have to say that I can't remember exactly how many: I think we started in 2006 when we had a stand of our own. Whichever year it was, I do remember that it was a particularly wet weekend and that my wife Jane spent most of one day sitting in the car, knitting. I think that is the only time she has been. Clearly the weather plays a big part in an outdoor event, but in this country so far as weather is concerned, if you can't take a joke you should go and live somewhere else. The best piece of advice I think is to always have an umbrella with you, if you don't need it to keep the rain off you can use it as a parasol.

This year it was a parasol. On both days.

For those of you who are not familiar with this event, although it is billed as a French weekend, the timed hill climb event attracts entries from a wide range of makes and ages of vehicles, not just French. Of course there are a lot of Bugattis in attendance, from the earliest to the latest Veyrons. Combine this with the presence of other French car clubs and the French theme in the paddock area and the weekend caters for a wide range of interests. The Bugatti Trust museum is open to visitors who wish to broaden their minds and the excellent and recently extended catering facilities are available for those who wish to broaden their stomachs.

As in previous years, Citroën UK supplied a mobile hospitality unit; a very welcome facility organised as usual by **Brian Drummond**, which not only gives the stand a focal point but also, this year, provided shelter from the sun.





# La Vie en Bleu. 1st and 2nd June 2013

One of the attractions of the weekend is the non-competitive cavalcade drive up the hill climb circuit, which is open to all comers, although it is necessary to pre-book. **Den Hewitt** took part in his roadster and obviously thoroughly enjoyed himself, judging by his letter elsewhere in this issue.

In the paddock was **Mike Tebbett's** pre-war traction 11BL. Mike is part of the event organising team and was a marshal on the day and a very busy man.

On the club stand we had 5 cars on Saturday, including **Jonathan Howard's** Rosalie and 8 cars on Sunday. At one point on Sunday there were more roadsters than saloons although eventually it settled down to 4 of each.

The present custodians of the roadsters were **Den Hewitt, Philippe Alison, Tim Walker** and **David Boyd** and of the saloons, **Richard Smart, Eric Pennington, Ian Harvey, Nick Shaw, Patrick Russell-Jones, Barry Joyce, Colin Crawford** and **Martin Jones**.

As always this was a very enjoyable event, with plenty of interesting things to see and plenty of opportunity to catch up with old friends and make new ones. It is well worth putting in your diary for next year.

**Simon Saint (Words and Photos)**





The car started to vibrate and the engine was jumping up and down like it was trying to fly out of the engine bay. Stopping at the next check point I pulled into the pub car park checked the engine, to find the engine mounting had sheered off. When I looked up everyone had gone. Cheers! To make good, I had to turn the engine mounting around and take bolts off other parts of the car. Getting some help from a Marshall who turned up, I managed to patch her up.

Limping into Bainbridge last, I discovered that the only other Traction on the run had problems too and had been abandoned. **Chris Naylor's** Traction had dumped gear box oil and lost drive.

Instead of having lunch I visited the local garage who gave me some bolts and I made further temporary repairs. I made the decision to carry on and the Marshall explained that on the return route the back up recovery vehicle would only be available part of the way.

Decision made we completed the route and returned to Beamish if a little late, happy and safe. The repair was obviously a good one.

### **Newby Hall**

The NECPWAs largest North Classic Car Show and Autojumble beckoned on 21st July. On receiving details of the 1500 or so cars entered I counted 6 Tractions, no 2CVs and no DSs or other Citroëns entered. On a glorious sunny Sunday only 4 tractions managed to make it, but as usual we made a good display and **Nick and Jill Hopkinson, David and Mary Faulkner** (where is all that oil coming from?) myself and **Ali** had a good natter and picnic.

### **Pickering Wartime Weekend 11th, 12th and 13th October**

This is a must. Get your accommodation booked and come and enjoy this fantastic weekend of fun. (See July/August FP for details). Let Mick Popka know you are going by emailing him on **mick@popka.co.uk**

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

**Graham Handley Tel: 01661 843493**

**Email: grahamhandleyhandley@btinternet.com**

### **SURREY, HAMPSHIRE & SUSSEX BORDERS**



We had a really great day at Hinton Ampner. Four tractions left the Fairmile. On the way, we rendezvoused with one other Traction. It was good to know that **Steve Reed** was well enough to join us, leading a convoy of four cars, with new members. Others went directly. In total, twenty four members with twelve Tractions and **Michael Rolfe's** fire engine made up the group. We were able to park in front of the house and picnic under trees near the cars. The house now standing had been re-built by the then owner Ralph Dutton, in neo-Georgian style, after a fire in 1960. The Gardens and estate date back to 1597 and have a very interesting history. In 1985 the then owner bequeathed the estate (1,650 acres) to the National Trust. The hamlet of Hinton Ampner, the house, gardens and collections were all included.

18th August we will visit the Victoria Country Park in Southampton and we'll report on that in the next FP.

**Tel Helen 0208 3307216 or e-mail helenshelley@msn.com.**

**Family and friends always welcome.**

### **SOUTH MIDLANDS**

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

**Simon Saint**

**Tel: 01905 454961**

**Email: janeandsimonsaint@hotmail.com**

### **MID SHIRES**

By the time you read this we'll just be putting away the tables and chairs from our mega barbecue. If you were there, you'll know how fantastic it was. If you weren't there then read it (in the next issue) and weep!!

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

**Stephen Prigmore & Tina O'Connor**

**Mobile: 07759 372242 Fax: 01933 277737**

**Email: stephenprigmore@hotmail.com**

### **EASTERN**

Introducing **ESP**, (Eastern Section Pop Up Meeting)

This is a method that allows us to notify each other at short notice of events and opportunities that might otherwise be missed, due to the lead times required to publicise Floating Power. So, if you have an event that may interest other members of the TOC to attend please let me know. I can send out a group email (Bcc) giving details. Most of you will have received the first ESP regarding **Ken Wallis**; for those not on email I am happy to post the necessary information (*Yeah, but not really "happy" . Ed.*) So please keep me updated of your current/preferred email address. This offer is open to anyone who would like to join in with the Eastern Section. Also, if you prefer not to receive potential events simply let me know.

**On a personal note, can I say "Thank you everyone for your feedback. Glad you enjoyed the rally, as we did". Jasmin, John and helpers.**

(Thank you for a mega mag).

**Jasmin**

#### **For details or suggestions for future activities contact**

**Jasmin Gagen**

**Tel: 01284 827039 jasgagen@btinternet.com**

### **PEAK**

Our June meeting at the Knockerdown Inn and the Bentley Brook in August were both very quiet meetings due to holidays etc – even I missed one meeting due to work! A rare thing for John and the Traction to go out without me!

Please note our next meeting is delayed by a week due to most of us attending the TOC AGM.

Therefore our annual pilgrimage to the Yew Tree in Caudon will be on Sunday October 13th.

**Bev & John**

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

**Bev & John Oates**

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



# Section News & Your Letters

## LONDON

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

Food served until 8.30pm.

**Peter & Sue Simper**

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

## REST OF WORLD (ROW)

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](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. (see page 30)

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

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](http://www.depanoto.fr/english/voitures_par_marque.htm)).

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:**

**Email: [rest-of-the-world@traction-owners.co.uk](mailto:rest-of-the-world@traction-owners.co.uk)**

**Tel: 0011 (00)32 50 425 836**

**Fax: 0011 (00)32 33 255 214**

## IRELAND

I spoke to Richard Sheil recently, who confirms he is still the TOC representative for Ireland (*ah, just the word Ireland reminds me of the Irish Anthem in the Six Nations. Is it the best anthem? Italy's is great too, but the Irish one always makes me want to get up and march round the living room and then on to "Dublin in the green, in the green"... Now, where are my pills?!?*)

Richard reminds all members in Ireland (North and South) that he has a club set of specialist tools, if anyone needs them. He only gets asked about once a year, so wants to remind everyone that they are there for club members to use.

A big hello from everyone on this side of the water, Richard, and thanks for keeping up the good work! Ed.

**Richard Sheil: [richardsheil@eircom.net](mailto:richardsheil@eircom.net)**

## BURY ST EDMUNDS

I wish to thank Jasmin and her helpers for organizing a very enjoyable rally. I have never been to Bury St Edmunds before and to arrange for tours and to be within walking distance of our hotels made it a relaxing event. Ickworth House was also an interesting finish. Thank you again

Helen Shelley (Surrey, Hampshire, Sussex Borders)

The national rally in Bury St Edmunds. These events usually entail a long trek in an elderly machine, only to face further time at the wheel in f endishly complicated driving tests. Not so with Jasmin in charge: she organised a booze-up in a brewery - fantastic! Our much loved Citroëns had secure private parking in the heart of Bury, while we enjoyed organised guided tours on subjects to suit all tastes. Well done Jasmin.

Bernard & Brenda Crockford

Dear Bob,

Liz and I and my brother Del took the Cabriolet to La Vie en Bleu at Prescott on Sunday 2nd June. This was our first time attending this event and we all thoroughly enjoyed it. Each year TOC member Simon Saint tries to get TOC members along and those of us that attended parked up in the Citroën area. I also took the opportunity to take the Cabriolet up the hill in the cavalcade, Liz in the front passenger seat and my brother in the dicky seat. I held back on the short drive to the start line as I didn't want to be held up by cars in front and TOC member Mike Tebbett, who was acting as a Marshal, shouted out to me to "get a move on". Our time was a sedate 73.14 seconds. I can definitely recommend La Vie en Bleu for a day out.

Regards,

Den Hewitt



Photo copyright - Peter Coles



## SLOUGH DASHBOARDS

*In our last edition Pim Berends, the editor of TAN, asked for any information about the history of Slough Dashboards.*

**Noel Davidson** writes as follows:

Dear Mr Bob Street,

Ref a letter in the July/August F/P from Pim Berends regarding the Slough built dash boards, I used to go down to the Citroën factory in the early 1950's to collect the odd new car for the family garage business in Carlisle. We were agents for Citroën from 1947 to 1975 and on one particular day while collecting a new car, I saw dozens of dashboards being ferried across the road on a flat truck. I remarked about this to the car dispatcher who told me that the dashboards were made by a funeral coffin maker whose business operated opposite the Citroën factory. The wood used was teak and finished in a flat waxed finish as opposed to gloss varnish. The theory being that if the dash was scratched during fitting it was easy to rub out and re-wax! Typical of Citroën practicality! To quote Michael Caine, not many people know that. (MC claims never to have said this, other than as a later in-joke in *Educating Rita*, and attributes it originally to Peter Sellers mimicking him on the *Parkinson Show* in 1972. Not a lot of people know that, either! Ed.)

In the 1950's, unlike today, cars were not bombing out of the factory in their thousands; if we sold two new cars in a year we were doing well and when a customer ordered a new car the delivery date was at least six months! Cars never stood around in compounds and when we collected a new car the first thing we did was insert the starting handle and test the tightness of the engine; if it was tight then it was 30mph up to Birmingham with stops to allow it to cool off and so avoid the engine seizing. Then up the A1 at the dizzying speed of 40mph to Scotch Corner and across to Carlisle, a 12 hour trip, my cousin and myself sharing the driving.

Car transporters had not been invented and the car was

delivered to the customer with 350 miles on the clock! That would not be acceptable today, but if the customer had waited six months he was only too delighted to show off his new car to the neighbours, guaranteed for 12 months/one year. How things have changed.

Just as an aside, the last car I collected, to be used as our demonstrator, I later re-purchased as a wreck about 20 years ago, restored it and it is now roadworthy; full circle!

May I take this opportunity to congratulate Mr Bob Street together with the rest of the team in the production of F/P? What is the problem with colour pictures? I think the whole of F/P should be in colour, including the cover. The time that the cars were produced in the 40's and 50's was in glorious colour, hedges were green, post boxes were red and the sky was blue. To assume that we went about in black and white is nonsense and to stick to monochrome, well we would have given our eyeteeth for colour film, but we couldn't afford it. Come on, get a life, embrace the digital technology and let's have full colour; remember I was there, so give it full boost and hang on to your hats!

The Mechanic, Noel.

*I passed Noel's letter on to Pim, who replies:*

Hello Bob,

Thanks, nice story from Noel.

I have bought last week a second hand book with a collection of all road tests that have been performed on Slough cars. I never saw this book before (blue cover) but I think that it is published in the eighties. It will help me for the dashboard details. I had also a reaction from Olivier de Serres. I drove him a couple of months ago around in my Traction during his visit in the Netherlands.

Regards, Pim

## I'LL TAKE THE HIGH ROAD....

*Following Smithy's story in the Scottish Section News last issue about selling his beloved traction to Jim Lee, this letter takes up the story, now it's safely ensconced with Jim.*

Dear Bob

Thanks for your interest in where Tractions move ownership to.

Ian Smith's beautifully kept Big Fifteen has ended its journey from Aberdeen to my home in Leek, Staffordshire, where it is pictured in front of the War Memorial.

After a kind move by H.M. Pensions, I realised I could renew my earlier ownership of old cars cruelly curtailed by married bliss. Of course, I desired a very important model in the history of the modern, high volume motor car and the wonderful coincidence is that the traction Avant has a remarkably attractive design of body too.

Undeterred by dark mutterings about the "drive train", notoriously the steering, requiring a driver built like a Barbary Ape, and a low ratio three speed box which leaves the strong engine deeply frustrated about lack of forward motion, I travelled to Aberdeen and fell in love.

The dark maroon finish seems to accentuate that slinky body line the Big Fifteen carries off with a certain *je ne sais quoi*, and elicits admiring looks and comments that I am sure club members know only too well!

Now then, pass me that magazine featuring power steering and four speed gearboxes .....

Jim Lee





# Your Letters

## HAIL, TREAGUST!

Dear Mr Editor,

I am compelled to express my views in relation to Chris, our outstanding spares man, via our excellent magazine.

When one is an "overseas" member with absolutely no access to spares other than to order from "overseas", it is gratifying to have a true gentleman who is prepared to attend to the order with due urgency, diligence and professionalism.

I accept U.K. members also appreciate all the hard work and effort Chris undertakes, but his true worth and dedication is most certainly appreciated by us "foreigners". I most certainly hope and pray that Chris continues in his present role for many, many years to come. One of life's true gentlemen, who adopts the attitude of assisting his fellow mankind.

Thank you Chris, I very much appreciate all the effort and kindness you bestow.

Brian Follain (Jersey)

Hello Bob,

Congratulations on an excellent magazine; both issues better than ever! I particularly like "Sur La Route" which, apart from being entertaining, is spot-on regarding France, where I spend a lot of my time.

Having been a member of TOC for over 20 years, this year is the first time I have needed to use TOC Spares (perhaps thirteen is unlucky after all - or it may be just that Steve Southgate sold me a very good car in 1992. I tend towards the latter). Please pass on my thanks to Chris Treagust for excellent service on the three orders placed recently. Chris followed up my enquiries promptly and even let me know when the parts were being posted. You can't ask for anything better than that.

So well done Bob and Chris and please keep up the good work,

Best Wishes,

Barry Plant

## MULTI-COLOURS SWAP SHOP

Hello Bob,

Thanks for another excellent magazine. Andy has got me quite dissatisfied with my Perfo engine and, like Bob Duarte, my first bit of real Traction work will be a clutch change. At least I don't have to worry too much about matching black paint, but what about wheel colours? Does anyone have a contemporary code for AC123 Ivoire? My '49 Légère has post '52 off-white 4 slot wheels with body coloured hub caps; I think it should have Ivoire BM wheels and hub caps. At Bury (well done Jasmin, a great weekend in a perfect town)

I noticed at least 2 cars with a mixture of wheels, so here's an idea for the winter. If you - well not you, Bob - are a mixed wheel sinner and your car is post '52 let's arrange a swap. I'll happily drive around the country to swap odd wheels or a set until I've accumulated 5 BMs.

Best regards

Mike Wilcock

*What does anyone think? Should we have a swap shop, perhaps online? Ed.*

Hi Folks,

I was watching some Tour de France coverage over the weekend and heard a comment that may interest you. To begin with, here is a quote from Wikipedia ([https://en.wikipedia.org/wiki/Hors\\_cat%C3%A9gorie](https://en.wikipedia.org/wiki/Hors_cat%C3%A9gorie))

"When the mountains classification in the Tour de France originated in the 1933 Tour de France, there was only one type of mountain. Points were given to the first cyclists to cross the mountains, starting with 10 points for the first cyclist, going down to 1 point for the tenth cyclist. After the second world war, in the 1947 Tour de France, the mountains were divided into two categories, the first and the second category. The first category mountains gave 10 points to the first cyclist, similar to before 1939, and the second category mountains gave only 5 points to the first cyclist.

The division in categories was successful, and two years later, in 1949, the third category was added. These were even smaller mountains, which gave 3 points to the cyclist reaching the peak first."

The commentators explained that during this period, when the tour was restarted immediately after the war, the cars used by the organizers were Citroen TAs and the three classifications of climb corresponded to the gear ratio of the TA required to climb it.

This may be purely apocryphal, but it makes a nice story that you want to be true.

Cheers,  
Martin de Little

## STEPHEN PRIGMORE MEETS THE TWILIGHT ZONE....

**DOO-DOO-DOO-DOO, DOO-DOO-DOO-DOO....**

Hi Bob

We came back from France on Sunday 7th July. Were just pulling out of the A2 services when we saw a Traction. "1500 miles in France and we don't see any", say I, "yet we get back home.... hang on a minute that's got yellow wheels..."

So we went round the roundabout and you can imagine the look on Bernie's face as he sees me standing next to him at the hand drier! (*Bernie and Pearl were just setting off for France at this point.*

*Ed)*

S....



Once again, Roger Williams comes up with some real "meat" for our TOCtech section. No further comment needed! Thanks Roger.

Bob,

A few comments on some of the contents of the last issue of FP.

Alan Hill says he 'runs the engine up' in the winter - whilst this is OK in principle it should only be done if the engine is completely warm ie been run for long enough to warm the water and oil thoroughly and not just enough to allow the acid water to remain in the silencer and the condensation to form in the rocker box etc. Ideally you need a thermostat and a run of at least 25 miles.

All modern gaskets, whether faced in copper or just plain, are of composite material that requires a higher torque to seal it. The original Traction head bolt/stud torque is 36lbfft for an old fashioned copper/asbestos gasket but a modern gasket will need 45/50lbfft to seal properly. I have written about this in Floating Power in the past but not every new member trawls through the old magazines. I think it should be obligatory that when a replacement part is sold, if it is not identical to the original, that fitting instructions should be provided. In the case of head gaskets the customer should also be warned that if they tighten up the original head bolts/studs to a higher torque they risk stripping the threads in the block. The answer is to drill the tappings out as deep as possible, usually about 30mm deep, and tap them to the bottom and use bolts that are not only long enough but also able to take the increased torque.

I do not follow 'threads' on the internet but was interested to see the ones you reproduced about the stub axles for the Normale/Legere. When I started my research for the manufacture of driveshafts I could not find an explanation why Citroen had put a woodruff key in the stub axle. Some basic points are:

1. The drums are not balanced and can go back in any position on the stub axle.
2. The woodruff key weakens the shaft and can cause stresses - note from your pictures that the break lines are across the woodruff key slot.
3. The driving is taken by the taper, two small band about 6-10mm wide, not the woodruff key.
4. The sensible solution is to provide stub axles with no woodruff key slots - quite a few people have asked for these but they tend to be engineers who are more interested in the stub axle working than it looking original.

5. You should always check that not only is the taper of the brake drum is in good condition but also it fits the stub axle . To do this thoroughly clean both tapers and apply engineers marking blue or a felt tip pen to the stub axle and when dry put it into the drum and twist. You should see two narrow bands where the marking has rubbed off.
6. It is essential that if you use a woodruff key that the key is the correct one for the slot in the stub axle. I have seen wrong size ones fitted that result in the stub axle not seating properly on the taper causing massive stresses and 'wobbly' movement of the brake drum/wheel. They all fail in a short time.
7. It is possible to put the drum on the stub axle such that the two axes are not concentric - this will cause extreme stresses and failure after a short time.
8. I think the recommended torque for the hub nut is 246lbfft and this should be done in one swift movement. The face between the nut and the drum should be greased to reduce friction. If the tightening is done too slowly the friction between the nut and drum exceeds the torque and the torque wrench 'cracks off'. However this is all academic in that the nut not only has to be 'FT' but also the split pin holes in the stub axle have to line up with the castellations in the nut. The chances of tightening to the correct torque and having the split pin holes lined up are minimal. You have to tighten up to the next available hole - never slacken the nut to the preceding hole.
9. Attached is an instruction sheet I supply with the driveshafts I sell - this sort of instruction should be supplied with all new/alternative replacement parts. My guess is that a lot of Traction owners or the local non specialist garages they entrust to replace parts like driveshafts/clutches/cylinder head gaskets/etc have never done this sort of work before and would welcome some guidance.

Finally I would like to highlight the problem of replacement parts that have been made to the original size yet the component that they are being fitted to is worn. Obvious examples are:

1. Oil pump gears where the pump body is worn.
2. Wishbone spindle bushes where the spindle is worn/pitted.
3. 2nd & 3rd gear bushes for the Traction gearbox that are usually too loose in the bore of the gear and also too big on the worn topshaft.

These are just observations for your information.....Roger



# Driveshafts for Citroen Legere/Normale and Big/Lt 15

Please note that SCD driveshafts come in the following forms:

Taper stub axle with inner cardan – refer to sections 1,2 & 3

Splined stub axle with inner cardan – refer to sections 1,2 & 4

## SECTION 1

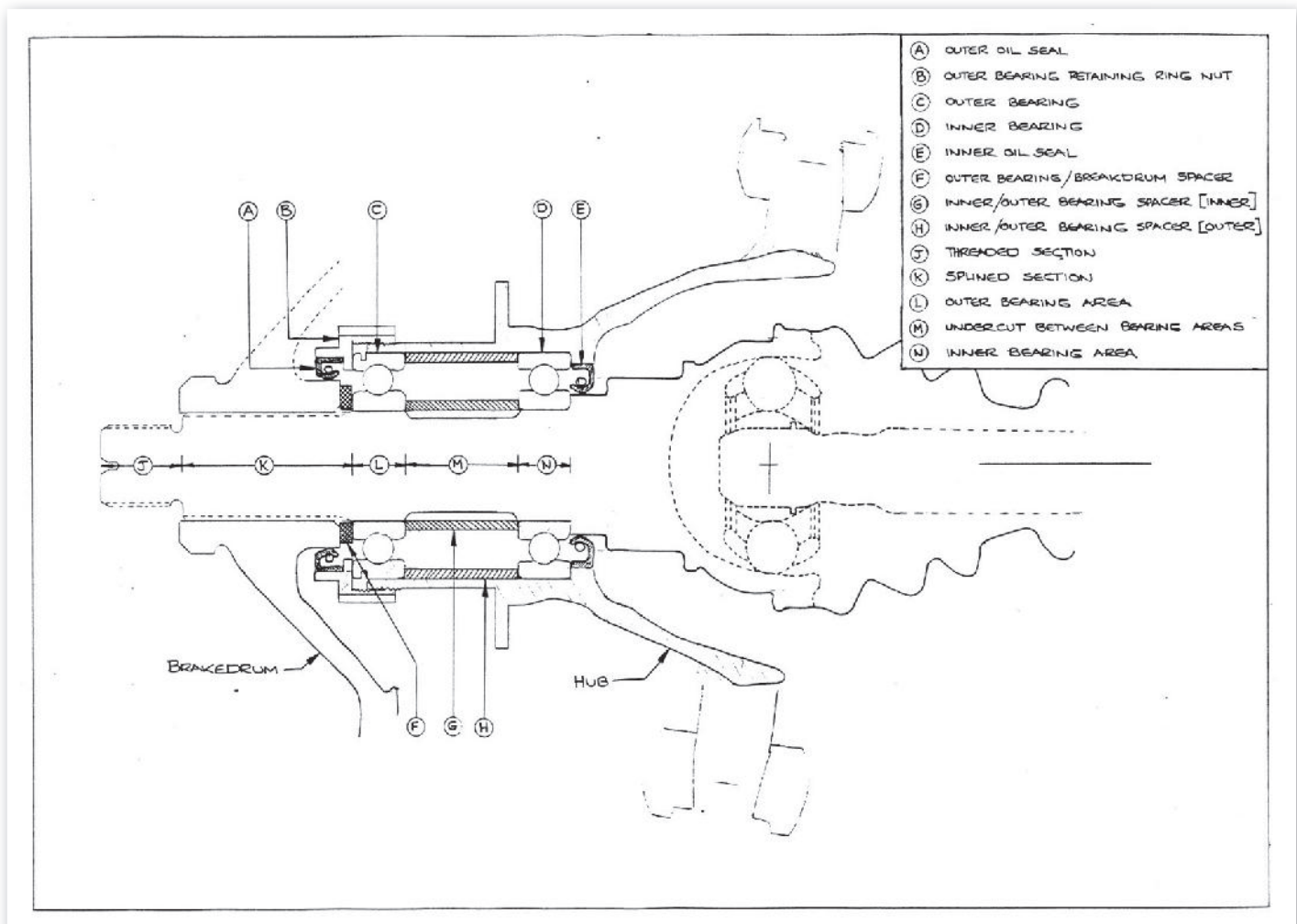
The CV joint on the stub axle has been greased on assembly and requires no maintenance other than routine inspection to check that the rubber boot has not been damaged. This particular CV joint is capable of turning through 45° either way and you may wish to take advantage of this to reduce your turning circle. Although the full 45° cannot be achieved due to the limitations of the rack/exhaust pipe/bodywork/etc angles of up to 42° have been realised.

To increase the lock remove the stop bolt and its lock nut, Part N° 2613-s & 601904, and replace with the button head allen screw and fibre washer provided. Loctite the

threads. Knock back the tab of the lockwasher, Part N° 602098, and unscrew the end cap, Part N° 601924. Turn the steering wheel to the right for RHD cars or to the left for LHD cars until the inside of the tyre on the drivers side is within a couple of millimetres of the button head allen screw in the end of the rack. Tighten the locking nuts, Part N° 601853, and the end cap, Part N° 601924, and turn over the locking tab washer, Part N° 602098, to achieve this setting. Check that the tyres are not fouling any other part of the bodywork at the extremes of the new lock.

## SECTION 2

Please note that there is an extended spline on the driveshaft for the inner cardan that gives support over a longer length than the original and the sealing arrangement is via a rubber 'O' ring set in an extended dust cap. The driveshaft can be withdrawn from the inner cardan without removing the dust cap and can be replaced in any position. The 'O' ring should be lightly greased on assembly.





There is only one grease point on the inner cardan - at the inner end of the splined sleeve. The universal joint has been greased on assembly and should require no further attention. The greasing interval for the splines is more frequent, every 10,000km or once a year, whichever is the sooner. Please note that if you over grease the splines the excess grease will just be forced out through the welch plug at the end of the splined sleeve.

### SECTION 3

When fitting driveshafts with taper stub axles to your car please take note of the following basic points:

Ensure that the bearing areas, between 6-10mm at either end, of the taper in the brakedrum are in good condition. Never use a brakedrum that has a damaged taper. You can check the fit of the stub axle in the brake drum by marking the tapered area of the stub axle with a felt tip pen and pushing it firmly into the brakedrum and rotating it\*. The felt tip marking should have been rubbed off on the bearing areas. The final drive is designed to be carried solely by the taper fit between the stub axle and the brakedrum and there is no need to fit the woodruff key. The advantage of not fitting the woodruff key is that if the taper fit becomes loose you just lose drive but generally it does not cause damage to the mating parts. In the same situation if a woodruff key is fitted it retains the drive for long enough to ruin the taper in the brakedrum and on the stub axle.

If you intend fitting a woodruff key please note that SCD driveshafts are supplied with a woodruff key which matches the slot cut in the stub axle and must be used. As the depth of slot in the brakedrum can vary it is advisable to check that the woodruff key does not foul the base of the slot thus preventing the tapers mating properly\*.

*Please note that the taper in the brakedrum and that on the stub axle must be perfectly clean and dry when assembled.*

It is strongly recommended that sealed bearings are used in the front hub assembly. Note that the distance between the inner side of the inner bearing and the outer side of the outer bearing should be 70mm – make sure you have a spacer that achieves this overall dimension. Oil seals should be replaced if not in good condition.

When the brakedrum has seated onto the stub axle apply a smear of grease to the face of the hub nut and tighten. The manual recommends 216lb ft but in practice you go almost as tight as you can and check for split pin access. If you are not opposite a split pin hole tighten until you are. **NEVER SLACKEN THE HUB NUT TO GAIN ACCESS TO A SPLIT PIN HOLE.** If you cannot tighten

up the nut enough to reach the next split pin hole slacken the nut off and start again.

- It is much easier to make these checks before fitting the driveshaft into the front hub.

### SECTION 4

Please note that splined driveshafts and their matching brakedrums are only sold in pairs and that the individual component parts of each set are fully numbered. It is recommended that new sealed bearings are fitted with the driveshafts and that the oil seals are replaced unless they are in good condition. Please refer to the attached cross-section of the front hub and the following instructions when fitting splined driveshafts:

1. Fit the inner bearing and oil seal in the hub.
2. Feed the splined stub axle through from the back of the hub until the outer bearing area L reaches the outer edge of the inner bearing.
3. Feed the inner spacer, G, over the stub axle and then the outer spacer, H. Now fit the outer bearing and the outer bearing retaining ring complete with its oil seal and lock in place with the locking tab.
4. Screw the pulling rod of the fitting tool onto the stub axle, J, oil the thread of the pulling rod and feed the body of the puller over it until it locates on the rim of the outer bearing retaining ring.
5. Grease the face of the body of the puller and the mating face of the shouldered nut and tighten continuously thus pulling the stub axle through the inner and outer bearings.
6. Adjust the brake shoes.
7. Feed the outer spacer, F, onto the stub axle and fit the brakedrum ensuring that the . & - marks on the stub axle are aligned with those on the brakedrum.

Grease the face of the hub nut and tighten as much as you can and lock with a split pin. If you are not opposite a split pin hole tighten until you are. **NEVER SLACKEN THE HUB NUT TO GAIN ACCESS TO A SPLIT PIN HOLE.** If you cannot tighten up the nut enough to reach the next split pin hole slacken the nut off and start again.

If any of the above instructions are unclear or you have any queries or problems fitting these driveshafts please do not hesitate to contact me.

**Roger Williams**



# TOC AGM 2013 Barnsdale Hall

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**Notice is hereby given of the  
Annual General Meeting (AGM) of the Traction Owners Club Limited (TOC)  
to be held at**

**Barndale Hall Hotel  
Near Oakham, Rutland LE15 8AB**

**Sunday 6th October 2013, commencing promptly at 11.00am**

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

Members wishing additional matters of relevance to the business and activities of the TOC to be discussed at the meeting are invited to submit them in writing. Such submissions must be from a fully paid-up member, in writing, and received by the General Secretary no later than 13th September 2013. Submissions must include the name, membership number, address, and signature of the member making the submission

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

The TOC committee, including ex-officio members, currently comprises 16 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The five longest serving members (Paul De Felice, Mick and Moira Holmes, Bev and John Oates) will stand down and will have the option of standing for re-election together with any other nominees.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 13th September 2013. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

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

By order of the Company Secretary

**Nominations and Resolutions to be submitted to:**

**Ian Harvey  
TOC General Secretary  
77 Church Street  
Shillington  
Hitchin SG5 3LJ**



## HEAR YE! AGM 2013 HEAR YE!

**With the AGM only one month away (see last two FPs for full details) you need to get your skates on if you are booking to stay overnight at the hotel. Remember, it's the 4th, 5th and 6th October at Barnsdale Hall Hotel in Rutland, LE15 8AB. Please call or email Paul de Felice on 01992 890975, [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk).**

If you don't want to join in the fun over the weekend, at least make the journey to the AGM on the Sunday morning, if you live within driving distance. The meeting is your chance to raise any issues or questions and is an important part of maintaining transparency in the workings of our club.

Below are the minutes of the Committee Meeting held on 9th June and overleaf are the annual accounts from Tony Malyon.

### In Committee

Notes from the committee meeting held on 9 June 2013

It was proposed to introduce a "Newsflash" section to the NEW website, which will be launched in August. A notice to this effect would be included in FP.

We still needed as many traction-related photographs for the calendar and for future Floating Powers and indeed some photographs of the recent Chateau du Ludaix trip had been made available to view on Dropbox.

Steve Reed had been given a CD of scanned images of original drawings which had been used on early FP covers, and it was proposed to enhance these as necessary and maybe re-use them.

The financial report indicated a boost to the club account of over £9,000 from renewal subscriptions and an operating profit of £2,350, despite increased FP production costs, postage and bank charges.

Spares continue to do well, with orders to the value of £17,000 in April and May alone, although Royal Mail costs had increased significantly. Also an anonymous email had suggested our radiator costs were extortionate as the writer had found a traction radiator advertised for £189.00. However, it was felt that this would probably be an inferior copy, and in fact, our radiators were indeed good value.

The Bury St Edmunds annual rally was all set with 76 registered entrants. Barry Annells had offered to host and arrange the 2014 Rally in the Grantham area.

The Barnsdale Hotel, Rutland has been booked for the 2013 AGM on the weekend of 4th – 6th October. There will be a run of around 75 miles in the Traction on the Saturday, and hopefully the same evening entertainment as last year.

Current membership of the club is 500. Updated Rule books would be printed with a yellow cover for issue to new members.

The new website is due for launch on 1st August, although the proposed Forum section would follow on at a later stage.

ICCCR 2012 – orders for the 200 page full colour book and DVD are now being taken.

Our chairman, Bev Oates, is stepping down at the AGM.

Next meeting will be a conference call planned for 28 August 2013 at 20.00.

Ian Harvey, General Secretary



THE TRACTION OWNERS CLUB LIMITED

PAGE 3

PROFIT AND LOSS ACCOUNT - YEAR ENDED 31ST MARCH 2013

		<u>2013</u>	<u>2012</u>
		£	£
	Notes		
Turnover		54,426	50,478
Cost of sales		43,761	35,109
<b>GROSS PROFIT</b>		<u>10,665</u>	<u>15,369</u>
Administrative expenses		29,446	27,403
		(18,781)	(12,034)
Other operating income		22,446	21,721
<b>OPERATING PROFIT ON ORDINARY ACTIVITIES BEFORE TAXATION</b>	2	<u>3,665</u>	<u>9,687</u>
Tax on ordinary activities	3	6	5
<b>PROFIT FOR THE FINANCIAL YEAR AFTER TAXATION</b>		<u>3,659</u>	<u>9,682</u>
General fund brought forward		137,108	127,426
<b>GENERAL FUND CARRIED FORWARD</b>		<u>140,767</u>	<u>137,108</u>

The notes form part of these financial statements.

THE TRACTION OWNERS CLUB LIMITED

Page 4

BALANCE SHEET - 31ST MARCH 2013

		<u>2013</u>		<u>2012</u>	
		£	£	£	£
	Notes				
<b>FIXED ASSETS</b>					
Tangible Assets	4	2,985		2,022	
Investments	5	750		750	
		<u>3,735</u>		<u>2,772</u>	
<b>CURRENT ASSETS</b>					
Stock		97,453		89,783	
Debtors	6	5,527		3,818	
Cash at bank and in hand		38,053		43,694	
		<u>141,033</u>		<u>137,295</u>	
<b>CURRENT LIABILITIES</b>					
Creditors falling due within one year	7	4,001		2,959	
<b>NET CURRENT ASSETS</b>		<u>137,032</u>		<u>134,336</u>	
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>		<u>140,767</u>		<u>137,108</u>	
<b>CAPITAL AND RESERVES</b>					
General fund		<u>140,767</u>		<u>137,108</u>	



These are being published ahead of the AGM which is to be held on Sunday 6th October 2013 at the Barnsdale Hall Hotel near Oakham Rutland

Any questions or comments can be emailed to: [treasurer@traction-owners.co.uk](mailto:treasurer@traction-owners.co.uk) Explanatory Notes on the Accounts 2012/2013

## Headlines

- ≡ Net profit before tax £3,665 was down by £6,022.
- ≡ Cost of sales increased by £8,652.
- ≡ Turnover was up by £3,948.
- ≡ Administration Expenses are shown as up by £2,043.
- ≡ Fixed assets value increased by £963 completing upgrades to area tool kits. Upgrading of tool kits incurred a further £1,748

## Background

- ≡ Spares levies were up by £495 and Subscriptions by £387. Advertising income down by £160
- ≡ Administration expenses: -

- Floating Power costs up by £1,013 (Increase in printing/postage costs)
- An increase in telephone expenses of £174, and other postage by £474
- Stationery costs £312
- Room Hire up by £325
- Insurance up by £70
- Bank charges, which include PayPal, have increased by £387.
- Offset by less costs for website, events and travel/subsistence in the year

## For your information

- Comparative cost of collecting payments for subscriptions and sales from shop and spares:
- Barclays Merchant Service charges 3.2% on credit card and £0.40p on debit card transactions.
- PayPal charges £3.4% + £0.20 GBP per transaction.
- Cheques carry no bank charges.
- Example – the £33 subscription costs the club:
  - £1.06 by credit card
  - £0.40 by debit card
  - £1.32 by PayPal
  - £0.00 by cheque

Tony Malyon (Treasurer)

17th July 2013

**This is how Hans-Peter Dürr-Auster's Big 6 looked when it was first discovered lying in a garden after 20 years... (see cover photo)**





# Events Diary

**For up to date information on events, please check out the Events Page on the TOC web site. [www.traction-owners.co.uk](http://www.traction-owners.co.uk)**

## 2013

### September

- |             |                                    |  |
|-------------|------------------------------------|--|
| 7th – 8th   | Citroën Grand Master               | Perpignan, France <a href="http://citronnades2013.voila.net/">http://citronnades2013.voila.net/</a>  |
| 20th – 22nd | Circuit des Remparts               | Angoulême, SW France. <a href="http://www.circuit-des-remparts.com">www.circuit-des-remparts.com</a>   |
| 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. <a href="http://www.kophillclimb.org.uk/">www.kophillclimb.org.uk/</a> |

### October

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

### November

- |             |                      |  |
|-------------|----------------------|--|
| 15th – 17th | NEC Classic Car Show | NEC Birmingham. <a href="http://www.necclassicmotorshow.com">www.necclassicmotorshow.com</a> |
|-------------|----------------------|--|

## 2014

### May / June

- |            |                              |                   |
|------------|------------------------------|-------------------|
| 28th – 1st | 50 Years of TAN, Netherlands | Details to follow |
|------------|------------------------------|-------------------|

### August

- |            |   |  |
|------------|---|--|
| 8th – 10th | EuroCitro 80 Year of the Traction Avant | Le Mans <a href="http://www.eurocitro.org/index_bon_anglais">www.eurocitro.org/index_bon_anglais</a> |
|------------|---|--|

### September

- |             |                            |   |
|-------------|----------------------------|---|
| 13th – 14th | 80th Anniversary of the TA | Château de La Ferté Vidame, West of Paris (See page 30 for details) |
|-------------|----------------------------|---|

## KNOCK'D 'EM IN THE OLD KENT ROAD Tra-la-la laa-laa...

*Yes, if you fancy a pint of whelks, some pearly kings and queens and old age pensioners dancing in the street, then get yerself down to the **Old Kent Road** on **Sunday 13th October**, when **John Gillard** will be holding an **Open House** to come and see his eclectic mix of cars and projects. John says:*

### OPEN DAY AT CLASSIC RESTORATIONS

Following their successful Bastille Day event, Classic Restorations will be holding an Open Day on Sunday 13 October as part of their 35th Anniversary celebrations. All tractionistes and their partners are welcome at John Gillard's newly-refurbished premises from 11am onwards - there'll be light refreshments and, of course, a chance to view a host of Tractions in various states of restoration. For more information, contact John Gillard on 020 7358 9969, or email [citroenclassicrestorations@btconnect.com](mailto:citroenclassicrestorations@btconnect.com)

Classic Restorations  
636 Old Kent Road, London SE15 1JE





# Exclusive Club Ticket Offer!

The NEC, Birmingham 15 16 17 November

Lancaster Insurance  
**Classic Motor Show**

Mick and Moira need your help with NEC 2013.  
Contact them on 0115 911 0960  
or [helpline@traction-owners.co.uk](mailto:helpline@traction-owners.co.uk)

## Enjoy Over 1500 Stunning Classic Cars

Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Show Stands | Dream Rides

• Club Single £16.50 Quote code 2013SC\*\*

• Club Family £35 quote code 2013FC\*\*

Club offers apply to Saturday 16 and Sunday 17 November 2013

### Share your passion for cars!

Includes FREE entry into the Classic Motorbike Show\*\*\*



To book your tickets call 0871 230 1088\*  
or go online [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)



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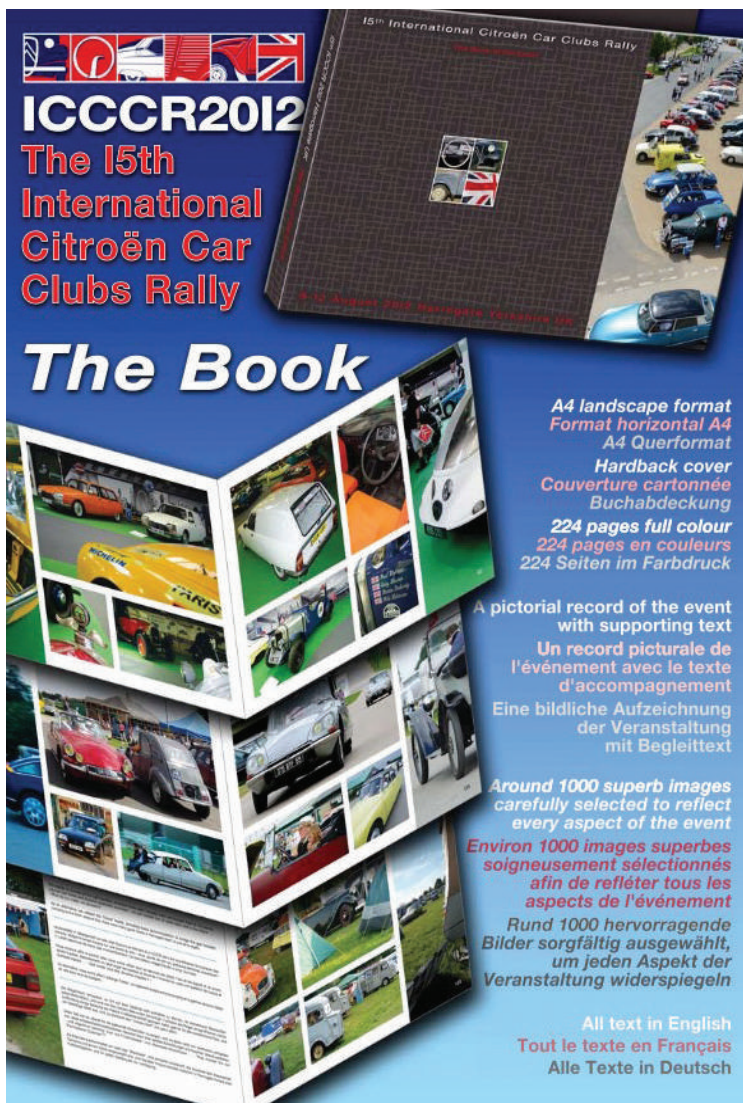
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CLARION  
EVENTS

\*Calls cost 10p per minute plus network extras. All bookings are subject to a single transaction fee. All information correct at time of publishing. See website for all information. Tickets include showguide to the value of £7.50 \*\*Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket member. Club single tickets save £5.00 off the Sat/Sun door price Club Family tickets save up to £39.50 off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club will also benefit from a commission.\*\*\*When you buy a ticket to the Lancaster Insurance Classic Motor Show.





**ICCCR2012**  
The 15th International Citroën Car Clubs Rally

**The Book**

A4 landscape format  
Format horizontal A4  
A4 Querformat  
Hardback cover  
Couverture cartonnée  
Buchabdeckung

224 pages full colour  
224 pages en couleurs  
224 Seiten im Farbdruck

A pictorial record of the event with supporting text  
Un record picturale de l'événement avec le texte d'accompagnement  
Eine bildliche Aufzeichnung der Veranstaltung mit Begleittext

Around 1000 superb images carefully selected to reflect every aspect of the event  
Environ 1000 images superbes soigneusement sélectionnés afin de refléter tous les aspects de l'événement  
Rund 1000 hervorragende Bilder sorgfältig ausgewählt, um jeden Aspekt der Veranstaltung widerspiegeln

All text in English  
Tout le texte en Français  
Alle Texte in Deutsch



**ICCCR2012**  
The 15th International Citroën Car Clubs Rally

**The Video**

Approximately 100 minutes running time  
Durée: environ 100 minutes  
Ca. 100 Minuten Laufzeit

The official productions - lasting souvenirs of the rally, created and produced by enthusiasts  
Les productions officielles - souvenirs durables de la manifestation, créées et produites par des passionnés  
Die offiziellen Produktionen - dauerhafte Souvenirs der Rallye, erstellt und von Enthusiasten produziert

Book - £20/€25 Video - £10/€13  
Book + Video together - £25/€32  
All prices are plus postage  
Tous les prix sont port, plus  
Alle Preise verstehen sich zuzüglich Porto

Deliveries from: **Livraisons à partir de:**  
Auslieferungen ab: **15 June 2013**

Pay by PayPal (no account needed)  
Payer par Paypal (pas de compte nécessaire)  
Zahlung per PayPal (kein Konto erforderlich)

Also available at major Citroën events  
Disponible également chez les principaux événements Citroën  
Auch bei großen Veranstaltungen Citroën Laufe

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Available from our website  
Disponible sur notre site Web  
Auf unserer Website

[www.icccr2012.org.uk](http://www.icccr2012.org.uk)

e-mail: [info@icccr2012.org.uk](mailto:info@icccr2012.org.uk)

## ICCCR Book and DVD Review

As one of the first recipients of the ICCCR Book and DVD (number 49, if you must know), Mick Popka asked me to write a review to let you know what you're missing, if you haven't already ordered your own.

The two items arrived very well packaged and I made what I now think was a mistake, by going through the book first. Having viewed the DVD I would say the best way to "digest" the two is to watch the DVD first.

Coming from a professional creative background I did wonder how they were going to manage to make a 100 minute film with no voice-over (due to the variety of languages it would need). As it turned out, they managed very well. The DVD makes a clever use of the music from all the acts that appeared at the show and cuts between segments of the acts performing and images of the cars and people at the show. This works very well.

I think that nowadays we are all used to consuming our information in video format, so viewing the DVD first gives you a very complete view of the show from start to finish. You can then top-up the detail by reading through the well-illustrated book.

For me, the biggest revelation from the DVD was how much work went into putting on the show. I knew that there must

have been a lot of preparation, but it's not until you actually see all the exhibits being trailed in and set up, plus the army of volunteers erecting all the stands, that you begin to get an idea of the enormity of the task.

I volunteered to help at the show (on my lonesome and no traction) and was put on entry duty for the majority of my time there. So, it was good to watch the DVD and catch up on a lot of the action that I missed while hanging around down in Death Valley.

For instance, one of the musical items I missed was the small military band marching around the ground. As I watched them on the DVD, an odd thing showed up. The chubby chappy with the big moustache and the funny hat who was leading the military band looked remarkably like the chubby chappy with the big moustache and the funny hat who was driving around in a '38 roadster with flags, organizing things. I've now watched the DVD three times and can say with certainty that they never appear together in the same place!

Anyway, joking aside, it's a good video, which kept me watching all the way through. You can definitely watch it another one or two times, going "Oooh, there's so and so – you know we met them in the real ale bar. You do remember!"



# ICCCR Book and DVD Review

as you sit on the sofa in your curlers while drinking a pint of Horlicks.... Sorry, did I give too much away there? My favourite bit of the video? It's the nice chap who's being interviewed to camera and is put on the spot about the state of his car, and declares: "All real 2CVs have to have sharp bits that cut your hand"... How many of us have fallen back on similar defences of our cars, when pushed?

The book? Well, it's of extremely high quality. The paper is good, the photos are good and the binding is good. The organizers chose a good printer to do the job (even if Mick got a bit techy when they were delivered a day or two late...)

There's a short intro from Nigel Wild and the words are kept to a minimum, allowing the photos to do the talking. If you watch the video first, then all the sections of the book run in a logical sequence and let you savour a bit more of the detail than you can while watching the DVD. I particularly liked being able to look at the museum exhibits at my own pace and some of the

detailed photos of things like the Kegresse are, on their own, well worth the cost of the book. Others will no doubt have their own favourite sections.

Should you buy this? Yes. Why? Well at £25 for the two items they're jolly good value. The show just about "wiped its face" from what I can make out, so I think we owe a brotherly duty to buy up the books and DVDs that the team invested in, plus if you were there, then it's a great reminder of what a terrific show it was. If you weren't there, it allows you to vicariously take part and get a flavour of what it was all about; and finally, it will be great for getting rid of the neighbours when they outstay their welcome: "Did we ever show you the book and DVD of the 2012 ICCCR at Harrogate?" should do the trick!! All in all, excellent value and I commend this book and DVD to the house.

Ed.

## Graham Pitcher

It is with great sadness that we must report the death of Graham, who passed away on 17th June after a long illness. He attended many rallies in his Normale 'Henri', including the Chateau de Versailles, Dunkirk and, probably the highlight, to New York. For several years he worked with John Gillard and came into contact with many members and non-members alike, always offering whatever help and assistance he could. He was one of life's nice people, a true gentleman, who would always have time for a chat and would treat you kindly as he would expect to be treated himself. Although he spent a lot of his time working in the print trade he originally trained as a jeweler. He used the skills he learnt there to make many things, including one of the club's annual trophies: 'Disaster Of The Year'. This will live on in his memory, but it isn't necessarily one any member wants to win!

Graham is survived by his wife Margaret and sons Rob and Alex and grandson Spencer.

Allan Reece



**This is how Hans-Peter Dürr Auster's Big 6 looks now, as the work progresses. When the bodywork is finished (in silver with a touch of blue) it will be off to John Gillard's for the mechanical work to begin. Hans says that John has already prepared both axles to enable Hubert (Haberbusch) to adjust the body work. (See cover photo).**



# 80th anniversary of the Traction

## **BIG celebration of the 80th anniversary of the Traction September 13-14 (Saturday and Sunday) in la Ferté-Vidame, France.**

**Organised by Traction Universelle France on the Domain of the Chateau de la Ferté-Vidame, near the test circuit of PSA-Citroën. There's plenty of space and the goal is to have lots of Tractions participating!**

This will be "THE international TOC event of 2014". La Ferté-Vidame is situated in l'Orée du Perche, dépt. Eure-et-Loir. We visited the region this summer and were very impressed with the area. It offers forests and meadows, ponds, mansions, small chateaux, fortified farmhouses, beautifully flowered little villages ... space and tranquillity. So, lots of opportunities to make "des ballades en Traction".

We found different kinds of possibilities to stay, near the event, for 3 nights from Friday evening till Monday morning. We have on offer:

**- Domaine des Evis in La Chapelle-Fortin, Lieu-dit Les Evis** is very well situated at 6 kilometers from the Chateau and has ample private parking space. They have 10 double rooms ensuite. Price B&B:

--8 rooms @ 60euro pp/pn

--2 rooms @ 50euro/pp/pn

On site activities:

Projection room, games room, piano, library and fireplace

Heated outdoor swimming pool (from May until September)

Fishing, bicycles available, ping pong, "pétanque" (French bowls), etc.

This B&B has grand reception rooms, so we might be able to organise a dinner (at additional cost, tbc) on 1 evening for all TOC-members.

You can visit the **Domaine des Evis** on "You Tube" and see the facilities for yourself on:

[www.youtube.com/watch?v=XGRWmnaSowU](http://www.youtube.com/watch?v=XGRWmnaSowU)

**- Manoir de la Motte in Lamblore** is very well situated at 2.5 kilometers from the Chateau and 5 kilometers from la Domaine des Evis. It has ample private parking space (catering available at additional cost, tbc)

Accommodations :

11 rooms - 400 m<sup>2</sup> with floors - 5 bedrooms (1 single) - 3 bathrooms - 1 shower room - 4 WC - 2 living rooms - dining room - library - independent fully equipped kitchen (ovens - microwave - dishwasher - American fridge) - winter garden room - sports room - linen room (washing machine - drier - iron) - Garden furniture - sun lounge - BBQ

Multimedia equipment :

1 TV - 1 fireplace at screen home cinema - satellite channels - DVD players - stereo - WiFi internet

Services :

Bed linen and bathroom towels provided - cleaning during and at the end of your stay

Price to rent the whole castle, incl. bed and bath linen and cleaning, NO B&B, for 3 nights is 1100euro,

Which brings the price pp/pn @ 41euro.

**- Campsite les Abriès du perche, Lieu-dit La Venerie**, Route de la Lande in La Ferté Vidame is very well situated next to the Chateau and 7 kilometers from la Domaine des Evis.

Price per tent spot: 2 adults/per night: 15euros plus 4.5euros electricity

Price caravan spot (no mobile homes): 2 adults/per night: 30euros

They also have very small, basic but very clean chalets for rent:

Price 2 to 4 persons: 200 euros for 3 nights or average 22 euros pp/pn

Price 4 to 6 persons: 250 euros for 3 nights or average 17 euros pp/pn

Initially we would like to know the following:

- How many of you want to participate?

- If so: which kind of accommodation are you interested in?

- If you decide to go for it, you will be asked to pay an advance of 30% later on.

Please be aware space is limited and it will be allocated on a "first come, first served" basis.

The TOC will put down a holding deposit but to do so we need to know your views **URGENTLY**, because there's not a lot of accommodation available nearby and much of it is already being booked up by other Tractionists.

You therefore need to be quick which means **we need you to respond within the next four weeks**, i.e. by the end of September at the very latest.

You can send us an email: [walternoella.callens@hotmail.com](mailto:walternoella.callens@hotmail.com) for any further information and/or to make your reservation.

We will keep Paul de Felice posted at all times, so we can sort out the payments, euro vs pound.

Kind regards,

Walter & Noëlla Callens  
Repr. RoW

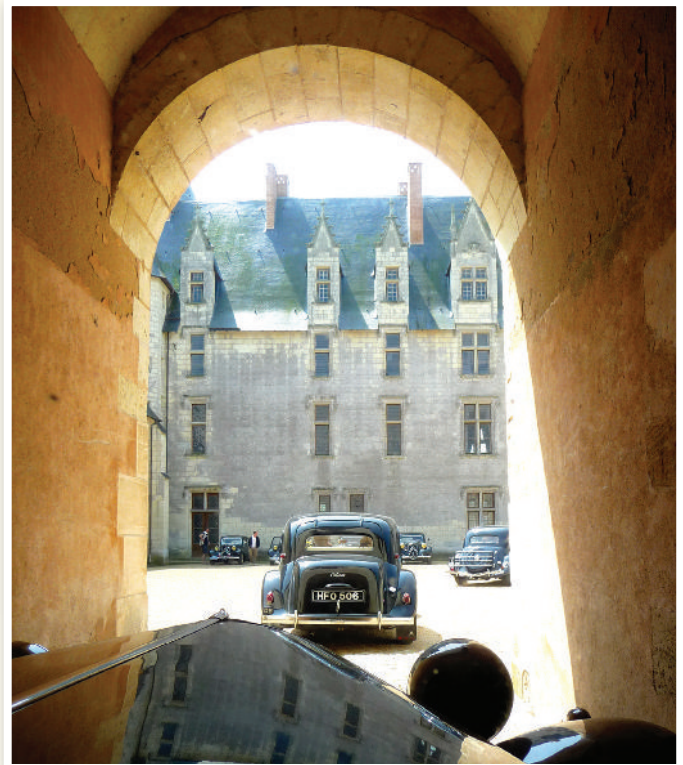


## Vingt neuvieme Rallye du CTAB – du 11 au 14 juillet 2013

It wasn't really Tony and Janet's day, indeed it ended up not really their rally! First, most of the rural roads in Normandy and Brittany had just been resurfaced with loose chippings, or gravillons as the locals call it, and a speeding lorry had thrown up a load which shattered their windscreen on the way to the start of this year's Brittany Rally. Then a couple of days later a front torsion bar snapped and put their Legere completely out of action. Despite this, and the fact that Pete and Sue had suffered with a malfunctioning starter and a fractured brake pipe, Tim's car could only be started by the handle and Paul managed to destroy his radiator, the 2013 Brittany Rally turned out to be a most enjoyable and thoroughly fascinating event.



A scheduled 8.30 start at a prehistoric site south east of Rennes – La Roche aux Fees, meant staying nearby or a really early start. But as it was, by the time Remy had located a very grubby second-hand windscreen for Tony's car, and it had been cleaned up and fitted, the rally didn't really get going till after 10. We then drove the 100km to the Chateaux du Plessis, which was privately owned and set within a grand moat, which we headed across over the drawbridge and lined up in the inner courtyard.



After a leisurely picnic in an avenue of trees providing welcome shade, we were treated to a tour of some of the rooms in the Chateaux, supposedly with a bilingual guide but in reality we had to translate from French ourselves! (thank you, Marcel). After this we set off again to drive the 48km to Gennes, a small town on the south bank of the Loire where we would be based for the next three days in the campsite, although some of us chose to stay in a local hotel.

All told there were on average 30 cars, 4 motorcycles and 75 people making up the rally, pretty much half French and half English, but including the Huth family from Australia, Pete, Les, Pam and daughter Maddy, who are regulars to the Brittany Rally and were using CTAB treasurer, Francois Marc's pale blue Familiale.



# Brittany 2013



That evening we all drove to a charming water mill 5km away for a tour of the mill and an interesting meal in the restaurant attached comprised of local delicacies accompanied by copious amounts of bread made from their milled flour, baked in their wood-fired oven, and resembling bloated pitta bread. Our guide and host, a young man from the family who owned the mill, was informative and very enthusiastic, and reminded one or two of us of somebody – but we couldn't think who!

Next morning we assembled at the campsite at 9.00 to drive the 34km to St Barthelemy d'Anjou where we would have a guided tour of the Cointreau factory. This turned out to be a spotless and extensive plant dedicated to making a colourless liqueur from dried orange peel to a secret family recipe and was quite fascinating.

After this we headed the 16km to Corme, stopping at a supermarket and petrol station to replenish lunch provisions and fuel, and ending up at the Rally organisers, Lionel and Lili Gogeon's house where we filled their garden with Tractions and set up our picnic tables under a large tree.



It had been Lionel's idea for this year's rally to be based around the area where he lived, and as such he and Lili had painstakingly arranged all of the visits and meals for us, and as he is also heavily involved with the flying club and local aircraft museum at Angers, had arranged for a friend to fly over the house in a 1940's aircraft and take aerial shots of us all and

our cars. Not only that, but, as a man of many talents, Lionel entertained his picnicking friends by wandering around playing the accordion.



Before too long we were back on the road again for 26km, heading for the Chateau de Brissac which was an amazing building which had retained two medieval towers from an earlier castle and incorporated them into an 18th Century palace with no attempt to disguise the joins. Again this chateau was privately owned, but we had a fascinating guided tour of some of the many rooms, this time in French and English more or less simultaneously.



After this we drove back again to Corne, to Le Relais de la Croix for a multi-coursed, boisterous meal, but some of us (including the author) were simply beaten by the pace of the day and made their way back the 22km to Genes before the dessert!





At about 5.00 pm we headed off back to Gennes 29km away, to get ready for our evening meal back at the Moulin de Sarre. As we were arriving there, two hot air balloons looked as though they were about to land close to the entrance, but just as we parked, they fired their burners and slowly sailed away above the trees – it was as if they had been laid on especially for us.

It was during this meal that Janet realised who our host looked like: if you shaved off all of Russell Brand's hair, he would be his double – the same rather smirking smile, uncanny...

The final day found us driving back to Corne, a route that had become extremely familiar, although as it was Bastille day, some of the

Suitably refreshed on the Saturday morning, we set off for Saint Barthelemy d'Anjou, 32km away, but stopping at l'Abbaye de Saint Maur for a sampling of their wines, and the chance to purchase some. We also stopped at the Super U for fuel and more pique-nique provisions, arriving at the Chateau de Pignerolles where we assembled the cars in front of the main building, and settled down for a leisurely lunch in the adjacent parkland. In fact the building housed a museum, basically dedicated to communications, but comprising technological advances from harnessing static electricity through to interstellar space flight. However it was such a hot afternoon that it was hard to take it all in!





# Brittany 2013



festivities involved closing roads and so we were forced on to some diversions which varied the journey somewhat. Again we stopped for fuel and provisions, and set off north and west passing through the north of Angers and after 68km arrived at the village of Nyoiseau and La Petite Couere which turned out to be a ramshackle reconstructed farming museum and village in which the tractions were made most welcome, and indeed looked quite immaculate amongst the rusting tractors, lorries and fire engines that littered the place.

Again it was a scorching day but fortunately a former cowshed had been fitted out with rustic tables and benches, so we were able to enjoy our lunches in a cool environment. While we were there, we were treated to a French cabaret in Arabic style, and we returned the compliment by a rousing rendition of "When I'm 64" which struck a particular chord with Lionel as he let on that we must have already known how old he was. Bernie presented gifts to Lionel and Lili, one of which was the recently published book of the 2012 ICCCR, and the intrepid motorcyclists, who did such a wonderful job making sure we didn't get lost and holding traffic up for us en route, received Arras DVD's. In return we all received bottles of the local Anjou wine, and then took a tour of the amazing site to see the animals and the re-built village with its shops, school, etc. set out as it would have been at least 80 years ago.

Towards the end of the afternoon it was time to say good bye, wish each other "bon voyage" and generally agree that it had been a most agreeable and memorable rally. Then gradually the tractions dispersed and headed off in various directions, and we too headed off with trepidation as we had no real plan of where to go, and the words of

our friends telling us we'd never find a hotel or a restaurant open that night, it being Bastille day and all, ringing in our ears.

In fact having found the one or two Logis hotels we had looked up were indeed closed, we headed for the nearest big town which happened to be Laval, found an Ibisbudget on the outskirts with a very basic but nice cool room, and later discovered the medieval part of the town with various bars and restaurants open and had a delicious meal of gallettes and crepes. We then headed down to the river along with most of the town's inhabitants, waited for it to get dark and enjoyed an amazing musical firework display, and then a local band playing an impromptu concert in a car park into the wee small hours.

It had been a really good four days, meeting up with old friends and generally indulging ourselves, and the Monday and Tuesday found us meandering up to Cherbourg for the 17.00 jet-foil ferry back to Portsmouth, and we were back home soon after 10.00pm. And this time, the car never missed a beat and always started first pull – even in temperatures that peaked at over 40 degrees.

Ian and Liz Harvey, (Words and Photos)

Shillington July 2013





## STEVE REED APPEAL

Despite being very ill for the last couple of years Steve, a TOC founder member and Director, still took on responsibility for selection and stocking of the products offered by the Club Shop. Happily, his condition has now been diagnosed and, thanks to having a constant oxygen supply, he is not only feeling and looking a lot better but is also able to drive his Traction again.

However, the best long-term solution, which should allow a greater degree of normality, is likely to be a double lung transplant. To that end Steve recently visited Papworth Hospital. Prior to his three day assessment to establish whether he is going to be a suitable candidate, Steve has been set some targets to achieve, one of those being that he does have to lose some weight first – and that is not easy when almost every movement causes a debilitating shortage of breath.

Steve has already joined a rehabilitation group and is gradually increasing the amount of (gentle) exercise he takes. However he would be very grateful for any additional incentive to reach his target loss of 10kg (not 20kg as was first advised during the BSE annual rally – phew!). He would therefore be delighted if TOC Members would be kind enough to sponsor his weight loss with a view to raising much needed funds for two charities. The first, Cystic Fibrosis, is dear to both Steve and his wife, Julie. The second, for obvious reasons, is Papworth hospital.

At this stage no official sponsorship system has been put in place but if you would like to help Steve (and thus help these 2 charities) please register your interest by sending a message to Phil and Sue Allison, (sue.allison@whitewaterfance.co.uk) and you will then be advised how to donate when the sponsorship does go “live”

Thank you.

## FBHVC NEWSLETTER No 3 2013 (20th June)

I've had a look through the latest Newsletter and here are some points that might be of interest. The full version is available at <http://www.fbhvc.co.uk/member-benefits/newsletter-archive/>

- **Wedding and Funeral Cars** Although the legislative discussion is still going on, the FBHVC feels confident enough to say "...it would appear at this stage that our efforts, along with others, have been successful"
- **Northern Ireland MOT Exemption** There are still one or two issues with the proposed wording of the legislation that the FBHVC feels need clarifying. More to follow.
- **UK Mainland MOT Exemption** The FBHVC has been in contact with several specialist insurers and reports that they have no problem with insuring pre-1960 cars, following the introduction of the exemption. Members are asked to make contact with the Federation Secretary if they encounter any insurance problems.
- **Drive It Day 2014** is set for 27 April 2014

## WARTIME WEEKEND – A REMINDER

October 11 – 13 is the Wartime Weekend at the North York Moors Railway (see July/August FP for full details and booking form).

As per Graham Handley's comments elsewhere in this edition, those who have attended the show in the past can't speak highly enough of it.

Contact Mick Popka or make use of the booking form or <http://www.nymr.co.uk/wartime/>

**Roger and Out!**

## DIY CORNER..... Fit your own dickey seat!!!



## Classif ed Adverts – Current Members

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

## Classif ed Adverts – Non-members

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

## Trade Display Adverts

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

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

## Payment

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

## Please Note

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

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

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

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

## CARS FOR SALE

**FOR 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 f tted with electronic ignition, reconditioned carburettor, stainless steel exhaust and the tyres are in f rst 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.com](mailto:ct.scott36@btinternet.com), 01442 875238 (Berkhamsted)**



**FOR SALE:** 1955 11 Commerciale Sound but scruffy. Mechanically sound, completed 1,000 km to Harrogate and around without fault. Steering, brakes, clutch, tyres, shock absorbers, petrol tank etc all overhauled. MOT'd in Aug 2012 and UK registered. Easy restoration. **£6,250. Tel: John Gillard 0207 358 9969 (24 hrs)**

**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)**

**FOR SALE:** 1947 Light 15. Restoration project. Bodywork in sound, rust free, condition. Good running engine. Interior stripped. Wiring needs attention. Offered with original number plate. Located W Wales. **£3,995. Contact Dai Williams on 01239 841803 or 01239 613179**

## 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](mailto:ahc@captainfantastic.net)**

**WANTED:** Pre-war 11BL with current MOT. **Please call Julian on 07957 291888 (London) or email: [casadelahabana@aol.co.uk](mailto: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](mailto:profpropren@hotmail.com)**

**WANTED:** Slough-built Traction, in good condition with no major issues. I'm in County Durham but willing to travel. **Please phone Michael Broadbent on 01388 833493 or e-mail [mtbroadbent@hotmail.com](mailto:mtbroadbent@hotmail.com)**

## PARTS FOR SALE

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

## FOR SALE:

Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, f t a modern fuel f lter 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](mailto:mick@popka.co.uk) Tel: 01904 701005. Next day despatch.**



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

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

**FOR SALE:** 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**

**FOR SALE:** Four Pilote hubcaps, outer larger parts early ones, I think, that have a very slightly larger diameter hole in the centre, 1 or 2mm, £10 each. Also one hubcap centre, made of brass, in great condition but needs rechroming, which fits the outer parts £10. **Phone Steve Hedinger on 07961 556538 or email hedihog@tiscali.co.uk**

**FOR SALE:** Volant Quillery steering wheel. Has some cracking. Offers please. Also unused master cylinder, £40. 2006-2011 editions of Floating Power, offers please. **Phone Simon Saint, 01905 454961**



## PARTS WANTED

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

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

## ACCESSORIES WANTED

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

## MISCELLANEOUS FOR SALE

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



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



**FOR 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**

## 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](http://www.leclosdelarose.com) or ring fellow TOC members Letsie or Bill Tilley on 02380 693954.**

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 \*Centring tip: when choosing the photo bear in mind the position of the clock movement in the centre and that the image will become round cutting off the corners

Ordering details  
 Price including postage

Steve Reed has been beavering away on a new project. As you'll see from the rough photos attached, the idea is to offer clocks, either with the TOC logo or using your own photo.

Steve says:  
*I've found that they are not silent, but are very quiet.*

*We have available a TOC clock as illustrated. If however members would like a clock with their favourite Traction picture, as illustrated with our car, then if they email me their picture, I will check whether it is suitable.*

The clocks will cost £ 8.75 + postage (£ 2.60 within UK, £ 4.80 Rest of the World) + VAT.

## TYRE SERVICE KIT

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

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

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

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

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



# TOC SPARES HOTLINE

# 01243 511378

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



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