



Floating Power

November/December 2013

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Honorary Life Members of the Traction Owners Club

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss

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Floating Power is the official magazine
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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 Jan/
Feb 2013 edition of **Floating Power** is:

Sunday 1st December.

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

Cover Image

Nigel Dent's '53 Light 15 says:
"Inside me, there's a Gull-Wing Merc trying to get
out!"...

Editor's Epistle

Hi everyone and welcome to the final edition for 2013.

I'm writing this while the sun is still shining and sheep are safely grazing etc, but since we just got back from a gay wedding in France, I thought a photo of me dressed in a rather fetching hat (made out of colourful carrier bags) and a shirt and trousers in shocking pink and pillar-box red (even if it doesn't work in black and white) would brighten up an edition that will arrive with you in November.



The happy couple are ex-UK theatre people, so the wedding (in a very small village, where they are well-accepted and one of them is even a respected member of the *conseil municipale*) was very gay in both senses, with stilt-walkers, a "pirate gang" and everyone else (at least a hundred people) dressed as crazily as possible, except the *maire* of course, who had to off ciate in a formal suit and tie.

Having lived together for over thirty years, our friends, like many gay couples, actually can't give a hoot about "the right to marry", but French law is different from the UK: the civil partnership (PACS) doesn't give you the same right to inherit your partner's assets as a "normal" married couple enjoy (how pointless is that!?). So I think there'll be lots more gay marriages in France in future, just so the state can't get its grubby hands on yet more of everyone's money.

CHRISTMAS/WINTER COVERS FOR FP

As the cliché goes, Christmas seems to arrive quicker every year, and yours truly is no exception. I realised a while back that we don't have a cache of **Christmas Cover** photos to call on and I wonder whether you could all put your creative thinking caps on to produce some nice snowy photos for future years? We only normally get snow in January and February, so you've plenty of time to think about it. Similarly, any nice "**winter**" photos (not necessarily with snow) would be nice to use for future **Jan/Feb issues**. The usual rules apply: landscape layout and with enough of your car, or cars, in the right hand side of the photo to make a good impact for the front cover. Thanks in advance.

2014 CALENDAR

There was a bit of a panic when we realised that the AGM has been moved forward this year and we normally make extra copies of the calendar available to sell there. So, the choosing of the calendar photos also had to move forward a bit. Apologies to anyone who sent in photos after the new deadline, but don't worry, all entries received after this year's close date will be put into next year's group. I stepped back from the judging for two reasons: I had a few photos of my own that I thought were worth entering and I really did think that everyone's photos were first rate. As it's me who deals directly with all of you who take the time and trouble to produce such excellent photos I don't feel it's appropriate for me to also get involved in the judging. Thanks again for your 2014 entries and onward and upward to 2015 shots.

Merry Christmas and all that..... Until next year!



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OWNERS
CLUB**

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Committee

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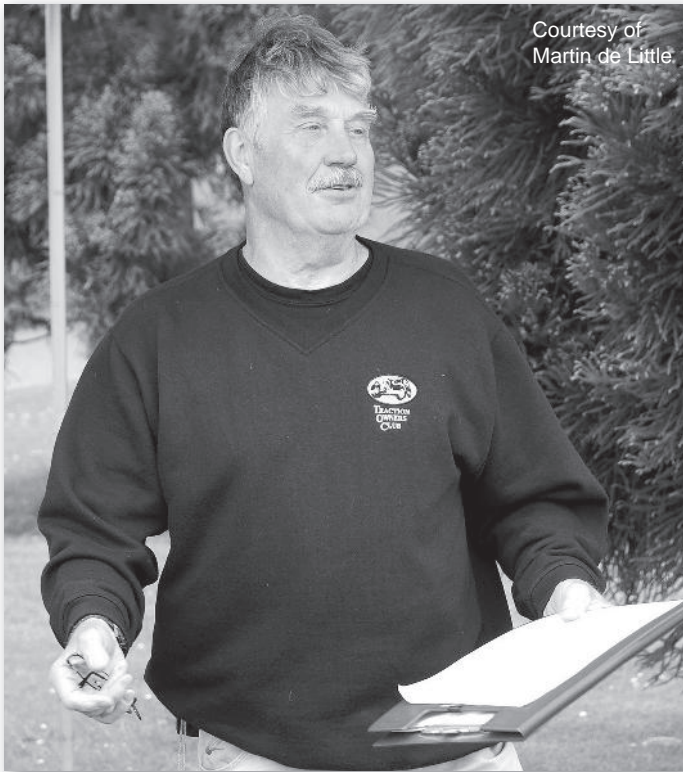
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President's Pondering



Courtesy of Martin de Little.

Sadly the TOC lost another stalwart, Alec Bilney, at the beginning of September. There is a tribute in this issue so I shall say no more than he was a great personal friend and I, like many, shall miss him tremendously.

On a happier note, the AGM was a great success thanks to Pat & Paul's organisation of the social side and Bev's chairing of the necessary bit but, most of all, thanks to the presence of the many members who attended for part or all of the weekend. As this was Bev's last AGM in the Chair (for now, anyway) we wish her all the best in semi-retirement (she remains a Committee member) and we eagerly look forward to a new era with the fresh(ish) face of Cleve at the helm.

The last edition carried an announcement of the departure of Denis Huille from his position as Heritage Manager, responsible for Automobile Citroën's Conservatoire and all other heritage matters. Well I am pleased to say his successor Marc-André Biehler is already in place. He has



M-A Biehler (left) with the Heritage team (Photo: Jerome Lejeune)

been with AC since 1996 in various posts from Customer Service and Quality to Sales Director with the Austrian subsidiary. I was fortunate to meet him during a recent ACI meeting in Paris and I am very pleased to report he is extremely passionate about the heritage of the brand and owns a number of classic Citroëns himself.

Meanwhile, back in my garage nothing is happening – but at least I am now prepared to talk about it. A few of you will know the fully rebuilt Cloverleaf engine seized within 3 miles of setting off on its maiden running-in voyage. It was only one big-end so no major damage was done but the engine had to come out and be stripped all over again. Having been back with the machinists for a couple of months I am told it will be available to me in the second week of October. As I shall be away for most of October that probably means I shall need winter tyres by the time it is ready for running-in again! Hey-ho.

As far as the Cloverleaf is concerned I have received immense support in terms of information and even physical assistance from a number of other owners. I am extremely grateful to them all because it is so difficult to obtain this sort of help and knowledge "off the shelf" elsewhere. "Older" members will recall how, in the past, FP did have a regular RWD section, courtesy of Martin Lloyd. For obvious reasons I personally would like to see that feature resurrected as I believe it would not only add to the general interest but could also be a very useful tool for gathering and distributing the precious information anybody with one of these older vehicles is likely to seek. Clearly it does not necessarily have to be overseen by a current RWD owner but I guess having such a car would be a useful asset to the incumbent. So, any volunteers to take this on, please?

Bernie Shaw

New Members

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

2358	Mr Günter Hurt	Austria
2359	Mr Robert Jones	W Midlands
2360	Mr Adrian Walker	East Sussex
2361	Ms Lois Hague	Cheshire
2362	Mr David Williams	Suffolk
2363	Mr Adrian Phillips	Kent
2364	Mr Andrew Stokes	Cumbria
2365	Mr Raymond Albesson	Scotland
2366	Mr Tim Baker	Devon
2367	Mr Ian Griffiths	Somerset
2368	Mr Phil Tetley	Lincolnshire



Photo Martin de Little

Well this is it. The last time you have to read me chatting on (that assumes you do read this page!!).

At the AGM it was announced that Cleve Belcher is taking over as Chairman. Cleve has only been a member of the TOC for 2 years but has already proved he is keen to get involved. Cleve joined the Committee last year and has, along with John Osborne, worked with Mick Popka on developing our new website – which I hope you agree is much easier to use. In the past Cleve was Chairman of a Ladies' Gym Cub so feels chairing the TOC might be easier – huh! Wait and see... My advice to Cleve is: have a sense of humour and, at times, the skin of a rhinoceros!

I must thank Paul & Pat DeFelice for organising the AGM at the Barnsdale Hall Hotel at Rutland Water. It was a super venue and those attending all agreed we had a lovely weekend. I would also like to thank Paul Holmes for entertaining us with his lovely piano playing and singing and a thank you to Stephen Prigmore and Bernie Shaw for sorting out the Run on Saturday. Do come and join us next year as we do have fun at AGM weekends - it is not all about the meeting!!

I have really enjoyed my four years as Chairman – anyone who knows me will tell you I enjoy talking so have enjoyed meeting members old and new plus potential members at events and trying to find out what you think of the TOC and the work of the Committee. I have been reading my old Chats and realise that I keep saying "talk to us" as we can only change and do things differently if we know what you want. I must say, on the whole,

feedback is very positive so thank you.

As you will have noticed you have received your free calendar in this issue of Floating Power – thank you to all the photographers for sending in your shots and a big thank you to Bob for producing it. Please do buy extra copies for all your family and friends. There was a discussion at the AGM on whether or not we carry on producing the calendar – see the next issue of Floating Power for the result!

I would like to end with some sad news and some happy news.

Since the last Floating Power two members of our Club have passed

away. Charles Daniel died in August. Charles' family had owned his 1951 Traction since new. I met Charles at the annual rally in Kent where he won the People's Choice Award. I had hoped that Charles would write an article on his adventures and growing old with his Traction but unfortunately ill health prevented him doing so. It is a beautiful Traction which is now for sale (see advert on page 33)

In September Alec Bilney passed away following illness. Alec had been a member of the TOC since it started in 1976; he was on the committee from 1985 to 1988 and was Chairman for three years from 1998. Alec had been a Director of the Club since we became registered as a Limited Company. I will personally miss Alec as he has always been a huge support to the Committee and especially to me in my 4 years as Chairman. My condolences and thoughts are with Carol.

To end my last Chat on a happier note it was agreed by the Committee and endorsed at the AGM that Tony Hodgekiss should become a Life Member of the TOC as an acknowledgement of all his hard work over the years – Tony is the only member of the Committee who has been there since day one. Congratulations Tony.

Thank you again for all your support and now I hand my gavel over to Cleve....

Section News



TOOLS

The tools sign indicates which sections hold specialist tools. A deposit is required.

SCOTLAND

Ian Smith and Andy Burnett

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

WEST OF ENGLAND

This year's Thornfalcon Classic was held on Sunday 1st September at the Parklands, Henlade, near Taunton, Somerset. The weather was great all day, over 1100 vehicles attended and the TOC was represented by **Walford Bruen**, with his 1935 7C, **Paul Tullett** with his 1954 Light 15, **Richard and Sheila Green** with their 1953 11BL, John Ogborne with his 2CV and yours truly.

Of the TOC contingent I was the first to arrive and spotted a Light 15 and parked behind it. It turned out to belong to **Ian Griffiths** who lives in Weston-super-Mare yet (I hope) to join the TOC. It was also good to meet **Bill and Jeanne Thresher** who arrived "sans Traction" as Bill's two Tractions (a Light 15 and a Belgian Légère) are both undergoing long term restorations. This is a fantastic event, not the least because it is free and booking is not necessary. The date for next year's event is the 7th September (tbc). I would really like to see at least a dozen TOC cars there next year, so please put it in your diaries.

Sunday 15th September saw the 33rd Vintage & Specialist Rally at Tredegar House & Park, Newport. This is another great event and is in aid of Leukaemia and Lymphoma Research. But what a contrast in the weather. I did know of some members that would not be able to make it but the weather forecast must have been the reason why there were only three Tractions there, all TOC members. **Tony Malyon** and his mate **Roy Jones** came in Tony's 1951 11B, **Julian and Mary Taylor** in Julian's 1952 Light 15 and me. We didn't have a club stand area but I arrived early and managed to save a space on each side of me so that we could all park together. However **Alistair and Teresa Pattillo** arrived during the morning with their son **Edward**. The rain came down around midday and gradually got worse and both spectators and exhibitors started to leave around 3pm. Both Julian and I had journeys back to Somerset - M4, Severn Bridge and M5. However Julian and Mary left earlier than me and had a fairly good journey back - but not me - heavy rain and winds.

We currently have 50 members in the West of England section split between Bristol, Devon, Dorset, Glamorgan, Gloucestershire, Gwent, Oxfordshire, Somerset and Wiltshire. I am still hoping to organise trips to the Bakelite Museum and Oakham Treasures this year. Any TOC member is welcome to join us on events should you happen to be visiting the area. Please contact me should you wish to do so.

Den Hewitt

Tel: 01934 834274

email: denhewitt@f1550.fsnet.co.uk

Tredegar 2013- Tony, Den and Julian



Thornfalcon-Ian Griffiths' Light15



Thornfalcon - Paul Tullett's Lt15 in the foreground



Thornfalcon - Walford's 7C and the Green's Lt15

Alec Bilney

8th March 1943 – 3rd September 2013

Having been a founder member of the TOC, Alec served time as both ordinary committee member and Club Chairman. He also chaired the team that organised the very successful 1984 Knebworth ICCCR which celebrated the 50th Anniversary of the Traction.

When the TOC later registered as a limited company Alec agreed to become a Director. His subsequent support of the Committee was always greatly appreciated and he was a key figure in drawing up the TOC's Articles of Association together with the necessary rule changes that this exercise necessitated. But the TOC was only a small part of Alec's world.....

Memories of Alec in Carol's words.

"To sum up the life of this very special man is a daunting task. I have frequently mentioned that I should have married a man who pottered about in slippers and watched TV; it would have been an easier task.

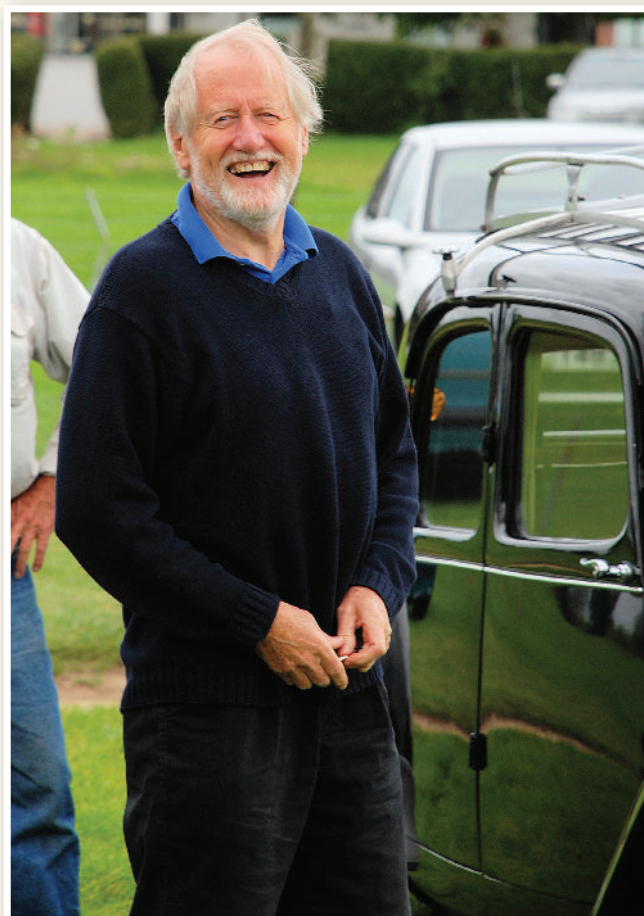
But the extent of his loves, friendships and interests is what made him so special. Since Alec's death we have received scores of messages, eloquent and full of loving admiration of his many qualities. His friends, some of whom I hardly know, have expressed, better than I am able, what he contributed to this world which he loved so much.

Alec SO enjoyed his life, comfortable in his role as man, husband, stepfather and Grumpa, and steadfast friend to so many. When I first met him, I was impressed by the number of friends he had, mostly male with at least one vehicle in their lives. (I didn't know at that stage about his many lady friends!!)

As we grew closer, I soon saw that his easy-going nature was also a magnet for women. If I left him alone, for however brief a period, there was often a woman - or two - in my place on my return. This applied whether he was in uniform or not, or driving one of his unusual vehicles.

After his role in the Falklands War, he was invited to the thanksgiving service in St Paul's Cathedral. He travelled up to Waterloo station in full dress uniform and walked to St Paul's. On his return, he was smiling broadly, and said "I've forgotten how a uniform pulls the women". He had been accosted all the way along the Strand, and of course, loved it.

His early years, as the child of a Royal Air Force NCO, were spent in many homes across England. The number of schools he attended



Alec Bilney



was in double figures. In one year alone he attended 3 different schools. Perhaps the formality of a post-war military childhood shaped his relaxed nature later in life. He set off for sea, heading to Hamburg at the age of 16. He was away on that first trip for 15 months.

As a deck officer apprentice he attended Sea School in the East End, a true docklands area, as it was then. He sailed with various shipping companies around the British coast, and then joined Shell as a company junior officer.

The RFA, the Royal Fleet Auxiliary, became the peak of his life as a seaman.

Their motto, RFA Ready For Anything, seems particularly appropriate for Alec himself.

Whatever task he tackled, be it sailing from Gibraltar to the South Atlantic with an ill prepared ship when Mrs Thatcher despatched her Task Force, dealing with maritime diplomacy at The Chamber of Shipping, or bringing rusty vehicles to life..... whatever the task..... he applied himself wholeheartedly, hanging on until it was completed. His staying power was immense. This was evident when he went to Liverpool University at the age of 44, where he gained a first in Maritime Studies.

We all know how much he loved vehicles.....he shared the fun of them, and frequently encouraged reluctant (and often terrified) passengers to "take the wheel".....have a go. The excursions were varied in their destinations, as were the vehicles. Most car or motorbike photos in his albums had a female nearby, with a caption reading "a regular passenger", that way he didn't get the names mixed up. Ever the diplomat, he was respectful of his many girlfriends feelings.

But after the excursions, he loved to return to a place very special to him: home, in Mill Street. There, he treasured the warmth of his friendships, his books and life with me.

You will have been aware of his severe hearing loss, exacerbated by his professional seaman duties. It is often said that "Blindness cuts you off from things, but deafness cuts you off from people". Despite having only 25 % hearing ability, he worked so hard to ensure that he WASN'T cut off from those he loved, his friends, colleagues and family".

As Carol says, Alec's interests were many and varied and we are grateful to her for sharing these memories with all of us.

Bernie Shaw

(For more info on Alec's life and a selection of photos, including the wake which was held on 16th September, go the club website News Section: <http://traction-owners.co.uk/news.shtml>) Ed.



Alec & Carol



NORTH EAST ENGLAND

First of all, a **big thank you** to **Chris Treagust** who found me that 8inch Lucas headlight glass in amongst his spares....and it is identical to the one I broke. I'd been offered one for £80 and if I'd got one from the States it would have cost about the same but TOC Spares came good for just over a quarter of that. Well done Chris and thank you again.



2013 is the Wigton Motor Club's 25th anniversary so we went over to Penrith and joined **Noel Davidson** and **John and Julie Dawes** at Dalemain House. Noel entered his fine looking Big 15 in the 1951-1960 Saloon Car category and came second. He received a Certificate but was overwhelmed with a much better reward from Julie.



There's been some rumblings that André would bear all. He was first seen at the Whalton Village Show and sneaked in to the Beamish Museum Show to keep the rowdy traction owners in check. Well done **Mary Faulkner** for producing a fine mascot. No, I don't think they are for sale in the Club Shop. Beamish saw four tractions join a throng of 500 classics on display. **Ray** and his son **Chris Andrews** in the 6H, **David and Mary Faulkner** in their big boot legere, **Nick Hopkinson** in his small boot legere and ourselves in the Light 15 enjoyed a day out not only displaying our cars, but getting a chance to explore the wonderful sights and sounds of yesteryear at this remarkable living museum.

Looks like there will be a good gathering of 7 or more tractions at Pickering Wartime weekend and plans are being made for a group of us from "up north" to head next September to the 80th celebrations



at Chateau de la Ferté Vidame. Getting the overnight Hull to Zeebrugge Ferry, driving the rest of the way with an overnight stop near Abbeville. Anyone taking the same route and wishing to join the motley crew let me know and I'll keep you in the loop as our plans unfold.

Graham Handley

For details of future planned activities contact:
Graham Handley Tel: 01661 843493
Email: grahamhandleyhandley@btinternet.com

Section News

SURREY, HAMPSHIRE & SUSSEX BORDERS

18th August We had a very good - with no hold ups - drive down to The Victoria Country Park, near Southampton. Although the convoy consisted of only two Tractions and our DS, on arrival we were met by **Phil Allison** with his beautiful car, who introduced us to **David Kerr**, a new member of only six weeks tractioning. He kindly invited us to use the ground in front of his house which is within the park for our picnic. By now numbers had swelled to eight or nine Tractions. We were lucky with rain only coming towards the end of the day. Some went for the climb up the Viewing Tower, overlooking the waters of Southampton, which is the only remaining part of the hospital that stood on this land, for wounded soldiers of world war one.



The 15th September's weather forecast was not good, but the stalwarts met at the Fairmile, to convoy down to the Jack and Jill Inn at Clayton. At this time the weather was fine and warm. On arrival at the Jack and Jill Inn, we were joined by **Bob and Trish** and also **Julian Berry and Caroline**. Our meals were swiftly served and a jolly three hour lunch followed. On going up to the Jack and Jill windmills the weather had changed. At the top of the hill it was blowing a gale, even hang gliding would have been too dangerous. I did not realise that once inside the mill one could actually feel the building swaying, it was almost like being on board a ship.

17th November will be a meeting at The Fairmile, Cobham, Surrey from 12 noon. In the meeting room.

15th December Christmas Lunch in The Malting House, at The Barley Mow. Family and Friends welcome. This must be pre-booked with Helen. e-mail helenshelley@msn.com or phone 0208 3307216. To add your name to my list for me to send you the menus when I have collected it from the Barley Mow.

Look forward to seeing as many of you as possible.

Helen

**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



The More The Merrier Barbeque

What great weather we had on September 1st when 35 TOC members came over to Brambles for the annual club BBQ. The drive has never looked better graced as it was with six English light 15s, our French 11b Normale and a gorgeous 1947 Triumph Roadster owned by **Tim and Lesley Newing**. They have recently acquired a traction that requires a little polishing. If it ends up like the Triumph, it will be well worth seeing; in fact it could be an excellent subject for the magazine, recording its restoration... just a thought?

Back to the BBQ, It was a great pleasure for Tina and I to welcome so many friends old and new. We're going to do it again next year, 50 would be a nice number, so pencil in Sunday 7th 2014

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242 Fax: 01933 277737

Email: stephenprigmore@hotmail.com

EASTERN

No planned events at the moment, but do make contact if you have a suggestion, I can forward the details to everyone via ESP.

Jasmin

For details or suggestions for future activities contact

Jasmin Gagen

Tel: 01284 827039 jasgagen@btinternet.com

PEAK

There will be a meeting somewhere in the Peak District on Sunday December 1st but due to AGM and other excuses a venue has not yet been sorted...

If you are not on our mailing list and want to know more then please get in touch.

Bev & John

For details of future planned activities contact:

Bev & John Oates

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

Section News & Bits & Pieces

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)

See information regarding the 2014 80th Anniversary celebrations elsewhere in this issue.

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

Tel: 0011 (00)32 50 425 836 Fax: 0011 (00)32 33 255 214

WEDDING CARS

Mick Popka would like to remind all members who offer wedding car services to check their listing on the TOC web site (<http://traction-owners.co.uk/wedding.shtml>)

If your details are out of date, please amend accordingly. If you're not on the list and would like to be, please contact Mick. webmaster@traction-owners.co.uk

2014 CALENDAR

You've received the 2014 calendar with this copy of FP. If anyone wants to order more copies, prices – inclusive of postage – are: UK £5; Europe £8 and Rest of World £9.

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



ICCCR BOOK AND DVD

A reminder that the book and DVD of last year's ICCCR are now available (see last issue for review). <http://tinyurl.com/15-ICCCR-Book>

FBHVC NEWS

Here are the highlights of the latest FBHVC News Bulletin. Full information can be found at <http://www.fbhvc.co.uk/member-benefits/newsletter-archive/>

- Discussions are still going on in Brussels about what constitutes an historic vehicle.
- The Northern Ireland MOT Exemption could still be on (or then again it could be off). It was supposed to start at the beginning of September (!)
- Brussels are now thinking about whether to “ban” chroming processes.
- If you are thinking of importing a car you need to be aware that a new system called NOVA is in place, from HMRC. There's a lot of detailed information on this, so I suggest you read it all online if you are contemplating importing from Europe in particular. The HMRC VAT Information Sheet 06/13 (revised) June 2013 on the subject can be found at http://customs.hmrc.gov.uk/channelsPortalWebApp/channelsPortalWebApp.portal?_nfpb=true&_pageLabel=pageLibrary_PublicNoticesAndInfoSheets&propertyType=document&columns=1&id=HMCE_PROD1_032698

TOC SPARES HOTLINE

01243 511378

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

TOC CLUB SHOP

For a complete range of club merchandise for the Traction enthusiast contact

Steve Reed

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

On the tracks of World War II

Since 2002 we have been on the road in our 1953 Traction Avant on the tracks of World War II. We have travelled to New York (Route 66), London, Paris, Saint Petersburg (former Leningrad), Moscow, Kiev and Budapest. Visited the beaches of Normandy and Morocco. Always in our beloved Traction: *Blossom Noir*.

The missing link was North Cape, where Murmansk convoys battled their way to deliver war material to the Soviet Union between 1941 and 1945. An uncle of mine was torpedoed twice but survived the war. The northern part of Norway was the theatre of the battle of Narvik in spring 1940, where British, Norwegian, Polish and French forces were fighting against the Germans. The sinking of the German battleships - Tirpitz and Scharnhorst - were other major events.

North Cape played an important role during the Cold War, as Soviet submarines headed to the North Atlantic, closely watched by NATO forces.

NORTH CAPE 71° 10' 21"

One stormy day in 1553 an English expeditionary ship was here, and the Commander, Sir Richard Chancellor, is credited with christening the mountain formation *North Cape*.

Since then North Cape has become a sort of place of pilgrimage for many people with different means of locomotion. Famous visitors are King Olav of Norway, the King of Thailand and Louis Philippe, crowned King of France in 1830 who visited the cape incognito in 1795.

OUR PILGRIMAGE

We started planning our pilgrimage about 2 years ago, reading books, consulting roadmaps and the internet – preparing ourselves physically and mentally too. This time we decided to go just the two of us, as it makes planning much easier and we have more leeway.

We finished our roadbook in March 2013; made reservation for the ferry between Hirtshals (Denmark) and Bergen (Norway) and our original plan was to cover the nearly 10,000 km in 6 weeks, staying on campsites. Promoting the Dordogne Cancer Association was one of our aims.

The Traction was fitted out with two new front tyres. Oil change. A new oil filter (Chauvet type) was put in. Checking bearings, the steering system and adjusting the brakes. Four new spark plugs. All standard procedure.

A few spare parts, but no doubt never the right ones! A notebook computer for (daily) communication with family and friends (including the TOC) and a mobile phone for emergencies.

Equipment for staying on campsites, including a conversion of our Traction enabling us to sleep inside it. For that purpose the spare wheel and jerry can were fitted on a luggage rack on the back of the "Trac". The weight of this rack was compensated for by removing the back seats.

ON THE ROAD

We left the Dordogne on May 15th, crossing the 45° latitude North, and proceeded via Paris, Belgium to Holland, where we presented our project to a class in our grandson's elementary school (real fun!). Then on to Germany and the ferry to northern Denmark. Very bad weather in Germany and Denmark; fortunately improved when boarding the ferry. Relaxed journey on board a comfortable ferry, arriving in Bergen May 23rd. Clearing customs; no documents requested, and on the road for our final destination: North Cape. The sun and warm weather were to stay with us for 3 weeks.

This first day was the most difficult one as two mountain chains had to be crossed with roads just cleared of the snow. We travelled through walls of snow on one side and frozen lakes on the other side. The Traction had to work hard; sometimes in first gear, supported by the 12V electric fan. Late in the evening, on our campsite, which had been flooded the day before, the owner offered us the only remaining cabin. "For every problem there is a solution" she said philosophically after the disaster.

Over the next week we worked our way up on main roads, doing on average about 325 km a day. Beautiful weather and very good roads enabled us to arrive at Cape North earlier than expected.

Breathtaking views and landscapes as we drove on, often with the roof down, in T-shirts. Life's great in a Traction!

Around Narvik many monuments reminding us of the WW2 battles of the Allies, including a Soviet monument erected on the Polar Circle. A German monument near the Altafjord pays tribute to the sailors on the Tirpitz battleship.

We stayed two nights on the campsite in Olderfjord, 125 km south of North Cape, to cover the last stretch, through the longest and deepest tunnel (212 m) in Europe, to our final destination. There were hugs and kisses as we jumped for joy! We had made it!

On the tracks of World War II



Meeting with a Swede, owner of a TA 11BL '49. It came out of a barn after 40 years. In his garage he has a TA 7C '36; TA 11BN '56 and wrecked TA '49. (plus a load of BXs)

We unexpectedly met the owner of a Citroën dealership in the centre of Sweden. A big photo of De Gaulle in his ID as you enter the showroom. They showed us their classic car collection. Such beauty. Free "graisage!" A lovely welcome!!



We made it to CAP NORD

On the tracks of World War II



Northern Holland



Interview with young lady from
Radio France Bleu Perigord



En Route



On the tracks of World War II

However visitors are not allowed to drive right up to the North Cape ultimate symbol, the GLOBE. But, thanks to our persuasiveness, our Dutch charm and a present, the manageress of the Tourist Centre joined me in the Traction to cover the last 800 m. Photo sessions and a fly-past from a Norwegian Sikorsky Search and Rescue helicopter (for us?) before returning to our base at Olderfjord. In the evening dinner with champagne, cassoulet with magret de canard and a bottle of Perigord wine. Sooooo.....good....! The way back, via Narvik and crossing the mountains into Sweden. Kiruna, the "iron" city and further south through the forest, the forest and even more forests...

In Jokkmokk, on the Polar Circle, we met a Dutch farmer who makes excellent cheese for top-rated restaurants in Stockholm. The cows can withstand temperatures of up to minus 30°C.

In the centre of Sweden, we stopped at a Citroën garage; inside many photos of the classic Citroëns, like General de Gaulle in his ID. The owner lubricated the engine of our Traction – for free! - (we already had 6,500 km on the clock) and let us have a look round his private car museum.

A few days later, the landscape changed into green hills and nice lakes, we met a Swedish "Tractionist" in a car park. We stopped and chatted with the owner about our love for the old ladies (our Tractions of course). That night we slept in his house on the sofa, after a BBQ and viewing a stock of old cars, including many BXs, Traction Avants and a DS. He'll need another life to restore all those!

Crossing the Malmö – Copenhagen Bridge, we stayed for two days (our first day of real vacation) on the campsite in Koge, where we met the Danish Traction owner (and Traction specialist) Jens Moller Nicolaisen in his roadster Traction 11AL, which had been completely restored back to its original state. Nice to chat with Jens and his Traction friend Henrik.

Time to return home, via northern Germany, Holland (to see the family), Belgium into France, Dordogne, where Radio France Bleu Perigord, interviewed us live for the fourth and last time on a car park in Périgueux.

Back home on June 20th with 9629 km on the clock, without any problem at all. One last word on the seating conditions in our Traction, as we never experienced back or "bottom" pain. The seats were redone in Switzerland about 7 years ago; the original spring boxes were covered with imitation leather providing far more comfort than in our 1994 SAAB 9000.

Thanks to André Citroën and maybe because "Blossom Noir" was blessed with holy water in Santiago de Compostella last year.

Driving a Traction is not only a passion, it is a lifestyle.

TECHNICAL INFORMATION

- 11 D engine with a 4-speed ID gearbox (first time we really benefited from this gearbox: speed of around 95 km/hour on flat roads, less noise and less fuel consumption)
- installation of an original, reconditioned (by Jack Pauly) Solex 34 carburettor replacing a so-called new one, saving between 15 and 20% fuel and starting the engine with just a touch on the electric starter)
- reinforced front train (triangle) to cope with difficult road conditions
- modern drive shafts
- electronic ignition system (type 123)
- extra 12V ventilator for cooling in the event of...
- Chauvet oil filter system

Fluids used:

- 5 litres of lube, standard (the cheapest)
- 0,25 litres of gearbox oil
- 0,1 litres of coolant
- fuel consumption around 9,5 litres to the km.
- between 1000 and 1100 litres of fuel, I guess (expensive in Holland and Scandinavia)

Avec nos salutations... and see you in the Dordogne in May 2015,

Hélène and Ronald Knoth

Some were surprised that the new chairman wasn't around on the Sunday at the AGM to officially take over the reins. Bev explained that Cleve had been "forced" to go to the Oktoberfest in Munich, allegedly due to it being a very longstanding commitment... Hmmmm. Anyway, here's a photo of your new chairman in a rather camp pair of lederhosen. What is it about middle-aged men and leather...? Ed.



Your Letters

Hi Bob.

Following on from Barry Plant's letter on Club Spares in the last edition I have used the service (a lot) since I got my Traction last October and want to add a comment about the quality of the parts supplied.

Of all the 'bits' that I have bought, the only one I had any issues with was a replacement 'French Style' indicator switch and I fed my comments back to Chris, which he accepted and was following up with the supplier.

Everything else has been of a good quality and a perfect fit.

One item in particular has had 'mixed' reviews from speaking to some members and that is the copy 32 PBIC carburetors. In my case, the one I received from Chris appeared identical to the original and was only lacking the 'Solex' name cast into it.

I removed the badly worn and leaking original from the car, fitted the new replacement one, primed the fuel pump,

pressed the starter and the car fired up instantly. All I had to do was adjust the slow running once the engine was warmed up as the idle mixture setting was fine (I did a quick check)

I have since given the car a good run and performance overall has improved.

One thing that I did do, was remove the carburetor overflow pipe on the intake manifold and checked that the small air bleed hole behind it was clear (a forum post from 2009 by Den Hewitt gave me the heads up on potential issues) If that hole is blocked, the car will run rich, thanks for sharing that Den.

The carburetor from the club actually costs less than a 'professional' rebuild (and is a lot faster) so if yours has a worn butterfly spindle leaking fuel or the car loses too much power on steep inclines, give a replacement one from the club a try. You may be pleasantly surprised at the results.

Dave Faulkner

Hi bob

A couple of nice pics I found by accident whilst trawling the net.

No info i'm afraid except an old garage in Ruffec and Bugatti, BNC and a Citroën Traction on the way to Condac near Ruffec in the Charente.

Note the wheels on the decap.

All the best

Tom Evans



Multigrade Oils

Dear Bob,

I am writing in response to the debate in the May/June issue of FP to clarify a common misunderstanding about multigrade oils where it is said that multigrade oils get thicker as the engine warms up. The viscosity of both monograde and multigrade oils reduces with increasing temperature, but the big difference is that the change in viscosity, or "thinning", of multigrade oils is not as great as with a monograde oil. The idea is to have an oil which behaves like a "thin" monograde when cold and thus circulates round the engine quickly, but does not become too "thin" with a warmed-up engine. The methods for determining viscosity are different for the two designations (W and "normal") which means we cannot directly compare them. However, in the interests of understanding, I think it is allowable, but not strictly correct, to say that, using the example of a 20W/50 oil, it behaves something like a monograde 20 oil would do at low temperatures and as a monograde 50 grade oil when hot. One of the reasons we normally risk burning/scalding our fingers during an oil change is to take advantage of this reduction in viscosity with temperature and we know that,

say, a monograde 20 oil literally gushes out of the sump of a warmed up engine, much faster than it would have done if it was at ambient temperature, as when we put it into the engine. While hot 20W/50 oil doesn't pour out as fast, it still drains from the sump quicker than the same grade of ambient temperature oil would do; as we see when we refill the engine with the same 20/50, the fresh multigrade oil seems "thicker" i.e. more viscous when cold, just as in the case of monograde oil.

I am not trying to influence readers to use multigrade oils. Please continue to use what you have experience with and thus confidence in; I am merely trying to correct a misunderstanding and add to our body of knowledge. The only opinion I will give is to say that change frequency (taking into account both usage and mileage) is arguably of more importance than the choice between good quality "Classic" monograde or multigrade oils, (the latter being low detergent).

John Moon

Our very technical friend Daniel Eberli has kindly offered us a piece on the subject of Traction Brakes. You can tell he is very technical, because his first word is WARNING! Only a technician starts his message like this I usually say: "Hello, how are you?" But a technician will even greet you in the street with "Warning, you are walking close to the traffic!!" Anyway, we're always glad to hear from Daniel, so let's see what he has to say.

Warning:

The brake system of 4 cylinder Traction should only be worked on by persons with in-depth knowledge of the marque!

This also applies to a certain extent to the 6-cylinder version

For the same topic, see the chapter 'Brakes' in the manual "Citroën Traction Avant 11 & 15 CV for Beginners".

www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php

Here is a synopsis of the most important points:

- Change the brake fluid regularly and check the brake cylinders.
- Only work on the brakes yourself if you have the necessary knowledge and tools. Otherwise find yourself a Traction specialist.
- Understand the sense of rotation of the 38mm nut on the drive shaft. There should be a right hand thread on the left side and a left hand thread on the right side.
- Always use the correct brake drum puller or have it shown to you by the mechanic who does the job. By no means accept the statement from your mechanic that "it will work with a different tool too"!
- Have new brake linings adapted to the curve of the brake drums, but allow the brake drums to be lathed out only as a last resort! Chamfer the leading and trailing edges of the linings.
- Neatly centre the brake pads using the lower eccentric bolts. - Apply brake cylinder paste (e.g. from ATE) to the pistons and the inside of the brake cylinders.
- Before assembling the front brake drums check the cones carefully and de-grease cleanly.
- In case of replacing a woodruff key, ensure that it is not too thick. - Front: Ensure that the brake drum is not blocked by the wheel bearing and there is enough free thread on the drive shaft for the 38mm nut.
- Tighten the 38mm nut sufficiently: see workshop manual
- 250 ft/lbs. - When bleeding the brake system, do not push the brake pedal fully to the floor.

If you think this is not for you, at least make sure your horn is working and that you have a sympathetic insurance company!!

The details

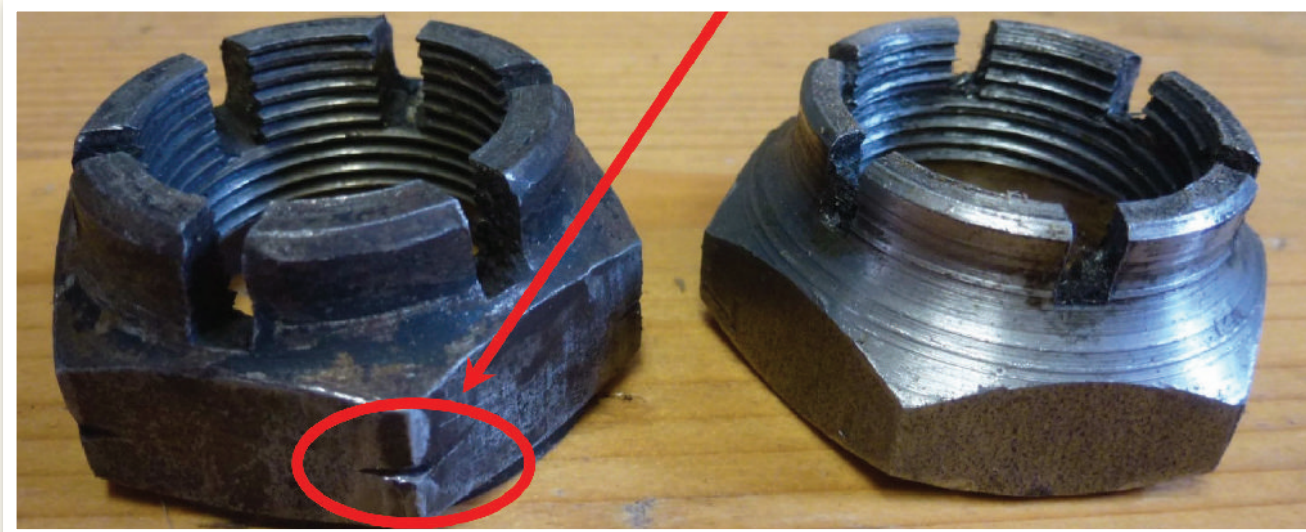
In the past six months I have been confronted all too often with examples of dangerous tinkering with the brakes of Traction. Common to all cases was the fact that it was not the owner of the car who had repaired the brakes, but that he had taken his car to a garage dealing with modern cars, assuming that they would be equally competent to deal with his (or her) classic. Unfortunately most garages do not think it necessary to acquaint themselves by either reading the workshop manual or checking the internet. They do not want to lose face and are convinced that they are able to solve the problem.

It is important that a Traction's brakes are maintained regularly. Just because the brakes work, this doesn't mean everything is okay since by the time the brakes work unevenly or poorly expensive damage has already been done. This is especially the case when only a few miles are driven each year. Of course the brake linings are only worn a little, but the brake fluid absorbs water when the car is unused. Water in the brake fluid lowers the boiling point so when much is demanded of them, for example during a journey across steep hills or passes, they may be partially or even totally ineffective.

Now those who drive their Tractions infrequently may say, quite correctly, that they do not drive in hilly areas and across mountainous passes. Correct, but water is heavier than brake fluid. It collects at the lowest part of the brake system, which means in the brake cylinders. There the pistons will rust solid, especially if left standing for a long time. Heavy braking may free the pistons, but the surface quality of the cylinders will have suffered. The rubber parts will no longer seal properly and the brake fluid will gradually get into the dust boots. Then it's just a matter of time until the liquid drips into the brake drum and is distributed from there to the brake pads. These will become glassy and the effectiveness decreases. Since this does not generally happen symmetrically, the brakes will pull to one side, and only then will the driver notice that something is not right. By then the pads - and often all the wheel cylinders - will need to be replaced and that is expensive.

For this reason I recommend changing the brake fluid every two years, and take the opportunity to check the condition of the brake pads and the wheel cylinders. If you cannot do this by yourself, go to somebody who is familiar with the Traction and has the correct tools. The VW, Vauxhall, Volvo, or whatever workshop unfortunately often does more harm than good. Unfortunately, this also applies to Citroën workshops, unless they have an employee who still knows the old cars - and has the associated tools.

The first difficulties arise when unlocking the 38mm nut which holds the brake drum on the drive shaft. Assuming that the drive shafts have been mounted correctly, the nut on the left side has a (normal) right-hand thread; the right drive shaft has a left-hand thread. However it might pay to look closely at the nut and the shaft stub. I've seen cars that had right-hand threads or left-hand threads on both sides, a right-hand thread on the right and a left-hand thread on the left side, probably because in earlier days it was common to have a left-hand thread on the wheel bolts of the left side. It appears unlikely that the average mechanic will know that nuts with left-hand thread are provided with a marking on the edges.

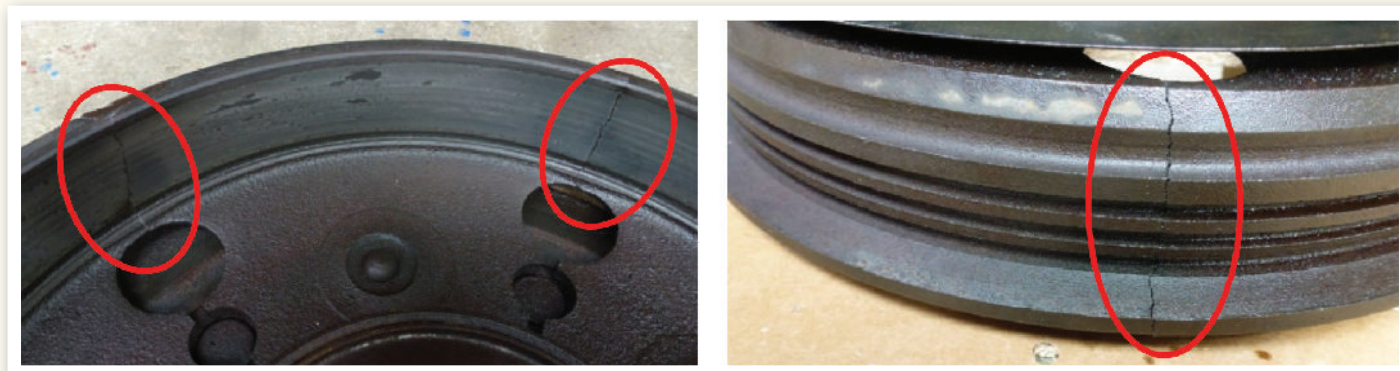


The nut on the left in the picture has a left-hand thread and is marked correspondingly; the nut on the right side has no markings and thus an "ordinary" thread.

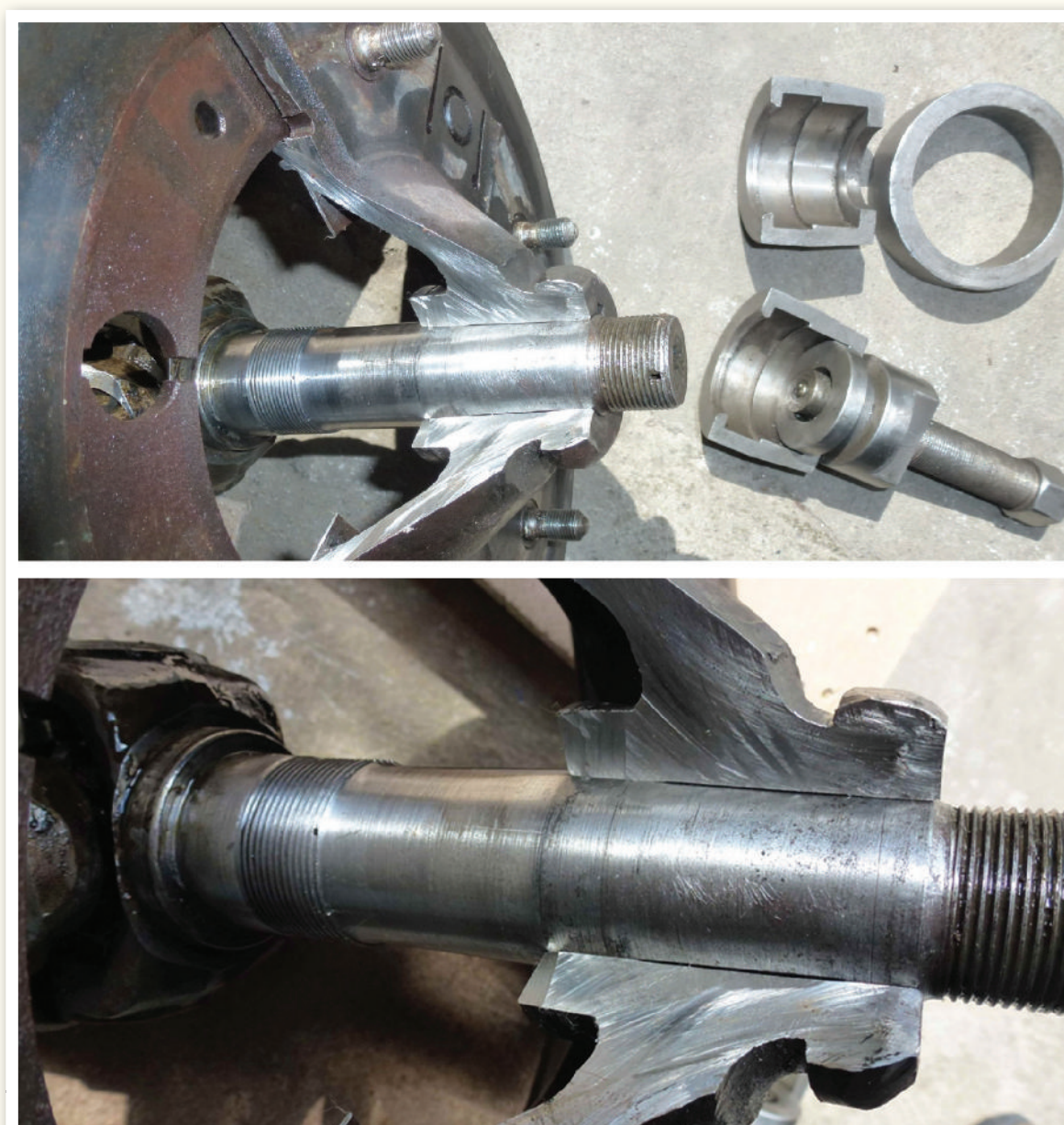
To remove the front brake drums of the 4-cylinder models you must use the Citroën tool 1750-T. The heavy tool at the top of the picture comprises two half shells which hold the neck of the brake drums tightly and are prevented from slipping off by a ring. If the drums are not sitting too tightly it is possible to work with a 'light version' as shown at the bottom of the picture. I carry the light version in my toolbox on journeys, to be able to help if anyone should have problems with the brakes.



You must use a tool which seizes the brake drum at the groove in the hub area. Any 'ordinary', commercially available puller which pulls at the wheel bolts or at the outer edge of the drum will destroy the brake drum. I recently received a sample drum of one of the participants in my courses, which had been torn off (any other term would be incorrect!) by a 'professional' mechanic who used the wrong puller. Initially, he was not successful until he heated the drum in the centre with a torch. Finally the drum let go - and is now cracked in two places! The mechanic even welded one crack - maybe he did not even see the second one...



Clearly this drum cannot be used anymore on a vehicle and now only serves as a demonstration model. Therefore I have cut out one quarter with a cutting disc.





Looking at the above image, it is recognizable that the brake drum rests on the cone only on the outermost and innermost $\frac{1}{2}$ inches. This is deliberately so designed. In the next image I screwed on the 38mm nut. As you can see, this is a nut with left-hand thread, and therefore it must be a drive shaft from the right side of the car.

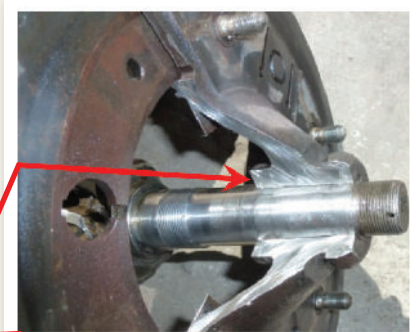


It is essential that both the surface of the cone of the drive shaft and the inner surface of the cone of the brake drum are in good condition. The transmission of the driving force (torque) occurs only through the clamping of the cone connection. There is a Woodruff key, but it cannot resist the torque. It serves only to ensure that the brake drum is mounted in the same position every time. If the cone connection is not sufficiently firm, the key is quickly sheared off and the drive shaft slides through. This leads to damage to both parts, to the drive shaft as well as to the brake drum, and both parts have to be replaced. Expensive!

Additionally new Woodruff keys are often too thick. This does not allow the brake drum to rest on the cone all around but on the Woodruff key instead. The drum is then mounted slightly off-centre, power transmission is no longer guaranteed and the Woodruff key shears off when a load is applied. If the key is too thick it needs reducing to the correct thickness before assembly in order to leave some space above.

Other difficulties arise when the cone is a bit worn (e.g. when it has been tampered with after it was able to slip) or the tapered hole in the brake drum is slightly too big for the same reasons. Then a safe seat of the brake drum can be prevented in two different ways:

- The brake drum slips so far on the cone that the inner end touches the (outer) wheel bearing and the cone does not come to fruition. Skimming 1 or 2 mm off the brake drum with a lathe in the area of the wheel bearing would help. However, now there is a danger that the drum touches the brake plate. You would have to skim off 1 or 2 mm of the outer edge of the drum also. However, I do not like such measures and would recommend replacing the drum and / or the drive shaft.
- The 38mm nut is blocked by the end of the thread on the drive shaft and cannot exert enough force on the brake drum, even when tightened by the proper torque. (In the pictures of the cut-off brake drum, the wheel bearing is missing, so the problem cannot be seen.) A several mm thick washer between the nut and brake drum might help.



Another vehicle came to me because the mechanic failed to minimise the difference between the left and right rear brakes to a level which was accepted to pass the MOT.

I soon realized that he had only managed to remove the front brake with great difficulty. Becoming clever, he wanted to make sure that 'next time' it would be easier. Therefore he greased the cones generously. It would only have been a matter of time until one of the woodruff keys sheared off and the drive shaft would have slipped in the brake drum. Moreover, since both drive shafts were mounted with left-hand threads, in the worst case this might have led to unscrewing one of the 38mm nuts, and then one of front wheels would have gone 'a different way'...

The cause of the difference in the brake forces, however, was found elsewhere: Obviously, the mechanic did not notice that the brake shoes at the pivot points are fitted with eccentrics, which allow (but also make necessary ...) for adjusting the brake shoes before the brake drums are mounted. Since the brake linings were not in contact with the brake drums over the whole surface, the braking effect was different on the right and left sides.

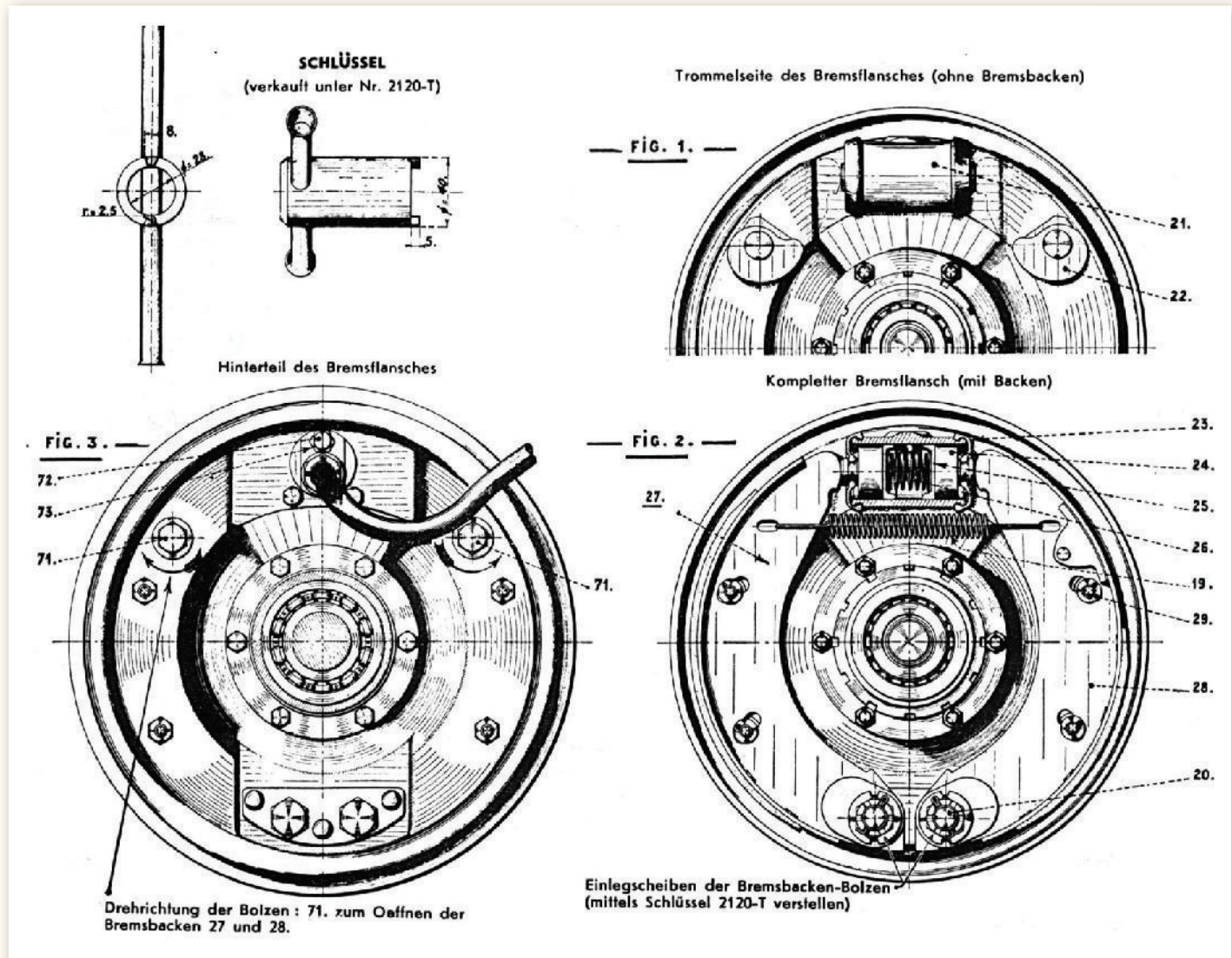
To adjust the brake shoes a special round Citroën tool exists. If you do not have access to this tool you may draw chalk lines across your brake pads, remount the brake drum, bring the brake shoes in contact with the drum by the help of the top eccentrics, rotate the drum and then remove the drum again. You will then see where the brake pad is touching the drum and can correct the position accordingly by the lower eccentrics - a time consuming, but quite practical method.

The following picture shows a right rear brake, which serves as a demonstration model for my courses. The nuts covering the lower eccentrics are highlighted in yellow green.



Well known parts dealers have rivet-on brake pads in their catalogues. However, I find it better to have the pads glued to the shoes by a firm specialising in brakes and clutches. If you do this, take the brake drums in too and have the pads ground to the radius of the brake drums.

However it is very important to insist that the drums are not to be skimmed out. In general, it is sufficient to rub it with emery paper. With each skimming the wall thickness decreases and thus the likelihood of the drum warping increases. Unfortunately in recent years most companies gave up - probably for cost reasons - bevelling the brake pads at the leading and trailing edges. I do this after purchase with a file or grinder, because I am convinced that by doing this the tendency of the brakes to shudder may be reduced.

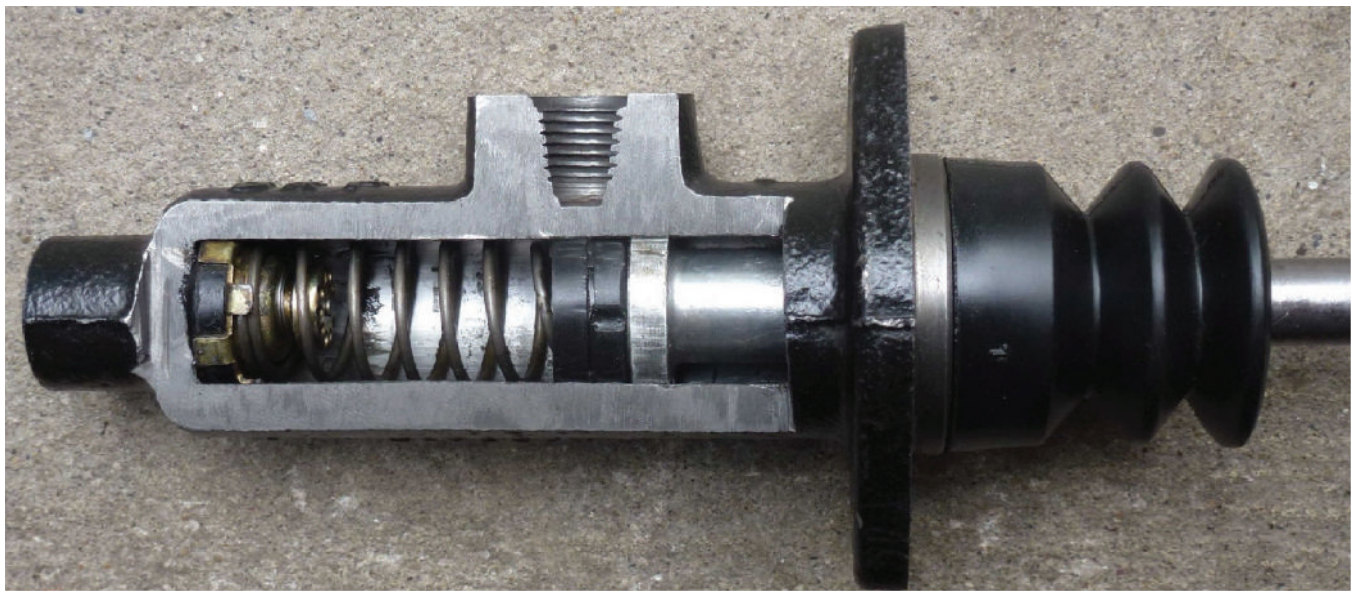


By the way: If you replace the rear brake pads do not forget to lengthen the handbrake cables. Otherwise, these act as if the hand brake is tightened - and then it is not possible to mount the brake drums...

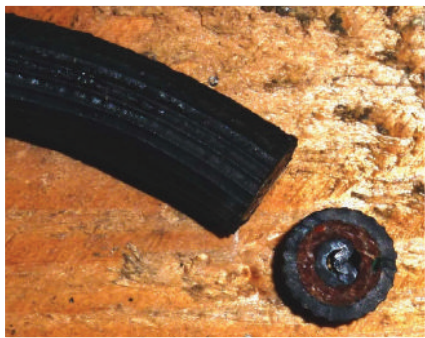
Only at the very end do you put the brake pads as close as possible to the drums on the outside by the (upper) eccentrics, (No. 22 and 71 on the sketch on the right), to keep pedal travel to a minimum.

When bleeding the brakes, make sure that the brake pedal is moved only in the "normal range". If you press it to the floor plate, the rubber parts inside the cylinder may be moved to an area that could have traces of rust on the surface. This would lead to damage to the fine rubber lips and they would no longer seal properly. This might lead to a reduction in pedal effect as well as to the loss of liquid.

Below is a cut-away brake master cylinder



Brake pipes age. The old metal brake lines of our Tractions had a high iron content and are prone to rust. Regular visual inspection is therefore recommended.



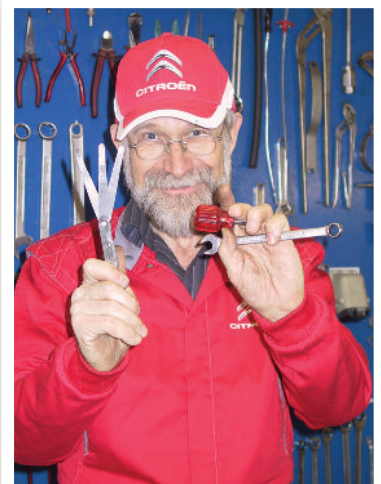
Rubber hoses become brittle and crack. It takes a very long time until such cracks cause a loss of brake fluid. However be aware that the rubber may swell, as seen in the picture. The opening for the liquid is almost blocked. While it is still possible brake fluid can be injected through it by the pedal force and thus achieve a braking effect, the force of the springs to pull the brake shoes back is too low, so the brakes will not release properly. The brakes then heat up, which may cause damage to the brakes. It is even possible to have a tyre blown by the heat.

Unfortunately I know that some of the traders have a replacement hose in their catalogues for connection to the rear axle which is too long. This means it will be bent, which has the same effect as described above...

In the forum <http://autos.groups.yahoo.com/group/TA-L/> recently there was a long discussion on the topic 'Wheel fell off'. It is known there are cases of breaking drive shafts on 4-cylinder Tractions. Based on the observations which I have mentioned in this article, I have come to the conclusion that in most cases the cause is not to be found in the drive shafts. I suspect the cause is in the brake drums - and using the wrong pullers. I assume that by working with a wrong puller, the inner ring of the brake drum, which rests on the tapered shaft, is widened. This results in a reduced contact force, which causes a bending moment acting on the drive shaft which leads to metal fatigue and finally breaking of the shaft in the section of the outer bearing ring of the brake drum.

The Swiss Hans Georg Koch (HansGeorg.Koch @ centralnet.ch), editor of the CTAC magazine, is collecting cases and reports of drive shaft fractures. He would like to get to the bottom of the problem. Kurt Gasser (kuga.kuga @ bluewin.ch) has already dealt with the same issue.

Thanks to Daniel for a very useful and thought-provoking article. I thought you'd like to see what Daniel looks like, so as it's nearly Christmas, here he is, posing as Father Christmas handing out little tools to tractionists who have been good boys (so that lets out most of our club members!) Thanks again, Daniel.



Your Letters

Dear Bob,

Here's a picture of my traction crossing the finishing line at the first Stratford festival of motoring. We had just completed the 83 mile Test Hill Run.

This route was used by motor manufacturers in the 1920s and 30s to test brake and cooling capabilities of their cars. Needless to say, a Citroën found it easy peasy!! and covered a good part of Warwickshire and Gloucestershire.

As a point of interest, BSK 311's first claim to fame was as a cover girl for Malcolm Bobbitt's book The British Citroën.

Yours

Brian Reakes



Hi Bob

More stuff to clutter up your mag. (*Well, Tom, this is your second letter in this edition – but that's because I couldn't fit your other one into the last edition. Your "nooks and crannies" letters are always welcome! Please keep 'em coming. Ed.*)

A recent visit to Caister Castle Motor Museum, Nr Gt Yarmouth revealed a couple of nice Citroëns

The early Quinze was marked incorrectly as a Big 15 and I couldn't resist telling one of the attendants.

She replied that a lot of people had mentioned this. So one wonders why they haven't changed the caption?

That's Norfolk for you!

Interesting starting handle bracket, and maybe Slough wings with Lucas side lights?

Very good museum and Castle though, and expanding.

Worth a visit if anyone is in the area.

All the best

Tom Evans



Hello Bob.

Perhaps you know this book? I came into contact with the author, Yves Dussin, by an advert in "leboncoin". He offered 5 165x400 aluminum rims with hub caps; very nice. But more interesting for me was the conversation and the reading of his book dating from 2011 "Une Vie de Citroëniste" published by ETAI, Paris. For members who do not know it yet, and who want a good souvenir of the time between 1967 and 1978, I would recommend the book. It shows numerous wonderful pictures of Tractions, DS and 2CV in the ambiance of that period.

Kind regards

Hans P. Dürr-Auster



LA FERTE VIDAME (from Walter and Noëlla Callens)

Sequel to the announcement in Floating Power SEPT/OCT of the **Celebration of the 80th Anniversary of the Traction Avant, September 13-14 2014 in la Ferté-Vidame, France.**

Bookings came in very quickly. Over 35 Traction (teams) have registered.

6 B&B's and 2 gîtes are booked for 3 nights and paid for, all within 20 kilometres from la Ferté-Vidame: B&B Pauline, Manoir de la Motte, B&B & Gîte Château de la Puisaye, B&B La Trimardière, B&B Manoir les Perdrix, B&B Château de la Grande Noë and B&B Domaine des Evis: here we might be able to organise a dinner (at additional cost tbc) on 1 evening for all TOC members.

We can book rooms, all ensuite, ample parking space, in 1 LAST B&B. <http://moulindesevoux.pagesperso-orange.fr/>

For any further bookings, we can recommend you a hotel in the region.

Unfortunately, campsites aren't taking reservations yet. This will start at the earliest in January 2014. The campsite that looks good is HUTTOPIA in Senonches. <http://france.huttopia.com/en/destination/camp/huttopia-senonches/site>

However, you will have to take care of the reservation yourself.

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

We can take care of the registration for the event itself and book you in for the TOC dinner on 1 evening, for every TOC member who has booked and paid the deposit via TOC, but also when you booked your accommodation yourself, just let us know. We will keep Paul de Felice posted at all times, so we can sort out the payments.

Kind regards,

Walter & Noëlla Callens

Repr. RoW

(Please see the TOC web site for the latest information. This is changing week by week). Ed.

CIRCUIT DES REMPARTS, ANGOULEME

After the 80th Anniversary celebrations at la Ferté Vidame, Trisha and I are planning to make our way gently south to Angoulême for the Circuit des Remparts, which usually takes place the third weekend of September each year. It would mean leaving the big event on the Monday (15th) or Tuesday (16th) and arriving at Angoulême (only 250-300kms) on the Friday (19th).

The idea is to meander south, stopping for a light lunch and then dinner in one of the towns along the way. Main towns en route are Orléans, Tours and Poitiers. This is, of course, the land of the Loire Chateaux and there's no reason we couldn't arrange a route that took us past some of the best ones. Places like Chenonceau are well worth a half day stop.

If anyone is interested in "tagging along" (nothing formal of course) then please contact me and we'll see how many we are likely to be and then take it from there.

Ed.

Céad Míle Tráctions

A lovely set of letters and photos received from Robert McDaid in Ireland (as a result of my emotional ramblings in the last edition!) I'll leave the rest to Robert.....

Hi Bob,

After reading the latest (excellent) edition of Floating Power and noting that having rung Richard Sheil in Dublin, you came over all shamrocks and Guinness, I thought I would send you a few pictures from the North West of Ireland and a recent show / run that I attended with UPF 816. The run was organised by our local car club 'Strabane & Vintage' and took us from Derry (UK city of culture 2013) deep into Donegal and on to the beautiful beach at Clonmany. 'André' (nickname for our traction,I know it's not too original) was voted both best car on show by the club members and by the public attending.

Hi Bob,

Thought I would send you another quick note on a few tractions that are alive and well here in the North West of Ireland. Derry/Londonderry is the UK city of culture 2013 and as part of the year of celebration the Irish Citroën Club organised a weekend of get-togethers and runs. There was of course the odd story / pint of Guinness / music at a local hotel, but the main run started at 'Halidays' the local Citroën dealership where John (the owner of the business and of the red traction OZ 2771 pictured right) hosted breakfast, before we all set off for a run into the city and entry to Ebrington Barracks. The Barracks has been gifted to the city by the MOD and has seen everything from the Radio1 'Big Weekend' to the Royal Philharmonic this year. The city council gave us permission to 'park up' and leave our cars on display while we took a tour of the famous walled city by foot. The following day we took a run to Magilligan beach, crossed the river Foyle by ferry to Greencastle in Co. Donegal and drove to Malin Head (the most northerly point in Ireland). A fantastic weekend was had by all the Citroën owners and all three tractions completed the runs without any issues.

Hi Bob,

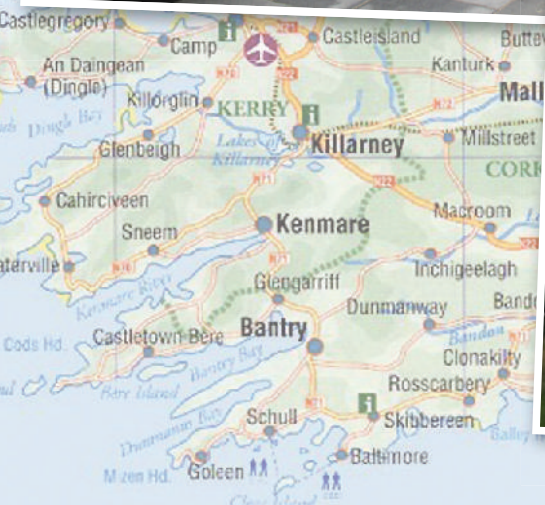
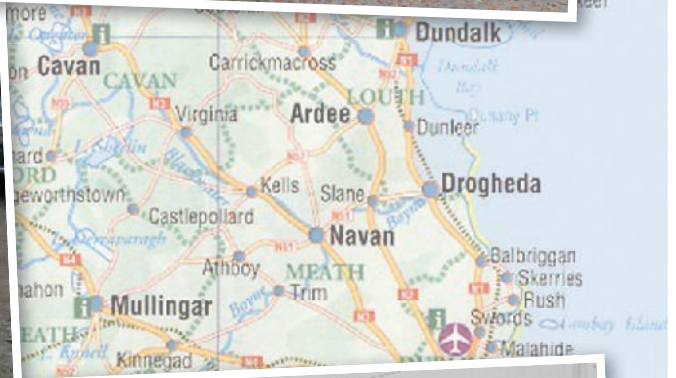
Many thanks for the reply. Feel free to use or not use at your desecration, I only put them together after reading your section on Ireland. We were spoiled in this part of the world when Norman Moore was alive and the clubs representative (he lived in a small town called limavady which is 16 miles from Derry City and I live in a small village called Eglinton which is half way between both) and we spoke and called on a regular basis. Richard is based in Dublin, which, although is only 180 miles away, would take me more than four hours' drive. There are two very active classic car clubs locally and I attend most runs when time / work allows. I read with interest in FP that John Gillard is having an 'open day' at his premises so will try and make the trip there to join in as my wife always enjoys a day (or two's) shopping in London. I will also be at the NEC this year. The 'craic' was excellent there last year and all the folks on the stand really made us feel welcome.

Just to prove that in Derry we have some green scenery I have included another picture of 'André' at the top of 'An Grianán'.

The Stone Fort of 'Grianán of Aileach' (Irish spelling) on a hilltop in Inishowen, County Donegal. 250m above sea level, the stone fort was probably first built on an earthen rath. The view from Aileach is breathtaking. The glistening waters of Lough Foyle and Lough Swilly are clear, as is the form of the entire peninsula. A windy and exposed place, Grianán has been a silent witness to the history of Ireland. The origins of the Grianán of Aileach fort are dated back to 1700 BC. It is linked to the Tuatha de Danann who invaded Ireland before the Celts and built stone forts on top of strategic hills.



Glenn C
(Glencol
Malin)



xford
Rosslare
Rosslare Harbour
Rosslare Pt.

CAPTION COMPETITION

I had an irate phone call from Mr Popka, complaining that I hadn't included the usual disparaging photo of him in the last edition of FP.

Hopefully, this puts matters right?
(Anonymous entries are allowed...)



Good Morning Australia!

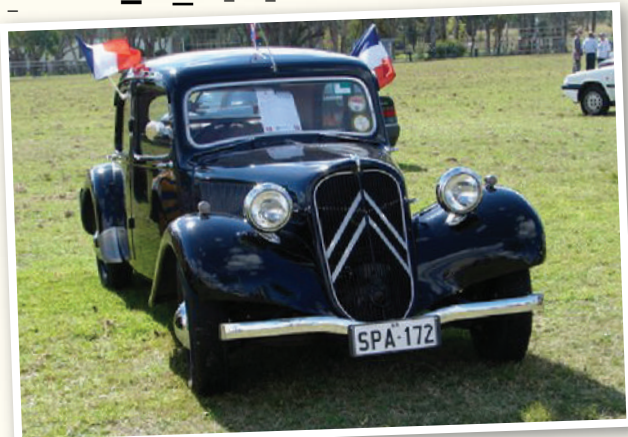
Great to hear from our fellow tractionists on the other side of the world. Loui Burke tells us how he's finding things down under (a location very well known to tractionists!!)

SPA 172 – 1952 Slough Small Boot

Part 1 - England 1954 to 2010

What started my love of Tractions? It began in 1975 when Helen (then my bride-to-be) and I were holidaying in Paris. At that time I was an undergraduate Engineer and already a well established petrol-head with Hot Rod tendencies, and in the process of trying to put a Daimler V8 engine and transmission into a Ford Popular. During said holiday, our first to Paris, I was enjoying the sights whilst strolling down a ubiquitous Parisian side street when a black car approached, which stopped me in my tracks. At that time I had no idea what it was, but loved the shape and as it went passed I read "Citroen" on the spare wheel cover of a Small Boot Traction. I said there and then "I will have one of those, one day".

That "one day" took 7 more years to materialise. I had also decided that building a Hot Rod was too time consuming, so a "simple" restoration would be much easier!! After joining the Traction Owners Club and searching the "For Sale" ads for quite a while, I realised that there were very few Tractions for sale. In 1982, to follow up a For Sale ad, I travelled down to Lands End, in Cornwall, with an empty car trailer, 400 pounds in cash and eternal optimism. SPA 172 was a very sorry state as it had been off the



road for over a year (due to a major MOT failure due to rust). However, in the eyes of a young engineer, I could immediately visualise this car in shining black cruising down Parisian streets once again. The deal was done and the car trailed home. The rented trailer began to get noisier as I approached home and on inspection I discovered 3 of the 4 wheel bearings were close to collapse. Undeterred, I travelled the last few miles ignoring the noise! The car was unloaded and the trailer returned. "I only had those bearings done last week" said the trailer owner. I just smiled and left.

After charging the battery and putting some petrol in, cranked the engine to get some oil pressure then turned on the ignition and away it went! The car was then driven a full 10 metres into the garage. This was the first time I had ever actually driven a Traction. Little did I know that it would be a further 20 years before I would drive the car again!

As with all projects, I had seriously underestimated the degree of corrosion that the lovely English climate bestows on a car, especially a 30 year old one that had not been well looked after (12 owners in the 3 years before it was taken off the road). The first job was to address the serious lack of structural body work. I had not done any real bodywork repairs before, so I enrolled for a short night school course in Gas Welding (this was pre-

MIG!) and away I went. Out came the front cradle, engine and gear box. Off came the wings, doors and rear axle. What was left of the interior and wiring was removed and stored.

I shan't describe the next 5 years of evenings and weekends, as I am sure you have read lots of other restoration stories. There were no real surprises during the work, but I logged some 200 hours of welding work before any other mechanical repairs were even started! During these 5 years, I did a total of 800 hours of work on the car, during which time I had rebuilt the engine, suspension, steering, brakes and bodywork and had two children. At that stage I had the car to a point where it would move forwards and backwards inside the garage, but the interior and wiring were still in boxes

In 1987 our life took a major change in direction. I was offered a job running an Explosives Factory (brilliant fun blowing things up and getting paid for it!), so we moved house and car and began the next chapter of our lives in Kent. Sadly the Traction languished for the next year whilst I worked on the new house and job. After only a year in the new house, my job was then relocated to Lincolnshire (200km north of London), so Helen, our daughters and the Traction were on the move again.

The next 7 years saw two redundancies, which eventually resulted in me starting my own explosives company (another story for another day), our daughters becoming teenagers and the Traction gathering an increasingly thick layer of protective dust.

In 1998, 16 years after buying the Traction and 10 years after I had laid a spanner on it, we decided to move house again. During the initial years of running my own business I realised that I would never have the time to complete the restoration myself. So I decided to get John Gillard (Classic Restorations in London) to finish the car off for me. So again the Traction was on the move, by proper trailer, to London. At this point I had still never actually driven any Traction, let alone my own! I made the mistake of telling John that "there was no real rush". This was the start of 4 years of nagging and pleading with him to actually get started on the work! Eventually I realised that the car would be 50 years old in 2002, so deadlines were discussed and agreed and the car was driven by John from London back to Lincolnshire (no trailer this time).

When he arrived at our house on a rare sunny English summer's day, it was only a couple of weeks before the cars 50th birthday. After a mere 20 years from when I bought the car, I actually got into the drivers door, started the car and drove off for my first Traction experience. It was simply amazing to be actually driving a car that I had first worked on 20 years previously, saved from being scrapped and now looked absolutely fantastic.

As a celebration we decided to take the car to France, via the Channel Tunnel, and had a fabulous week in Northern France. However, we discovered that the 3 speed gearbox, whilst fine for driving conditions 50 years earlier, was a real struggle on the hugely overcrowded English roads filled with Trucks doing the same speed that we were. We could not overtake the

trucks, so ended up sandwiched between them, cruising at 90 km/hr and listening to the gearbox growling away in front. It was during this return journey from France that Helen said that she really did not enjoy this "adventure", so I promised to investigate a 4 speed conversion, as I had read a lot about this and everyone who had done it was most enthusiastic.

I ran the car for a couple of years on the 3 speed gearbox, and eventually met up with Roger Williams (Steam Car Developments in Beverley), who was producing the 4 Speed conversion and happened to live reasonably close by. As I was still running my own business, and had little free time, I managed to persuade Roger to take the car and fit the 4 speed conversion, plus replacement CV (Ford Escort) modified front drive shafts. This was done far more quickly (only a matter of several months) rather than the 20 years for the initial restoration. When I collected the car, the transformation was astounding. The car was so much more driveable and the steering was transformed, with the new CV drive shafts, to actually have a sensible turning circle, rather than the normal 7 point turn.

It was around this time our youngest daughter spent 6 months in Melbourne at Lilydale University, on a student exchange (we never did get one in return though!). As she was due to have her 20th birthday all alone, we decided to come for a holiday, so did the typical tourist visit (Melbourne, Uluru and Sydney) for 3 weeks, with no other plan than to see Oz and wish Nikki a Happy Birthday!

However, we discovered what a fascinating and friendly place Oz was. This was also at the time I was planning to sell my business and move "Somewhere outside UK". Why not Australia, we thought, so began Part 2 of our life.....

Part 2 – Australia 2010 onwards

The year preceding our move to Adelaide contained a few minor distractions such as selling my business, arranging Nikki's wedding - using the Traction as the Wedding Car, plus condensing 30 years of accumulated "stuff" from a 6 bedroom Gothic Victorian Rectory (1862) to fit into a 20 ft container, suitable to fit out a 2 ½ bedroom apartment in Glenelg. Sadly our taxidermy collection (over 100 stuffed animals, including a couple of full sized lions) had to be disposed of as well.

We had decided to make the move to Oz without taking any of our family; however one thing that simply could not be left behind was a certain black Traction! Well, it is almost family and older than both our daughters and me (but not actually as old as Helen!). So investigations were made into Personal Importation of a Vehicle into Australia. My first encounter with DTEI !! All the necessary paperwork was completed and sent to Oz, and I sat back and waited, and waited and waited. Several email chases elicited nothing, so I got up in the middle of the night (in UK) to telephone the "Help Line". After about 20 minutes, they tracked down my application (I had no reference number, as I had not received a reply), and eventually discovered that whoever was responding by email would have done better if they had actually used my correct email address,

Good Morning Australia!

rather than something close! Problem solved, communications opened and an Import certificate received with only a couple of weeks to go.

The procedure, with that Certificate, is actually not difficult. I was required to “steam clean” the underside of the car to remove all English dirt (so that it could be replaced by Australian dirt a short time later). Other than that, and draining most of the petrol out, it was ready to go by trailer (again) down to London, to be loaded into another 20 ft container for its own sea crossing to Adelaide. (\$4,500, if you are interested). Helen & I arrived in Adelaide in October 2010, the Traction in January 2011.

The first hurdle in Oz was AQIS & Customs clearance. All straightforward, but I was very annoyed to find that I had to pay over \$2000 in Duty, to import my own car!! Rego in SA was somewhat cheaper. I was extremely lucky to be able to get the same Rego number (SPA 172) as the car had in UK for a bargain \$75, as a permanent plate.

I had then to get an “Identity Check” on the car at DTEI, so the car went on a trailer (again), so that they could check that the engine and chassis numbers that I had put on the application form, were in fact the same ones still on the car. “Too Easy” – to quote the locals. After this and an inspection by the Approved Person (thanks to Chris Bennet) for Historic Registrations in the Club Citroën of South Australia (CCSA) to confirm that my Traction was in fact Historic, allowed me to be driving within the week, on Historic Rego, for only \$146 per year (Free in UK – one of the very few things that is, apart from the salt on the roads in winter).

What are my Traction driving experiences in Oz so far ??? The good news is that they all still drive on the correct side of the road, so my Slough built Traction has a fully functioning steering wheel on the correct side. I had driven around 16,000 km (10,000 miles, in real money) in UK and France (on the wrong side of the road) in the 8 years before exiling the car. Remember though that UK is actually quite small, so the national rally is only ever a few hundred km (or miles) from wherever you live.

No so in Australia!! Having joined both CCSA and CCOCA (of course), I was introduced to John Henderson and Liz Pike, in Adelaide, by Ted and Helen Cross. Amongst their menagerie of cars, they have a 1950 Slough Traction, and they suggested that Helen & I join them for CIT-IN 2011, in Stanthorpe. A quick check on the map revealed that it was a mere 5 days drive to Queensland, but as they were up for it, it was well ... “No worries” – again to quote the locals. We travelled in convoy with John & Liz, meeting up with several other members from CCOCA en route to Stanthorpe. The whole trip was actually brilliant and a wonderful way to start exploring Australia and meeting lots of other similarly affected Citroën Owners.

This 4,600 km trip was our first interstate run, and relatively uneventful - a failed starter motor near Bob Dirk's abode. (Thanks to him and David Grise for the spare and repair respectively). Due to John & Liz continuing on to “Steeley's Tour” (more local terminology for me to learn), Helen & I

headed back to Adelaide on our own. The delights of Gilgandra on Anzac Day evening (nothing open), Cobar (where we learnt that you do not book a room in a Hotel, but a Motel), the Barrier Highway, Wilcannia (do not stay there – said Everyone), Broken Hill (liked it so much we went back for a Long weekend in October – again nothing open on Monday. I know now and will plan better next time).

Then there was the Road Kill. It is not that you don't get it in UK, but is the size, quantity and variety that is astonishing (to us anyway). As Helen does not (and will not) drive the Traction, she had to find ways to entertain herself for 10 days. The Traction does have a radio, but it is of little value out of town, so after I-Spy become predictable (R for Road and S for Sky, too often), counting road kill was the new game. In 10 short days we had counted 33 roos, 22 foxes, 2 possums, an eagle, a feral pig, an echidna, and a collection of emu body parts, which were probably once two individual birds. We also claimed one bird strike of our own (no damage to us, but the magpie was a write-off). In UK, you generally only get the odd hedgehogs and a few bunnies.

We had great fun when we joined Oz Traction in June this year. As no-one from SA was going, we headed off on our own again. We suffered a blow-out and lost a rear tyre just prior to arrival in Castlemaine. This resulted in a seriously damaged road wheel (anyone got a spare spare wheel??). This event was a very different style of event compared to a UK National Traction rally. On that you get around 40 Traction (only), for a two night event (Friday and Saturday), with a drive on the Sunday, prior to dispersing Sunday afternoon (as most folk can then get home same day). Oz Traction was more personal (fewer people), more eating and drinking (a good thing) and overall very enjoyable (thanks Leigh and Sue) and we got to meet lots of great people. We are looking forward to next year.

We have also done several local runs around the beautiful Adelaide Hills and other SA wine regions, and I am amazed how many older cars survive in Australia. There are models that I have not seen on the road for years in UK, due to rust, that are just everyday transport in SA.

Plus, of course, the Bay to Birdwood (for Pre 1956 cars), which I have just done with 2 other SA Traction. I was pleasantly surprised with the overall support for older and classic cars in Oz, with virtually the entire journey lined with enthusiasts and their families, just watching and waving.

Overall, I enjoy driving the Traction in Oz more than in UK. The roads are wonderfully empty, and the speed limits quite suited to 4-speed Traction cruising. The scenery, especially the gums, and the Big Blue Sky are just awesome. The pot holes are generally avoidable, as the council kindly mark around them, with spay paint. I originally thought that this was to show the workmen where to fix the road, but apparently not!

So far I have driven around 8,000 Traction kms in 2 years, and I look forward to the next Traction adventure. The Nullabor awaits..... (Don't ask – it would take another page! Ed.)



SUR LA ROUTE

Back after a few months of being squeezed out by “real” news, here’s the latest road news from France.

NO MORE SPEED CAMERAS FOR FRANCE

Manuel Valls, the Interior Minister announced in June that, after the final 180 units on order have been installed, there will be no more additional speed cameras on French roads. He was speaking after drivers’ group *40 Millions d’Automobilistes* drew up a map of 72 “traps” which they said were sited only to levy fines. They said the radars were sited at the bottom of hills, on zones where speed limits were different depending on direction of travel, on motorways where speed limits changed from 110kph to 90kph depending on the time of day. They also cited one motorway radar that flashed vehicles travelling faster than 50kph. Valls hit back saying he would “not drop my guard” and that “speed limits had just one aim: that of saving lives”.

But, then he announced there was “no question of continually adding speed cameras indefinitely”.

DRIVERS MAY GET THEIR JUST DESERTS

The French Petrol Retailers Association said in May that 300,000 people at present face a drive of more than 10 minutes to fill up – and another 3.6million would be affected if their nearest petrol station were to shut, creating a fuel desert for drivers.

Already a quarter of the population have to drive at least 5km to find a garage and in 38 departments people would have to drive between 15 and 38 minutes to find another if the first was shut. Regional policy agency Datar says France has 871 “last chance” service stations which provide a range of vital services including fuel, repairs, groceries etc which would be lost if the garage shut. Nearly three-quarters sell barely enough fuel to be economic.

FOREIGNERS MUST PAY ROAD FINES (BUT NOT US!!)

From this summer, European states have agreed to share information on vehicle registrations, so that speeding foreign motorists in France can still be forced to pay fines when they get back home. This will apply to all European countries except the UK, Ireland and Denmark (tee hee!). Of course, you’ll still have to pay a fine on the spot if you get stopped.

NOT SUCH A WILY BUFFALO...

August saw the longest tailback ever in France (according to French TV news) with a queue that stretched nearly 900kms from the south of Paris all the way down to Perpignan. Some drivers interviewed said they had been stuck for over six hours. *Bison Futé*, who normally advise on how bad things are going to be each weekend during the summer, say they got things a bit wrong(!) and thought it would just be a “*jour rouge*”, when in fact it turned out to be a “*jour noir*”. You can say that again!

STOPPING AT STOP SIGNS

I heard that one of our members had an “incident” with a Stop Sign in France, going to the Brittany Rally and it might be an idea to remind TOC-ers that in France, even where you can see everything for miles around, if it says Stop, then it’s best to make a big show of stopping.

The French police like to sit in hiding near Stop signs, especially particularly stupid Stop signs, as your natural instinct is to look both ways on the approach and, if nothing’s coming, drive slowly across. “*Non – pas du tout!*” Generally, the UK traffic police aren’t looking to catch you out; just give a warning or a ticket to people who drive inconsiderately or downright dangerously. In France, it’s the reverse: *les flics* are looking to catch you out and it passes an agreeable afternoon lurking around a Stop sign, waiting for unsuspecting motorists and then doing “the strut”. The strut is something only French police and customs officers seem to carry off to perfection. I suspect it’s those weird “Village People” boots they wear or perhaps a mandatory section of the training process: Monday we will practise “*le strut*” and then on Tuesday we will show you how to do “*le frown*”..... maybe.

FINALLY

Heard in France recently. A newly-arrived Brit goes into a French bar and orders a beer. The barmaid, making polite conversation, asks him: “*Vous êtes d’où?*” Startled the Brit pauses and then says: “*Et vous, vous êtes très douce aussi!*” Barmaid hurries away.....

Translation: Barmaid: “Where are you from?”
Brit: “And you are very sweet, too”

In Committee

Notes from the committee conference call of 28 August 2013

Mick Holmes reported that they needed more cars for the NEC show as the stand was bigger and perhaps more RWD Citroëns could be included and a request for volunteers will appear in the next FP.

Barry Annells is continuing to plan the 2014 Annual Rally in the Grantham area and expects to confirm dates at the AGM.

The new website is looking very good but Mick Popka has had very little feedback from anyone. He has been keeping the diary entries up to date and it was agreed that social events would be uploaded straightaway, but other items would be held until the next FP had been distributed.

The subject of an effective search facility for technical articles was discussed, and Mick indicated that this was a software issue, but suggested he would continue to search for a solution.

The financial position was still good, but costs were rising but subscriptions could remain as they are for another year, and be reviewed again next year.

Paul de Felice reported that the 2013 AGM weekend at Rutland had 24 rooms booked for the Friday night and 27 for the Saturday.

Cleve Belcher was asked if he was still happy to take over the position of Chairman as Bev was stepping down, and he agreed that he would do so after the AGM

Next meeting will be at 9.30, on Sunday 6th October at the Barnsdale Hall Hotel prior to the AGM.

Ian Harvey, General Secretary

AGM 2013

A full report will be in the next FP. Here is the urgent/immediate stuff for your information. Ed.

PAYPAL

Tony Malyon asks all of us to make our payments to the club or for shop items by cheque or bank transfer, as payments through PayPal incur charges to the club. Cheques should be made payable to Traction Owners Club and the club/shop bank details for BACS transfers are: **Sort Code 20 20 62 Account Number 40617679** (please state nature of payment or invoice number). The spares account number (same sort code as club) is **70027146** (please include invoice number).

TOC RALLY 2014

Is set for Peterborough, June 20th – 22nd. Quality Inn Hotel, Thorpe Meadows, Peterborough, PE3 6GA. Friday: evening buffet/bbq. Saturday day time: Treasure Hunt and Nene Valley Steam Railway ride. Saturday evening: 3 course meal. Sunday: Burghley House, Stamford; rally, raffle and prize-giving. Sunday is open to TOC, CCC and 2cvGB members. Camping at Ferry Meadows: 01733 234193 www.neneparktrust.org Peterborough Tourist Office 01733 452336 www.peterborough.com

PETER SIMPER

Wishes to thank all the well-wishers who have sent him messages of a get-well-soon type, following his operation. I've noticed Peter has adopted a sinister mien of late and has taken to sidling up to unsuspecting females and grunting: "Wannaseemyscar?" If there are any TOC members in the whole of the known universe who have not been entertained to a close-up view of "The Scar", let me know and I'll get Peter (or Hannibal, as some are now calling him) to send you a personal signed photo of the offending item. Here's a nicer photo of Peter looking almost recovered at the AGM.



CHARLES DANIEL

We recently learnt of the sad death of Charles Daniel who died in August.

Charles' family had owned his 1951 Light 15 since new. Charles' friend, Richard remembers Charles' father arriving at their boarding school when they were 14 with the brand new Citroën and allowing them to have a drive on a disused airfield.

I met Charles at the TOC annual rally in Kent in 2011 where he won the People's Choice Award. I had hoped that Charles would write an article on his adventures and growing old with his Traction but unfortunately ill health prevented him doing so.

Charles was a brilliant engineer who was very interested in aviation and had designed and made his own V12 engine. He was also keen on motor racing and had won races with various Ferrari cars.

Charles had carried out a complete restoration of his Light 15 which is now for sale with complete service history and bills.

Bev Oates



FOR SALE

1951 Light 15 – red/black with a small boot. This beautifully restored Traction has been owned by one family since new – it cost £710 and it is being sold on behalf of Charles Daniel who died recently. The Executor has the complete service history and all the bills. Charles totally restored the car a few years ago to a very high standard and the car has done 14,000 miles since. This Traction can be viewed in Biggin Hill. Offers above £12,000 – contact Richard Arwas on 01825 840362 or email richardarwas@talktalk.net for more information.



Steve Reed Appeal



It was good to see Steve at the AGM looking a lot better than the last time we all saw him. Steve still needs to lose some weight (10 kgs) before the doctors accept him for the lung transplant scheme and this

is a reminder that Phil and Sue Allison are managing the TOC charity donation programme.

I saw Phil at the AGM on Sunday morning and he told me that, as the Saturday night dance wore on and more drink was taken, there was a bit of a bidding frenzy to see who had the biggest..... wallet. Sums of £100 were mentioned (although what the wives will say the next day is another matter!!) Phil wants to point out that quite a few have donated just £10, so don't think you have to keep up with anyone – just give us yer xxxxxxx money, as Mr Geldof said.

Phil says don't worry about donating so much per kilo; just a single sum will do.

Please see the last issue for a more detailed story. As was the case then, please let Phil and Sue know how much you want to give and they'll take it from there.

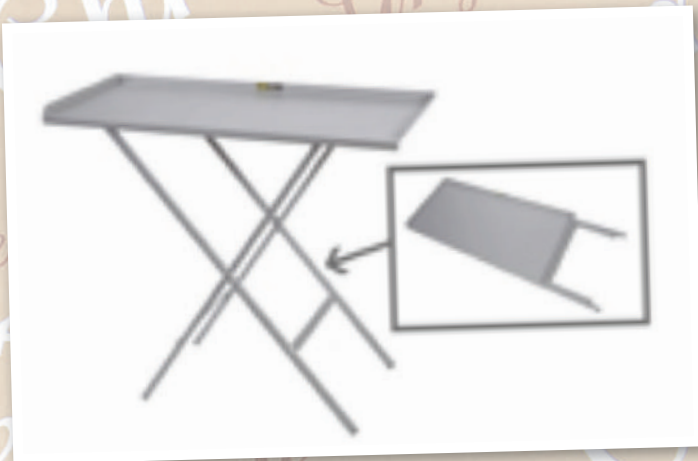
sue.allison@whitewaterfinance.co.uk

Thank you. Ed.

What's New (or Xmas Present Corner)

Dinner is Served

There's nothing worse when working on your classic than having to keep bending down to pick up tools or parts from the workshop floor. This "Pit Table" from Brown and Geeson is nearly one metre in length and half a metre wide. It's big enough to hold all the tools you are likely to need and the raised edges of the table will keep them in place. The folding design allows for easy transportation and pack-away storage. In high grade mild steel with a silver-grey powder coating, the table costs **£49.99** and is available at <http://www.b-gdirect.com/pit-equipment/b-g-racing-folding-pit-table-powder-coated.html>



Making Light Work of It

A great new idea from Richbrook: a torch on a tripod, so you can place it anywhere in or around the engine bay and direct the light to wherever you want. The torch is a rechargeable LED type with a 160 Lumens beam. It's claimed to run for five hours on a single charge and can be plugged into a USB or a mains socket. The kit comes complete with a velvet carry case and a magnetic-closure protective box. www.richbrook-styling.co.uk 01328 862387 Price: **£25.95**



Grubby Mitts

These strong 'Mechanix' gloves from Frost let you feel even the tiniest component, but keep your hands clean and scratch-free at the same time. Available in medium, large and extra-large, they are made of durable synthetic leather and feature stretch finger gussets and flexible wrist closure. Best of all, they're machine washable, so you can use them over and over again. www.frost.co.uk 01706 758 258 Price: **£14.95**



Winter Cover-up

Hamilton Classics has announced a small improvement to its well-known range of five-layer car covers. They say they have increased the density of one of those layers, allowing it to be more waterproof, while retaining breathability. The covers have a fleece lining to give added protection to your car.

www.hamiltonclassic.co.uk 0118 973 7300
Price (for a traction cover) **£175**



2013

November

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

2014

March

8th – 9th 26th Salon Champenois
du Véhicule de Collection Reims, France.
<http://www.retrocollection.fr/evenement.jsp?eventid=218>

22nd – 23rd Oldtimer & Teilemarkt (Switzerland) Fribourg, Switzerland. <http://www.oldtimer-teilemarkt.com/>

26th – 30th Techno Classica Essen, Germany http://www.siha.de/tce_uk.php?m=3&ms=1

April

27th Drive It Day

May

3rd - 4th CitroMobile Amsterdam. <http://www.citromobile.nl/>

17th – 18th (tbc) Retromoteur et Véhicules de Prestige Ciney, Belgium (details tbc)

24th – 25th La Vie En Bleu Prescott, Glos. <http://www.prescott-hillclimb.com/may2011.aspx>

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

June

14th – 15th (tbc) 12th Festival des Belles Mécaniques Roubaix, Paris. <http://www.ideale-ds.eu/v10/>

20th – 21st TOC Annual Rally Peterborough. Details on TOC site or in FP

July

Dates tbc CTAB Brittany Rally

August

8th – 10th EuroCitro 80 Year of the Traction Avant Le Mans www.eurocitro.org/index_bon_anglais

Dates tbc Wervik 14th International
Classic Car Meeting Wervik, Belgium. Details to follow

September

13th – 14th
details) 80th Anniversary of the TA Château de La Ferté Vidame, West of Paris (See page 25 for

20th – 21st (tbc) Circuit des Remparts Angoulême, France.

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

Classified Adverts – Current Members

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

Classified Adverts – Non-members

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

Trade Display Adverts

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

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

Payment

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

Please Note

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

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

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

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

CARS FOR SALE

FOR SALE: 1954 Paris 11 BL Beige with black wings. Good running order. Updates include: I.D. Block. 4 speed gear box. Hydraulic diaphragm clutch. 12 volt electrics with alternator. RHD with Slough type dashboard. Heater/demister plus more. For sale due to ill health. Offers around **£7,500.**
Full details from Geoff on 01209 829354 email gbrooks123@btinternet.com or Vic on 01209 821979. email a.vickerstaff041@btinternet.com

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

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

Please contact ct.scott36@btinternet.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**

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

WANTED: Small boot Traction Avant. Must be lhd and black and in nice condition. **Please phone Mark Buckley on 02392 755990 or email: profpropren@hotmail.com**

WANTED: 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**

PARTS FOR SALE

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

FOR SALE:

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



FOR SALE: Chrome radiator grille for Light 15, or would f t 11BL if desired. Outstanding condition, unblemished. £200. **Wilts./ West Berks. area. Buyer collects. Tel: David De Saxe, 01672 520975 or e-mail desaxe@btinternet.com**

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

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: 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 or ring fellow TOC members Letsie or Bill Tilley on 02380 693954.**

TRACTION CLOCKS FROM THE CLUB SHOP

CUSTOM TRACTION CLOCKS
Unique designs of your own car made from your photos

Complete with:
Silent (non ticking) movement, wall bracket, desk top stand, battery & presentation box. Label on the back for car details

Made to order & delivered to your door. Size 130mm x 130mm x 30mm
*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 50th celebrations.

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

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

For further information visit www.vintage tyres.com or call 01590 612261



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35th
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Celebrating 35 years of restoring and servicing Tractions, we're now proud to offer an even greater range of services – from the storage and maintenance of classic Citroëns, to self-restoration on our premises with expert supervision. Find out more by contacting John Gillard.

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R E S T O R A T I O N S

636 Old Kent Road, London SE15 1JE
 020 7358 9969
citroenclassicrestorations@btconnect.com



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- Automatic cover for club members during club organised hill climbs, sprints or average speed road rallies
- Automatic cover on an agreed value basis, whilst your vehicle is in the custody of a motor trader

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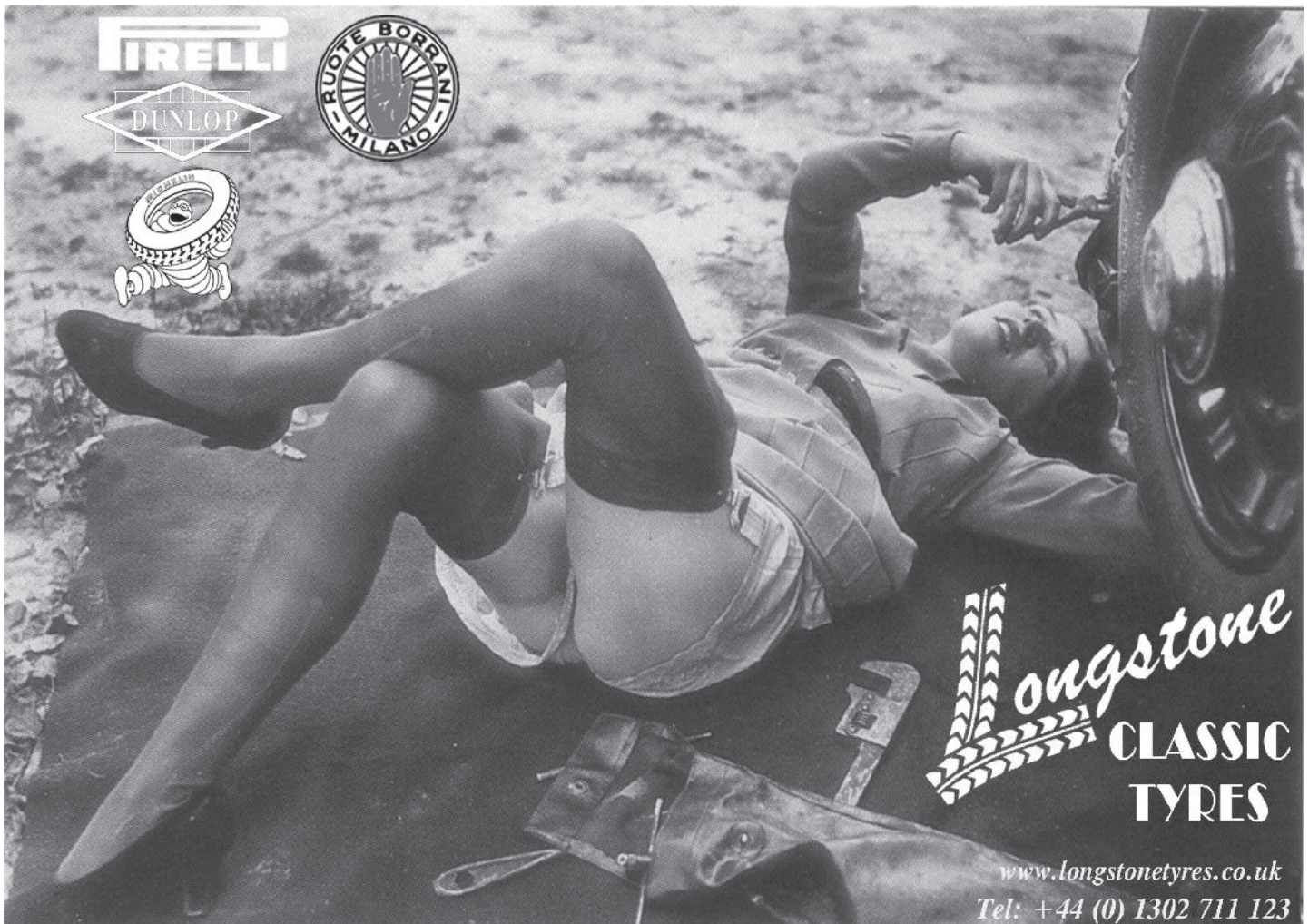
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