

A black and white photograph showing the interior of a classic car. The view is from the passenger side looking towards the driver's seat. A large, stylized decal with the words "Floating Power" is mounted on the upper part of the passenger-side door panel. The decal is in a bold, cursive font. Below the decal, the text "March/April 2014" is printed in a clean, sans-serif font. The car's interior features light-colored leather seats with a pocket on the backrest. The door panel has a chrome handle and a circular mirror. A window sticker is visible on the driver's side window. The background shows a parking lot with other cars.

Floating Power

March/April 2014

Honorary Life Members of the Traction Owners Club

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss

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

Registered Office:

58 St. Augustine Road, Griffithstown,
Pontypool, Gwent, NP4 5EZ
VAT Registration No. 993 2444 92

The opinions expressed by contributors are not necessarily those of **Floating Power** or the **TOC**. The **TOC** is not responsible for the results of following contributors' advice, nor does it necessarily endorse the products or services of any advertiser.

The submission of material for publication is deemed to include permission for it to be presented in other formats and media such as a scanned image on the TOC website.

The editor reserves the right to subedit submitted material as deemed necessary. This publication may not be reproduced in any form or part without the written permission of the editor.

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 May/
June 2014 of **Floating Power** is:

Sunday 6th April.

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

Cover Image

During the big rains, I thought it would be nice to see a Traction with the top down. Here's Terry Gest's 11BL découvrable reminding us that summer is just round the corner (but mind the puddle ☺)

Incidentally, Terry's car also modelled for the new Peter Best Insurance ad on page 39

Editor's Epistle

Hi Everyone.

I quite like this from Terry Pratchett: *"It was raining in the small, mountainous country of Llamedos. It was always raining in Llamedos. Rain was the country's main export. It had rain mines."*

Put you in mind of anywhere?

Yes, I think we can safely call this the Great Flood issue. Hopefully most of our members have escaped so far, but we have had one message from **Julian and Mary Taylor** in Bridgewater, just as we're going to print, to say they've been flooded out (see West of England info, page 10)

Since November I've been the proud owner of a second Traction (see photo). You may recall I gave a plug (via Andy Burnett's report) for a Normale that was for sale in Scotland. All is 'normale', except that under the bonnet is a DS engine and gearbox (a common enough mod), but with the hydraulics still in place. In September I went up to have a look at it and was captivated by the simplicity of the conversion. Nice simple gear changes with none of the usual four-speed conversion rummaging around to find the one you want.

The Lord Chancellor said we didn't have enough in the chest to pay for such fripperies, but a meeting with the ways and means committee (a couple of dives down the back of the sofa) soon collected just about enough dosh to avoid insulting the vendor (Roy Bayne). He and I waited to see if anyone would come up with a better offer and then on November 1st the car was mine. It came back down with me from Dundee and has been mostly sitting quietly on the drive, apart from the odd little winter outing.

Now, our house was built when family cars were still about the size of a Citroën C1, so it's not practical to get cars down the side and into the garage at the rear. Our cars therefore have to live on the front drive. Why would I worry about that? The occasional fall of snow in winter and the odd drop of rain, but nothing too extreme. Until this year..... So, the first sign that things were amiss was when I opened the door of the Light 15 to find a small lake had formed in the driver's footwell. A visit to Darrin's, a water test and several tons of sticky gunk around the windscreen and all was well again. Until the next time, when I found the lake had reformed. So, probably the door seals, but until we can start on that, the car is sitting under a waterproof cover.

The Normale, on the other hand, had seals to die for and every door a perfect fit. It could certainly handle a trip into space or a dive to 20,000 leagues under the sea without any leaks at all. Or so I thought. When I went to use that, instead of the Light 15, there was another, albeit smaller, lake. Hmmmm. Down to Darrin's, water test and it's probably the wiper connections. Darrin found what looked like a couple of old Windmill Theatre nipple covers and, with a few cuts of his trusty Stanley knife, I had two little rubber hats sitting over the wiper connectors.

At time of writing I haven't been able to check how well they work as it won't stop blinking raining!!

It's remarkable how overwhelming the rainfall has been; even our Volvo garage found some water in the floor of our 4x4 and had to fix a blocked roof drain. Why do I mention a Volvo in our Traction magazine? Because that's the funny thing: The guys at Volvo and my good friend, Darrin, both said, *"When you get it home, try to leave the windows and doors open, but obviously only on a day when it's not raining...."*

Well, all I can say to that is "Ha!!"

Until the next time.....



P.S. I recently received my numbered confirmation from La Ferté Vidame (on non-copyable paper – how posh!) If you are going there and you haven't received anything yet, perhaps contact Walter & Noëlla.

Editor's Epistle	2	TOC AGM Weekend	20
Contents / Committee	3	TOC Tech (continued)	22
President's Ponderings /		Events Diary	26
New Members	4	TOC RWD Drive	27
Chairman's Chat	5	TOC Annual Rally	30
Tom Evans goes to France	6	La Vie En Bleu	32
Your Letters	8	Good Afternoon, Australia	33
Your Letters & Section News	10	Classified Advertisements	34
Your Letters & News	14	News	36
In Committee & FBHVC News	15	News & Classified Advertisements	37
TOC Tech	16	Display Advertisements	38

Committee

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

PRESIDENT Bernie Shaw

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

CHAIRMAN Cleve Belcher

1 Yorke Gate, Stratford Road, Watford, Herts, WD17 4NQ
01923 239954 • Email: chairman@traction-owners.co.uk

SECRETARY Ian Harvey

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

COMPANY SECRETARY and TREASURER Tony Malyon

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

MEMBERSHIP SECRETARY John Oates

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

WEBSITE Mick Popka

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

SOCIAL SECRETARY Paul de Felice

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

HELPLINE Mick & Moira Holmes

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

CLUB SPARES Chris Treagust

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

CLUB SHOP Steve Reed

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

EDITOR FLOATING POWER Bob Street

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

REAR WHEEL DRIVE Martin de Little

13 Grasmere Close, Merrow, Guildford, GU1 2TG
07951 417148 • Email: rwd@traction-owners.co.uk

MARKETING & PUBLICITY Bev Oates

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

NON-DESIGNATED

Colin Gosling

Vanessa Plumpton

Bev Oates

Tony Hodgekiss

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

Peter Riggs

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

ADVISOR to the COMMITTEE

COMMITTEE ARCHIVIST John Ogborne

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

President's Pondering



Will it ever stop raining? I shouldn't complain because I know there are many far worse-off than we are but, having got the beast running, I am desperate to road test and tune the carb properly. Some years ago, in a French autojumble, I came across a 5HP engine that had been "marinised" with a special sump to cater for the front being mounted considerably higher than the back in order to align with the propeller shaft. As this weather continues I am having regrets about not having bought it at the time!

Nevertheless I have just spent a pleasant weekend in Paris, visiting the Retromobile show and attending an ACI Delegates meeting. The show was very good this year – it was the biggest it has been for some time, and the Citroën "Village", coordinated by Automobiles Citroën, displayed a variety of splendid vehicles ranging from the 1920's to the latest models. The TU area featured two Tractions, both Familiales, one built in 1936 and the other was one of the last from the 50's.

The ACI area had representatives from three ACI "Events of the Year", EuroCitro France, Torun Poland and the 2012 ICCCR. The French and Poles were taking registrations for their forthcoming events at Le Mans (August this year) and Torun at the end of July 2015 and Team GB were selling the Harrogate book. The EuroCitro organisers are highly experienced and I anticipate theirs will be a very enjoyable meeting for all Citroën enthusiasts. The Polish meeting is primarily a 2CV "World Meeting" but, having been selected to receive ACI/AC sponsorship, it will be open to all vehicles and could be a unique opportunity to attend a Citroën rally in Poland.

At the Delegates meeting we learned that the 2016 ICCCR in the Netherlands is almost certainly going to be from 11th to 14th August. The venue has still to be finally confirmed but it is likely to be in the east close to Arnhem.

Marc-André Biehler, head of Citroën Heritage, explained that as part of the Marketing function the prime task of his department is to boost sales of new vehicles by emphasising the glories of the past. He confirmed that AC are firmly committed to maintaining the Conservatoire collection for posterity and made it clear that the sale by auction of two Conservatoire vehicles during Retromobile should not be seen as any sort of omen since neither vehicle was unique.

The meeting received a presentation from one of the German delegates on the subject of electronics in modern vehicles. The main point being, as more and more electronics are being added, cars are rapidly becoming much harder to maintain - even with the necessary equipment. Furthermore, the reliability, shelf-life and long-term availability of these components are such that, unlike cars of the past, it might be virtually impossible for enthusiasts to continue to drive many modern cars in the foreseeable future. It is true this may not affect the majority of today's classic car owners - but it does already affect a number of neo-classics and their numbers are growing rapidly. One of his proposed solutions is to negotiate agreements with manufacturers to ensure specialist equipment will be made available to registered clubs/enthusiasts and not simply scrapped or sold off within the trade when it is no longer needed by the manufacturer or dealer.

And now, back to home and the TOC. You will see in this issue we have discarded the non-geographic (0870) Helpline number so, in future, there will only be the one number, 0115 911 0960. This number had always been advertised alongside the other because it was necessary for overseas callers who could not access "lo-call" numbers. Many UK phone packages now offer free UK calls but still charge for non-geographic numbers such as 0870 and UK callers are now also using the 0115 number. The Club will save a small amount of money by not having this facility so, long-term, it will be a win-win situation.

Another change concerns the website which, as many of you know, is one of my bêtes-noires because it is often the first impression for a prospective new member trying to find out about the TOC. Through no fault of anybody in particular little has happened to the site following the successful re-vamp last year so, although clearer and better on the eye, it is out of date again. One answer to this is to make it easier for those who regularly submit information to cut out any middle-men and simply upload information themselves. The idea is that they can change their own page as frequently as they wish/need and the site will be updated instantly. We have successfully tested the system with the Midshires news page – check it and see – and over the coming month the facility will be made available to all sections as well as other website contributors.

Hang on, the sun has come out so I'm off to the garage. Sorry about that – I look forward to seeing you on DiD or whenever

Bernie Shaw

New Members

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

2381	Mr Robert Longden	Merseyside
2382	Mr Michael Somerville	Surrey
2383	Mr Eric Gray	Oxon
2384	Mr Joe Woolf	Vietnam
2385	Mr Andrew Barnes	Cumbria
2386	Mr Nigel Bailes	Glos
2387	Mr Ian Wright	France (31)



Well, I hope you all successfully survived Christmas and New Year's? I say "New Year's" as there are several based on which calendar you use, as I was starkly reminded with our Chinese neighbours celebrating their New Year on 1st Feb. So welcome to the "Year of the Horse" or should I say "Horse Power!" Perhaps it's an omen! Still, I now have an exotic calendar courtesy of the Ministry of Education for the People's Republic of China which is displayed, of course, alongside the Club Calendar, both of which constitute great talking points for visitors.

For mine and my wife's part, we were acutely reminded that many of you may be having to tackle extraordinary weather conditions. When travelling to see our daughter on Christmas Eve - a journey which normally takes say 3-3.5 hours - it took over 6 hours, as we had to negotiate the flood waters around Yeovil, where the main roads cross

the Levels. After several blocked roads with little or no indication of a diversion, people panicking at the sight of water (oddly, many in 4x4's which I always thought was one of the reasons for having one?), we decided to follow a bus, based on the concept that it must have been around the route at least once that morning, so it must be passable.

The concept would never have occurred to us had we not read Douglas Adam's "Dirk Gently's Holistic Detective Agency" where the detective hero never uses a map or sat nav, but simply follows the car in front on the basis they must know where they are going! The plan worked, the route was passable, but with care, and we eventually managed to arrive at our daughter's to adjourn to the local pub for a well-earned pint.

Curiously, the same daughter lives in a flood zone, but cites the sense of community it can engender when at 2 am the entire village is out making sure that the flood relief culverts and valves are clear of debris which might inhibit water flow and cars are removed from the communal car park which also acts as a controlled flooding zone when the alarm siren is activated.

It brings into sharp relief my more mundane concerns of, "Should I take the Traction out for a short run?" as I peer out of the window waiting for a break in the seemingly incessant rainfall. So if you have and are suffering with the floods our thoughts are with you.

Still, the usual winter routine continues: oil change, bleed the brakes, tackle that irritating rattle or vibration, track that oil leak etc etc. followed by a quick run out (weather permitting) to check the work done is effective and an improvement.

More positively, planning the future Club year is well under way. Steve Wright is formulating his ideas and budgets for the Classic Car Show stand at the NEC. You will recall we are intending to make a bit of a splash (*great pun! Ed.*) this year to celebrate the Traction's 80th Anniversaire. Barry Annells and Paul de Felice are well advanced with plans for the Annual Rally and Paul is already working on the next venue for the AGM. The start of the rally year is really not so far away now. Hope and optimism are beginning to return.

So Happy New Year to you all (whichever calendar you use). May it be happy, healthy and prosperous. I look forward to meeting you at the various club events throughout the year.

Cheers

Tom Evans goes to France

In the depths of the wettest winter we've had for quite a time, here's a piece from Tom Evans, recounting his adventures last summer in France. Tom sent me this quite quickly after his return, but it's been consistently squeezed out by world events, like the TOC AGM 2013. Still, happily for us, we can get it in now. And it's a small reminder of what the world looks like when the sun shines. Thanks Tom.

It's funny how one seems to be able to sniff 'em out.

We recently had a couple of weeks in the Dordogne area, but not in the Big 15 unfortunately. We were in a Madza Bongo campervan that let us down with a knackered alternator. It's a long story, but with excellent breakdown cover we continued our holiday in a Renault Clio. On the way down we spotted a dark blue British registered Normale bombing along near Le Mans; can't quite make



UK registered Normale near Le Mans

out the registration number unfortunately. Later we had to visit a computer shop in Perigueux, because we also had problems with a laptop. It was round about lunchtime, so we decided to find a nice spot along by the river to eat our sandwiches. As we drove along we saw a Traction



The rally marker car



Slightly tatty 15-6 at the rally

parked on the pavement with the owner looking a bit lost. I was just getting out to see if I could help when 2 or 3 more Tractions came along and I realised the parked one was in fact a marker car for a small rally. More Tractions came along and we decided to follow them. They lead us to a nice riverside location where a small gathering of our favourite vehicles were parked. It was in fact a



Nice decap at the rally

“Traction des deux Charentes” spring meeting. Of course they were stopping for aperitifs and lunch, so we sat and admired their cars while eating our humble sarnies. A good collection of vehicles, including a very nice roadster and a couple of 15/6s. Excitement over, we continued on our way.

A day or two later after a moving visit to the village of Oradour-sur-Glane, destroyed by the Nazis in 1944, where we spotted a few more Citroëns rusting away, we

Tom Evans goes to France

returned via the town of Nontron, stopping for a coffee and guess what was parked at the side of the road, still warm? A very well restored 15H!

Because of our breakdown we had to fly home from Bergerac, with the

Bongo following a week later (all for the sake of an alternator!). The flight was quite late in the evening, so we decided to give the agricultural museum at Salviac a look. Luckily the sun came out as it had been a bit grim. A friend had told me about the museum, and it really is worth a look if you are in the area. www.musee-agricole-salviac.com Lots of tractors, of course, including a Citroën, a few Tractions and lots of period vehicles and paraphernalia.



15H at Nontron



Rare Citroën Tractor

Well, holiday over and lots of Tractions spotted. Best of all, my faithful old Big 15 was waiting in the garage. Next time we'll take her and have a trouble free holiday.

They are still around



Wreck 1 at Oradour-sur-Glane



Wreck 2 at Oradour-sur-Glane



The wedding car

En route to Bergerac we decided to stop for a coffee at a small village and on hearing a lot of horn blowing, along came a Traction wedding car! Poor bride, as it was freezing. We never got the coffee, as all of the village seemed to have been taken over by the wedding.

FUEL PUMPS

Hello Bob

Here's a piece of information about mechanical fuel pumps that I learned recently from Mick Holmes. I'd like to use these columns to thank Mick warmly for his advice, and to pass this advice on to others who may not be aware of the solution to the problem of leaky fuel pumps. Mine is a Slough Traction fitted with an AC pump. I'm not sure if the French Guiot and SEV pumps, though not dissimilar in general design to the AC, are subject to the same weakness. This lies in the soft metal of the body casting, which distorts in the spaces between the six securing screws.

With my Traction not in daily use, petrol drains down the fuel line feeding the carburettor and seems to evaporate from the pump. Any fuel behind the pump drains back towards the tank, so it's always been necessary to use the priming lever. My pump got to the point where priming just caused fuel to squirt out of the spaces between the screws that hold the upper half of the body to the lower. The inclination is to blame the diaphragm, whose circumferential edge forms the seal between the two halves. I examined the diaphragm which looked to be all right, but ordered a new one (it comes in a an AC-suitable kit) from Chris at TOC Spares. I also ordered a new gasket for refitting the pump to the engine block, which comes as a nice cork item in place of the original paper one.

But I wasn't satisfied that fitting the new diaphragm was the (whole) solution to the problem. So I rang Mick Holmes, who promptly said that it was likely the flange faces of the pump were worn. My goodness, was he right! While it's not really possible to overtighten the six screws, over time the parts of the flange in between them simply warp. Mick suggested I could try refacing the flanges, carefully using fine emery paper (I used 800 grit) over a piece of glass. The top half of the pump wasn't too bad, but the lower body flange was like the North Sea on a windy day.

Suffice to say the treatment was successful, and the three rubber leaves of the new diaphragm looked to be of a better quality than those of the old one. So, if you've experienced similar squirting problems but the mechanical components of the lower part of your pump are sound, I'd recommend putting a straight edge round the flanges and performing Mick's treatment. Thanks again, Mick!

Best wishes, David De Saxe

SEXIST GIT!

From Carolyn Dent

Hello Bob,

I read with interest every edition of FP and I love our '53 Light 15 and I am also a car mechanic's daughter. Although I say so myself, I am a pretty good 'gofer', when my husband, Nigel, is working on our beloved Citronella. I read the piece by Daniel Erberli on 'The brake system of 4 cylinder Tractions' in the Nov/Dec 2013 issue, but I was very disappointed by your footnote where you indicated that Daniel would only be 'handing out little tools to tractionists, who have been good boys (so that lets out most of our club members!).' So, even if the tractionist girls had been good, they did not qualify for a little gift from Santa Daniel.

I am sure without the support, whether it be hands-on or encouragement, by 'her indoors' a number of Tractions would not be on the roads at all.

I must emphasise that this is not a criticism of the sterling work you do in putting FP together, but purely an observation that there are both boys and girls who take an interest in Tractions.

Carolyn, in France, disappointed as Santa Daniel had no intentions of coming down my chimney.

GARLIC?..... BREAD?

I understand that unlike other institutions, who will launch their commemorations on the 100th Anniversary of the assassination of Archduke Ferdinand, the Yorkshire Air Museum will be "Starting Early" so that they can get the 1st World War "over and done with", so they can then concentrate on the BIG event of the year in Yorkshire: "Le Grande Depart".

"Le Grande Depart"

The celebrations in York will focus around the recreation of a Parisien Boulevard in the heart of the City of York, in St Leonards Square and Exhibition Square. The objective is to reflect the City's French connections in an "atmospheric, cultural and entertaining way".

I have been asked by the director of the Museum, Ian Reed, to contact the 3 clubs to arrange for suitable "vehicles of a French manufacture" with "suitably attired drivers and passengers" to be present on the 28th June (Armed Forces Day) and at events taking place between 2nd and 5th July.

I will send more information to 2CVGB, CCC & TOC Editors and Chairmen as soon as it is available.

Sounds like it's going to be a real hoot!

Regards, Mick Popka 07766 785 563 <http://www.yorkshireairmuseum.org/>

UNE POLEMIQUE

They said that?

"The most futuristic car ever," Jalopnik said. Never heard of Jalopnik so I checked it out. An online forum of various opinions about cars, some taken to the extreme, it looks like. Geared to a younger audience than I am, I suppose. They said the DS Citroën is the most futuristic. There was little said about how they arrived at that conclusion, or am I missing something? Sure, it's futuristic in its looks, like the Normandie was a futuristic ocean liner and the Bristol Brabazon was the airliner of tomorrow.

But what is the true way to the future? From the 30s to the 60s the future looked great! According to Le Corbusier, we would all live in high-rise blocks sitting in fields of concrete that would be covered in automobiles. No room for pedestrians in that world. Who would not want to live like that? According to Frank Lloyd Wright, everything would be cantilevered. We would have personal helicopters and travel to work on a monorail. We would all drive cars with a hydraulic suspension. No, wait a minute. We won't.

We don't drive rear-engined air cooled cars either, an idea that came and went just like airship travel. We don't drive cars that look like a flying saucer. If the D was so wonderful, what the hell happened? Why wasn't its suspension taken to a higher level? High speed trains use microprocessors to detect centrifugal forces to make the train tilt using hydraulics enabling higher speeds and a comfortable ride. I know people have experimented with the D and by using railway-based technology made a D that would bank around curves like an airplane. Why don't all cars do that?

Mediocrity has happened to Citroën in recent years, but for one brief, shining moment that lasted from 1934 to 1957, Citroën showed us the path to the future that we live today and likely will live until the petrol runs out. What other car back then had front wheel drive, rack and pinion steering and torsion bars, not to mention an all-steel unitary step-down body, (revolutionary at the time) and removable cylinder liners? None. Not one. What cars today don't have at least two of these? I can't think of any. Yes, the Traction was futuristic for its time. When it went out of production, it was still pointing the way to where we are now. Nothing else from back then even came close.

The DS created a false trail. Further development work was done as the years passed and the C6 had a more sophisticated arrangement but recent information reveals how the entire hydraulic system is going away in favour of electrically charged shock absorbers that will do the same thing. It seems a shame to give all that up, but I've always thought it to be the answer to a question no one asked. A torsion bar DS would have been a lot more reliable and still would have sold like beer on a troopship.

What does the future hold right now? Driverless cars? Yeah, right. A crock if I ever heard one. Might work on a Palo Alto office campus but in the real world? Don't make me laugh. Electric cars? There are possibilities but I'd rather have a 1918 Detroit Electric than a Tesla. The limitations of both are identical. So what are we left with? What we have.

What the future held in 1934 still holds true today. The Traction is the car of the past, present and future.

Larry Lewis, Canada

A TRACTION MYSTERY

Hello Bob

Now here's a puzzle. I'm in the process of replacing the crankshaft main bearings of my '49 Légère and when I opened the timing cover this is what I found. All the drawings and parts lists I've seen show a duplex chain and sprockets, so being new to things traction I assumed that this must be a latter version. As well as the triple chain, the crankshaft nut is locked by a G clip in an external groove that engages in a blind hole in the crank rather than a tab washer. No wonder the "old hands" I phoned were confused by my description; so what's it out of?

Mike Wilcock

(Anyone got any ideas? Ed.)



MEILLEURS VOEUX

Bonjour Bob,

I am in receipt of FP of January-February. Thank you for the edition of the history of my LHD Light 15.

Herewith a picture in September in Sardaigne. Best Wishes!

Tous nos vœux pour 2014

Que votre route soit belle, riche de rencontres et d'amitié partagée

Chantal & Pierre Wattecamps

Your Letters

SEND IN THE CLONES

Bob,

Don't be alarmed – there aren't two of us. Back in 2006 I was in Brussels for a weekend of Beer and Boys Nights Out. As we walked back from the Grand Square to our hotel we stopped at a cafe for a beer. The bartender "clocked me" and started "gibbering" - one of the staff came over and told me to sit and wait.... 15 minutes later my "double" appears... (slightly older mind you and not as handsome).

Regards

Mick



Section News



TOOLS

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

SCOTLAND

Not much to report this month! We had our joint Christmas lunch for the North members of both CCC and TOC members just before Christmas at Banchory. As most will be aware, due to the very few members up here in both clubs, we work closely with the Citroën Car Club, with all meetings and events open to both clubs. (Many are members of both Clubs anyway).

However, there is meantime an ongoing problem with delivery of the CCC monthly magazine, the Citroënian, due to a new editor who has problems, with the magazines now several months late. We had therefore to phone round some local contacts to let them know the event was taking place! In the end, just over a dozen of us enjoyed an excellent lunch and get-together and a very enjoyable and relaxed few hours. Michael Simpson, our newest TOC member up here came all the way down from the Pentland coast of Caithness, and Suzie Wright, the Chairperson of the Scottish Section CCC, along with husband Bill came up from their home in Renfrewshire - a round trip for both parties well in excess of 300 miles!! Well done! - We enjoyed your company!



Not a lot else to report. Quite a few doing the annual overhaul of their tractions and sourcing spare parts in readiness for the Spring and Summer events coming up, - more on that next time! Meantime, Happy mechanicing!!

Smithy/ Andy B

Ian Smith and Andy Burnett

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



WEST OF ENGLAND

Hi Bob,

Our usual January planning meeting did not take place due to the appalling weather. A round robin of possible things to do has been sent to all the Section members and by the time you read this a planning meeting will have taken place.

LATE NEWS

Sad report from Julian & Mary Taylor as follows: *We were evacuated a week ago Wednesday, we have about a metre of water in the house. We are warm, dry and well fed. We are at the holiday cottages at Huntworth. The Morris and the Traction are*

on blocks in the garage. Virtually all the furniture is upstairs, I'm going back tomorrow to have a look. Property and objects can be replaced, lives cannot.

Best wishes and thanks for the email.

Julian and Mary

Please pass on to others in the club

For details or suggestions for future activities contact

Den Hewitt

Tel: 01934 834274

email: denhewitt@f1550.fsnet.co.uk

NORTH EAST ENGLAND

Dates For The Diary

27th April	Drive it Day
18th May	Wallington Hall, Northumberland
26th May	Whitton Castle, Bishop Auckland
15th June	Beamish Museum, Co Durham
20th-22nd June	TOC Annual Rally, Peterborough
5th-6th July	Tour de France, Yorkshire
20th July	Newby Hall, Yorkshire
13th-14th September	80th Anniversary, Château de la Ferté Vidame
28th September	Beamish Museum, Co. Durham
10th-12th October	Pickering Wartime Weekend

If you are a member of NECPWA there are many more Classic Car Shows in the North East as well. Details of the above will be emailed nearer the time but please put these dates in your diary.

Look forward to seeing you all on Drive it Day

Graham Handley

For details of future planned activities contact:

Graham Handley Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS

17th January

It may have been raining outside, but the atmosphere within the Malting House on the 15th December for our Christmas Lunch was far from gloomy, with rocket balloons flying around. I loved the variety of hats worn.



Barry Annells



Helen and John



Steve Reed's Birthday was celebrated with all his Family including his little Grandchildren. Also Brian Brockwell's 70th the next day gave us an excuse for more to celebrate. I thank Sue & Peter Simper and Jan Reece for dealing with the raffle tickets. Our friend Kirsty Woodman for organising her quiz; this year won by Terence and Jane McCauley. My special thanks to Tim Dodds for his support as Father Christmas. We raised £35 for Carol Bilney to go to her chosen charity by selling model cars that had belonged to Alec Bilney whose presence was sorely missed. Thank you, Martin, for taking the photographs.

Thank you all for your presents, cards and good wishes, but without you all it would not happen.

Section News

Let's now look forward to meetings and summer trips for 2014. 20th April is Easter Sunday. I have booked to visit the Gilbert White house and gardens and Oates Museum in Hampshire. We need to have ten persons to qualify for group booking.

20th January

We started the New Year with a great meeting at the Fairmile on 19th January, with eighteen members enjoying lunch, and chatting, which went on until six in the evening, having arrived at 12 noon. I think the sun shining must have invigorated us all.

15th February

Please could you think about April outings? April 20th we will meet at The Fairmile at 10.30am to convoy to Gilbert Whites House and Garden with the Oates collection, at The Wakes, High Street, Selbourne, Hampshire GU34 3JH. They wish to know how many cars to expect and persons going to the venue a month before the date. If we have enough cars they will open a field for parking. If you wish to come please let me know and I can put you on my list. We anticipate arriving between 11.30 -12 noon if you wish to meet us there. I would like to know so that I know who will be convoying from The Fairmile. Contact helenshelley@msn.com Thank you.

Drive It Day 27th April meet at Denbies Vineyard, Dorking at 10.30a.m. to convoy to Igtham Mote, Kent. This venue still has to be confirmed. Please contact Peter Simper e-mail lacolliere@hotmail.co.uk if you wish to participate in this event.

March 16th: simple meeting at The Fairmile from 12 noon.

All good wishes,
Helen.

Please contact Helen Shelley 02083 307216 or e-mail helenshelley@msn.com to book places. Also use this e-mail to keep you updated.

SOUTH MIDLANDS

Please see info on La Vie En Bleu page 32.

For details of future planned activities contact:

Simon Saint

Tel: 01905 454961

Email: janeandsimonsaint@hotmail.com

MID SHIRES

The mid-shires has a couple of completely new events planned, so have a look and see what takes your fancy.

27th April Drive it Day, Meet up for lunch at the Rose and Crown Yardley Hastings www.roseandcrownbistro.co.uk/ great pub, wonderful food, let me know to ensure a reservation, make your own booking or just turn up and take pot luck, then a gentle drive over to the shops at Castle Ashby.

NEW A monthly classic car and bike meet, an excellent get together for all vehicle enthusiasts, I attended a number of them last year and saw a lot of great vehicles. www.classiccarmeet.co.uk/ In 2014, for the fourth year running, the Classic Car and Bike Meet will be held in Earls Barton, Northamptonshire on the last Wednesday of the month - starting in April and ending in September.

Let me know you are going and I'll try and meet you there.

- Gates open from 4.30pm to 9pm
- Wide variety of cars and bikes
- Over 250 vehicles per month attended in 2013
- Easy to find venue (just off A45 Junction 10)
- Ample parking with flat ground
(for those with low exhausts and suspensions)

Don't forget to put the following dates in your diary for 2014:

30th April

30th July

28th May

27th August

25th June

24th September

More the Merrier Barbeque. Building on last year's success, date to be confirmed (early September), all members welcome.

NEW 27- 28 Sept 2014 Sywell Classic Pistons & Props

Pistons & Props celebrates classic vehicles - both on the ground and in the air. Enjoy high octane live action, amazing aerial displays breath-taking classic vehicle displays, great family entertainment vintage and classic traders. For more information, visit www.sywellclassic.com

This was very well attended in its first year 2013, we plan to have a club stand, if you are displaying your vehicle you get free admission, which saves a considerable sum.

The mid-shires programme of events can now be seen on the club website and this may also apply to some or all of the other areas.

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242

Email: stephenprigmore@hotmail.com

EASTERN

Hello Bob

Drive It Day Sunday 27th April 2014

You have a choice how you plan your day. You can join us at the **Ipswich Transport Museum**, Old Trolleybus Depot, Cobham Road, Ipswich. IP3 3JD 01473 715666, Sunbeam Tea Room for coffee and catch up from **10am**. There will be a classic bus departing at 11.30 prompt taking you to The Railway PH, Westerfield Road, Ipswich IP6 9AA 01473 252337 www.therailwaywesterfield.co.uk for lunch. **If you require lunch this must be booked direct** (if preferred you can meet us there). The bus hopes to return to the **ITM 2-2.30pm** so you will have another chance to look around this fascinating collection. The day is flexible please tailor it to your needs.

To ensure your place on the bus **please send me payment by cheque made payable to Ipswich Transport Museum for £8, before 2nd April 2014**. Entry to the museum is payable on the day £4.50. The event has been co organised with the local CCC and 2CV Clubs by Ewan Phillips, so a big thank you to Ewan, the museum has discounted our entry fees and offers a complementary tea or coffee on arrival, another thank you!

Hope that's as clear as mud, any questions, please give me a call.

ESP (Eastern Section Pop up Meeting) Reminder, please feel free to contact me if you have an event you would like advertised to other members via **ESP**. Also please update me if you have changed your email address.

Many thanks. (Love the extra colour in the mag). Kind regards,
Jasmin

**For details or suggestions for future activities contact
Jasmin Gagen
Tel: 01284 827039 jasnagen@btinternet.com**

PEAK

On 2nd February seventeen of us met at another new venue for us: The Coach & Horses at Fenny Bentley which is an old 17th Century coaching inn complete with low oak beams, flagged floors and lovely log fires just outside Ashbourne. The food was excellent with a wide choice to please all, plus some excellent real ale.

Everyone enjoyed it so much I think we will be going back before too long.

Our next meeting is on Sunday April 27th – Drive It Day. Plans are being made to meet for coffee, have a drive around the country lanes of Derbyshire ending up, as usual, in a pub for lunch. On June 1st we are visiting a farm near Ashbourne to view the Eddishes Collection and picnic – this could be indoors or outdoors depending on what the weather decides to do in June!! If you 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**

LONDON

Hi Bob

Here is the information for Drive it Day taking place on the 27th April, 2014 (in conjunction with the Surrey/Hants/Sussex Borders Section). Destination: IGHAM MOTE, Mote Road, Ivy Hatch, Sevenoaks, Kent, TN15 0NT.

This is a National Trust House, so if a member please remember your card. Starting from: DENBIES VINEYARD, London Road, Dorking, Surrey, RH5 6AA. Meeting at: 10am and leaving at 10.30am sharp.



We will then be driving east along the A25 until Sevenoaks, and turning left to Ivy Hatch, then onto Igham Mote, possibly stopping en route to enable us to regroup before arriving at our destination.

You will be able to purchase drinks and hot lunches in the Tea Rooms.

For more information or to let me know that you will be participating please

Contact Peter Simper on 0208 891 1093 or email: **iacolliere@hotmail.co.uk**

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)

Hello Bob,

UPDATE on La Ferté-Vidame

Registered for the weekend from TOC : 53 teams, 110 people from 9 different countries



Should you not yet have received your confirmation from Traction Universelle by now, please contact us, so we can ask Mr. Poussard.

You are, of course, still welcome to contact us, should you like to register for the event.

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

IRELAND

For details of future plans in Ireland (north and south) contact.

Richard Sheil: richardsheil@eircom.net

BACK IN THE USSR

We have been privileged to receive a letter from the famous Olivier de Serres, although he's not happy (like John Bercow).

Dear Mr Street,

I have been puzzled in the two last editions of the F.P. to see in the Section News pages that you indicates the sections with tools by a sickle and a hammer.

May be you do not know but this figure is the symbol of the Communist Party in the ex-USSR. I do not understand what it the matter in the pages of the magazine, I find it rather disturbing and would appreciate some explanations. Anyhow if you have ever tried to fix a car with a sickle and a hammer, I wish you luck.

Or maybe it has something to see with your sense of humour that we appreciate every two months in your 'epistle', by the way you are dressed at a reception or another.

Apart from that, congratulations for the magazine whose standards of quality are kept up pretty high.

With my Best Regards.

Olivier de SERRES

I wrote back to Olivier to explain that, yes, it's that funny old British sense of humour. The ex-chairman told me I needed to put a tools sign next to the relevant clubs, but she didn't say what sort of tools. And, furthermore, I would put forward my Light 15 (since it left Peter Simper's hands and before Darrin started reconstructing it) as an example of a Traction that looked like it had been put together with a hammer and sickle. Nevertheless, I bestowed the Order of the Golden Spanner on Olivier for being the first to spot this, or at least the first to comment. Olivier was good enough to write back:

Dear Mr Street,

Thank you for your quick reply which I appreciate very much.

It is with pride that I accept this distinction of the mention to the Golden Spanner award, even if I take the risk of deceiving club members who could be concerned by a sickle and a hammer.

With my best regards and looking forward to meeting you in the course of 2014, the year of the Traction's 80th birthday . .

Olivier de SERRES

As an epilogue to all this, I would just point out that the Hammer and Sickle was the proud emblem of that original small band of revolting peasants. On that basis, I feel that the emblem is totally at home, seeing out its days, in our little magazine.

Ed.

An employee at specialist insurance broker Footman James showed exceptional loyalty on her wedding day when she was driven to the church in a French classic car!

Natalie Turner nee Downing - who is employed as an Account Handler in the Footman James Classic Motor Trade Division - hired two Citroen Traction Avant cars for her big day.

Natalie was transported in a 1936 Traction Avant Limousine with her bridesmaids hot on her heels in a 1949 Traction Avant Light 15 .

Natalie explained : "It's impossible not to be enthusiastic about classic cars working at Footman James and it seemed only fitting that I should honour this on my wedding day! We had so many comments about them on the day; they were definitely a unique choice for such an occasion. We were absolutely delighted with the continental touch and will ensure the photos are proudly displayed in our new home!"

Both cars were hired from **Avant Wedding Cars**, (Jim Fox) based in Swindon.



OBITUARY ALAN SMITH

From Terence McCauley: The reason I am writing is to convey the news of the passing of Alan Smith at the age of 73. Alan is a very long-standing TOC member (number 158) who you may know was a previous owner of your car (I think I am right in saying that the cream car on Sunday is yours). He lived in Bristol and was an architect. He was a great car enthusiast, particularly Citroëns, and used to tell me tales of driving to Spain and back in the sixties in various Tractions acquired for £50 or so. Indeed he married Marichu from Spain and they came until fairly recently to West of England meetings. I am happy to report that there was a Traction at his funeral.



In Committee

The Committee met on 19th January at Steventon.

The main points discussed were:-

- **Club Shop** – Steve Reed to look at ordering larger sizes in our clothing range. Also looking at the feasibility of a new TOC tie.
- **Spares** – sales of spares is still high. Crown wheel and pinions are now in stock. A full stocktake is to take place on 5/6 April. Chris proposed buying a cleaning/degreasing machine to deal with second hand parts - quotes needed for the next meeting.
- **Social** – the annual rally is to be based at the Quality Inn in Peterborough – details of the rally and the booking form to be ready for the next issue of Floating Power. 42 cars are already booked on the La Ferte Vidame weekend – Thanks were given to Walter and Noella in organising all the accommodation.

Paul de Felice proposed the AGM is held on the first weekend in November and is now looking for a suitable venue.

There will be a rally in May 2015 in the Dordogne area organised by Ronald Knoth.

- **NEC** – this year it will be organised by Steve Wright with '80 years of the Traction' as the theme. Bob Street to establish the costs of producing extra copies of the November Floating Power to give out at the event. The Committee are to discuss, at the next meeting, the issue of expenses for Members' loaning their Tractions for the Stand and those volunteering each day.
- **Membership** – we currently have 622 members.
- **Website** – there has been a lot of work carried out on the website since its launch. It was agreed to pay an ex-gratia payment plus £5 per hour to Judy Bunce (non-member) who carried out most of the work and will continue to offer support until developments are completed. Specific post holders will have access to relevant web pages so it will be their responsibility to keep the site updated.
- **PR/Marketing** – it was agreed to set up an 'enquiries@..' email which Bev Oates will administer so that any correspondence with the TOC is dealt with by one person.

The next committee meeting will be held on 13th April at Newport Pagnall.

Bev Oates

FBHVC NEWSLETTER No1 2014

MOT TESTING

The newsletter says: "Although full details are yet to be published, the word from Brussels is that agreement has been reached after many months of lobbying and negotiation, and a major victory has been won in that the terms of the legislation are to be enacted as a 'Directive' rather than, as the Commission proposed, a 'Regulation'. The significance of this is considerable as it permits national governments much greater powers of interpretation." However, later in the newsletter we are advised to 'watch this space' for future developments.

AUTOMATIC SORN RENEWALS

I think all classic car owners now know that you only need to put in a SORN application once, as from December last year. It will automatically renew until you tell DVLA otherwise. However, please remember that you will still need to keep up some form of insurance in order to meet the current continuous insurance legislation.

Ed.

Full information can be found at <http://www.fbhvc.co.uk/member-benefits/newsletter-archive>

INSTALLING A PAS SYSTEM ON THE LIGHT 15

I was fortunate enough to be reading the Spring 2013 edition of the Australian magazine Front Drive, when I spotted an article on how to fit your own pas. Having contacted the author, who lives in Tasmania, (not Australia – Tasmanians take the difference very seriously, as I found out once when I called a lady an Australian.....) he gladly gave me permission to publish the story in Floating Power.

Tim Waters is a retired civil engineer who lives with his wife Iris and their daughter in Hobart and he has had a number of interesting cars, including a Sunbeam Talbot 90, two MGAs, a 356 Porsche, an ID19 and a CX2200, as well as a variety of everyday cars. He is also the owner of a Traction and is a long-time member of the CCC of Tasmania and the Citroën Classic Owners Club of Australia.

Tim has kindly offered some background to his article and some tips on the most crucial aspects of the operation. Over to Tim:

I am aware of a number of Traction owners here who were thinking about the installation, but balked at the task, so I wrote it from experience, in a manner that set out a step-by-step approach. Article in one hand, spanner in the other – not unlike a cook with a new recipe! Two installation items are critical: (a) the welding of the new splined coupling to the steering column must be carefully undertaken to achieve full integrity (even so, I still used two roll pins). I was not comfortable with welding in-situ as the ‘overhead’ position is always fraught with risk, and you need someone to turn the shaft as you weld, so I simply removed the steering gear and (b) the new section of PAS shaft (i.e. essentially the new coupling), must be in perfect axial alignment with the remaining section of original shaft. This is not especially difficult, but care must be taken.

The only thing that went wrong for me (not admitted in my article!!!), is that after all was done and I went for my first drive, I realized I had forgotten to re-couple the speedo cable, which was a pain as the new PAS unit means long, slender fingers and a small hand are now required to get at the coupling.

So, that's the overture out the way. Let's get cracking on this interesting article.

Power Steering for the Traction

I am the happy owner of a 1951 Slough-built Light 15. Indeed, I have owned it for some 13 years now - which is a record for me. Although it gets a frequent outing, I have always hesitated to take it through the city, as its steering is very heavy, it has a large turning-circle and one does not simply do a quick reverse park when driving around looking for a spot. In fact, city driving is just plain unpleasant. At one

stage, I toyed with the idea of fitting conventional hydraulic power steering, but finding the room and drive for the pump was a problem, so it never got advanced.

And then we learn that the Dutch have developed the *EZ Electric Power Steering* unit, which can be fitted to most old cars, and there was a kit for the Traction. The system involves a computer-controlled electric motor which, through a sophisticated

sensing system, provides assistance to turn the steering shaft in the direction dictated by micro-movement of the steering wheel. It is just plain clever. The level of assistance can be dialled up with a controller mounted on the dashboard.

So I entered e-correspondence with EZ's Roger Reijngoud which led to my acquiring their power steering kit for the Traction. (It cost around \$2000 landed and was ordered noting that my car was Slough-built, RHD and converted to 12v negative earth).

I mentioned what I was buying to a friend of mine who is into model railways and builds his own kit locomotives etc. He said simply that on his experience, *if it was Dutch design and manufacture, it will be well engineered and it will work*. He was quite right on both counts.

The unit came complete with all necessary bits and pieces, (including a new steering-wheel nut and Woodruff-style key. I had opted for the upper steering column tube to be in polished stainless steel as a replacement for the old chrome-plated tube) and according to the Company's 5-page installation manual, it was a straightforward installation. Certainly, fitting the EZ unit is not technically difficult – well within the capacity of most do-it-yourselfers - but it did prove to be a bit fiddly and sometimes frustrating. Not quite as straightforward as the manual suggested – although if my car was the French model as featured in the manual, with a simple little instrument cluster - things would have been easier, as there would have been a bit more room and less congested wiring behind the dash.

No special equipment is necessary, but I would advise those thinking of installing the EZ unit, to ensure they have a good set of mid-range metric spanners (including ring and tube) and sockets,

with extension bars and a fine-movement ratchet. A power drill with a range of bits say 4mm up to 12mm diameter. An extension lead and work-light. A small arc-welder is also needed, (preferably a TIG unit), as well as a hacksaw and a good stock of various nuts, set-screws, washers and split-pins (as invariably you lose some and/or you decide to replace some). You should also have a set of metric taps and die-nuts for cleaning-up threads to make them finger-run, covering the sizes: 6mm x 1.0, 7mm x 1.0, 8mm x 1.25, 10mm x 1.5 and 12mm x 1.75 (for the track-rod ball-joint stems). You will also need a ball-joint separator (lever-and-screw type works well), Allen keys and a large Torx key to match the Torx set-screws on the motor unit.

It is important not to get anxious about setting a deadline for completing the project. Just take your time and work through it task by task, setting a daily goal. As I recall, I tackled the project in the following sequence and it went well.

Day 1

- Put the front wheels up on garage ramps (as per local auto shop), ensuring the wheels were 'straight ahead'
- Remove battery
- Remove steering-wheel
- Remove headlight switch unit, noting wiring (suggest unit be slid off the steering column rather than prise the clamp open and risk it cracking through the rivets)
- Remove wiring to indicator switch, (noting what goes where)
- Remove dash-board and instrument cluster (note wiring and don't forget to free up the choke cable and ignition advance cable (I have a 123 distributor but have kept the advance cable as 'heritage' even though it serves no function).

As the unit takes up a good deal of room under/ behind the dash, and is awkward to manoeuvre, it may be necessary to remove the dash and instrument cluster to give good access.

This will do for Day 1.

As I was not happy about cutting and welding the old steering-shaft in-situ, (awkward, overhead positional welding is not the best option, as the integrity of the weld can be compromised) and I wanted to check the steering rack and renew the rubber gaiters anyway, I decided to remove the steering gear completely. It is not difficult, but a bit demanding for just one person, as the rack is a bit heavy and cumbersome.

Day 2

- Remove split pins and nuts and disengage track-rod ball joints (temporarily jack up and remove adjacent road wheel in turn, to improve access). Note that the ball-joint extractor will likely damage the old grease cups. Don't worry, they are not all that good anyway, and a steering specialist will have better, rubber grease boots as replacements). Swing the track rods up out of the way and tie them to the rack, using string or large cable ties.
- Undo the four bolts that secure the steering rack to the chassis and ease the unit down and forward. A trolley jack under the rack can help control the lowering and withdrawal. (A second pair of hands would be useful). Note that you may have to jack up the RH wheel again – about 75mmn - just to allow the steering-shaft to withdraw fully. Place the steering gear on some timbers, ready for cleaning and checking-over.

This will do for Day 2.

Day 3

- Clean the scunge off the rack, give it a hand paint and do what work you had planned (eg. fit new gaiters, check condition of gear – especially the base of each rack ball-joint stem, as the old metal grease-retainers can cut into the stems and weaken them. Re-lubricate and re-assemble). Working on the steering gear is not especially daunting, and special 'Citroën' tools are not really necessary, given today's plethora of hand tools, although a good strap-wrench is handy.

This will do for Day 3.

Day 4

- Sit the rack up on a couple of wood-horses, (one supporting the shaft), so that you can measure and cut the steering-shaft more easily
- Unpack the EZ unit on the bench and temporarily fit the splined coupling to the motor output
- Measure the distance from the threaded end of the new steering-shaft down to the bottom-end end of the coupling, and then subtract 70mm (to allow for the old shaft to go up into the coupling). This dimension is the length to cut off the old shaft. Mark the old shaft accordingly.
- Also mark the position of the steering-wheel keyway with a line, using a felt-tipped pen, to later check the position of the steering wheel.
- Summoning all your courage, cut the old shaft. The steel is surprisingly soft and the cut-off is easily done with a hand hacksaw. (You will then find the shaft is hollow – which I never knew)
- Go inside and have a brandy to calm the nerves.
- With a file, give the old shaft a clean-up in the area that is to be welded, bringing up shiny metal for the weld.
- It is likely that you will have to renew the weather



Author: Tim Waters

seal where the shaft goes up into the bodywork, as well as the pinion bearing weather seal at the bottom of the shaft. Using a template, cut a new body weather seal from rubber sheet and if you need to renew the bearing weather seal, make one using an old-style, solid rubber house door-stop from the local hardware shop, drill it 20mm and fit a piece of 38mm rubber hose over it with about 5mm projection. Use a non-hardening adhesive and cable tie and bingo; you have a new dust seal.

This will do for Day 4.

Day 5

- Undo the bolts that hold the two-piece clamp for the rubber bush at the bottom of the steering tube. This is fiddly, as the clutch-pedal mechanism is in the way, but it can be done. The nuts are accessed down next to the brake master-cylinder.

(It is very likely that the rubber bush has fused itself on to the old tube and simply loosening the clamp will not allow the tube to be withdrawn).

- Undo the nuts holding the upper tube bracket to the dash frame and withdraw the whole steering tube with clamp, bracket and bushes.
- Slide the new pinion-bearing weather seal down the shortened shaft to the pinion box, and then the (new?) body weather seal. Remove the shaft bush from inside the bottom of the old steering tube and slide it down the shaft also, all in that order. Use some tape to hold these items away from the weld site.
- Remove the new, splined coupling from the power unit kit.

Continued on page 22

2014 TOC AGM weekend at Cheltenham plus a saunter through the Cotswolds Friday 31st October to Sunday 2nd November 2014

Due to the TOC visit to La Ferté Vidame in late September we have decided to push the AGM back to the end of October to give everybody a breather after our visit to France.

We are staying at the Cheltenham Chase Hotel, part of the Q Hotel Group, whose hotels we have used before and this is a fantastically located four star hotel for exploring both the spa town of Cheltenham and the chic town of Gloucester. The hotel itself boasts a stylish and contemporary interior, appealing to those looking for a leisure break in Gloucestershire and the Cotswolds. With its close proximity to the M5, airports and not forgetting Cheltenham racecourse, the hotel provides the ideal base.

The hotel has 122 spacious bedrooms, all tastefully decorated in rich, warm colours. They offer everything



you need for a great stay, including a safe, fridge and Wi-Fi. Hardy's Restaurant provides a great dining experience and has the perfect ambience as well as stunning views over the Cotswold Hills.

You can visit the hotel's Website on www.qhotels.co.uk/our-locations/the-cheltenham-chase-hotel

We are planning the normal Friday night get-together in the hotel and on the Saturday we will have a car tour around the Cotswold villages as detailed below:



Saturday tour on 'The Romantic Road'

We have a special route, weaving its way through the most beautiful parts of this 'area of outstanding natural beauty'. It will guide you through wide upland landscapes and hidden honey-coloured stone hamlets, revealing the fascinating contrasts of peaceful, timeless villages and bustling market towns (*sorry Paul, FP is a cliché-free zone. Ed.*) complete with ancient manor houses, churches and stopping for refreshment at traditional pubs.

In an area rich in history and natural beauty like the Cotswolds, it is sometimes difficult for visitors, even those who have been before, to find the most scenic country roads and the most picturesque villages. The route to the Romantic Road provides a touring route which is easy to follow and traces the tales of the many artists, writers and craftspeople who have drawn inspiration from the Cotswold landscape.

The route is designed to be completed in a single day, at a leisurely pace, allowing time to enjoy the towns, villages and scenery en-route. It will introduce you to some of the places which have proved so popular with generations of visitors to the Cotswolds and also to some of our less well-known favourites. For visitors with time, there are many suggestions for places along the route in which to linger. On the Romantic Road you will never be far from your starting and finishing point in Cheltenham and people wishing to go shopping or sightseeing in Cheltenham can leave the trip whenever they wish.

More details to follow in the May issue of FP.

Any queries or questions contact Paul De Felice





Photo EZ power-1
The only noticeable give-away that the car has a powersteering unit installed, is the small controller dial and knob under the indicator switch.



Photo EZ power-2
The power unit installed, showing the modified fixing bracket and draw-up plate (behind the up-turn).



Photo EZ power-3
Installation showing the additional bracket made to anchor the power unit at the new steering-column flange. The power computer is shown mounted on the fire-wall (behind the battery).

- It is important to determine whether-or-not the shaft and the new coupling are of different steels (mine were). A simple spark test will help. Just lightly touch each respective weld surface with an angle-grinder and observe the colour of the sparks. If different, then strategic welding is required.
- It is critical that the new coupling and the steering shaft be perfectly aligned axially and as the coupling counter-bore has about 1mm slop over the shaft, the shaft end should be neatly wrapped with a shim (steel or brass), such that the coupling is a tap-on fit. The shim needs to be for almost the full depth of the hole in the coupling (70mm). When it is clear that the alignment is good, welding can proceed.

This will do for Day 5.

Day 6

- If the old shaft and coupling are of differing steels, care should be taken to use a welding system that prevents the weld from cracking (which is a real risk). Recommend the use of a TIG welder (Tungsten Inert Gas), using a 309 SS filler rod – or similar system. This gives a strong and stable weld of very neat appearance. Ensure there is no undercut to the shaft. Suggest that the rack be held up high with the shaft and coupling resting down on the bench to allow a down-hand weld. Make sure the welder does not earth through the rack body, but directly on to the shaft, otherwise bearings and slide surfaces could be arc-damaged. (An ordinary arc-welder with low-temperature SS electrodes, will also give a good weld).
- Suggest two 4mm roll-pins be added as a belt-and-braces safety measure. Drill two 4mm holes through the coupling at suitable spacing and at 90 degrees. Tap in the roll-pins and grind off excess.

- The top and bottom external rubber bushes now need to be removed from the old steering tube. This may prove a trying task, as the rubbers may have stuck to the tube. The lower one can be separated by the insertion of an artist's or chef's spatula and slid off. The top one is more difficult as it is a much tighter fit and tapping the bracket body simply exerts a 'jamming' affect on the rubber. The spatula is employed again, together with a piece of PVC pipe of just the right diameter to match the bracket bezel, and with some olive oil (or similar hi-tech fluid) the bracket may be 'freed' with the spatula and tapped off the tube.

This will do for Day 6.

Day 7

- Re-fit the steering rack (but do not yet re-connect the tie rods) and slide the new pinion bearing weather seal down against the pinion box and push the old rubber shaft bush (which is probably still in good condition) up the shaft into the column void just below the brake M/C. Push the (new?) sheet-rubber weather seal up the shaft to cover the body hole. Hold it in place with some double-sided tape or adhesive if necessary.
- Lower the new EZ steering tube (with the rubber bush and its two-piece clamp), down over the steering shaft, far enough to leave the new coupling projecting clear, (having fitted the shaft bush in the bottom of the tube flush with the end). Leave the tube in this position for the moment.
- Re-bolt the bush clamp plates to the floor, but leave loose - (hacksaw a slot in the head of the bolt behind the clutch-pedal mechanism, as this will help in holding it when the nut is fitted).
- Slide the steering support bracket down over the new EZ upper tube to about half way (the unit is still on the bench).
- Fit the steering wheel temporarily (wheel-nut not

necessary), then offer - I love that phrase - the new EZ power unit up under the dash, with the motor lying horizontally to the right (away from the handbrake - although it can hang in any position for the time being), ensuring the support bracket studs go into their holes under the dash but the splined motor shaft is not yet into the coupling. Do the support bracket nuts up finger tight

- Whilst supporting the power steering motor, turn the steering wheel to 'straight ahead' and with the motor still in the 'right horizontal' position, push the whole assembly down until the splined shaft from the motor engages the coupling.
- Check that all is well and tighten the coupling bolt

NOTE – thoroughly soap inside the two external steering-tube bushes, as this will assist sliding for location and fitting.

This will do for Day 7

Day 8

- With the track rods tied out of the way, gently turn the steering wheel from side to side, to ensure the tube support bracket "settles" to a true axial alignment then secure the bracket without moving it.
- Remove the socket-head set-screws on the motor adjacent the coupling and slide the lower steering tube up to the motor, turning it to get the screw-holes in the flange to line up. Replace the set-screws finger-tight (space is tight)
- Ensure the EZ motor is still in the right horizontal position and fit the EZ anchor-bracket (to stop the unit from counter-rotating when in use), noting that this bracket will probably need modification by re-bending to improve line-up and a cleat welded to it for better bolting the anchor to the bulk-head shelf up-turn. Suggest a piece of flat steel be

bolted-in behind the up-turn, to provide a strong draw-up for the anchor bolts. Suitable steels are euphemistically sold as "mending bars". Do the anchor bolts up tight.

- Remove one of the set-screws securing the lower tube (flange) to the motor body, and make a second (special) anchor-bracket to pick up this flange screw and the bulk-head up-turn. This may be a bit fiddly due to lack of space. Fit the bracket and tighten off all set-screws.

NOTE – use new set-screws of increased length to make up for the length lost by the thickness of the anchor-brackets. Make sure the anchor brackets 'slide' into position without any gaps or play, such that when tightened, there is no relative draw-up movement of the new power unit.

- Tighten the bolts securing the bush housing plates to the floor.

This will do for Day 8

Day 9

We are now well into the home straight.

- Fit new grease cups to the track-rod ball-joint pegs and refit the track rods, ensuring new split-pins are fitted.
- Mount the EZ computer box in a suitable place (suggest the wall of the battery-compartment under the dash), together with its fuse.
- Install the EZ rheostat controller (suggest under the traffic-indicator switch. The legs of the controller bracket should be shortened and bent 90°, drilled and bolted-up under the dash frame. NOTE – depending on the lie you wish the controller wiring to take, there is a need to drill a dimple in the back of the controller-plate, to locate the rheostat tag and stop the whole unit from turning with the knob.

- Couple all motor wiring to the computer and rheostat (everything is shape-matched and all wires are colour-coded and tagged, so nothing to worry about), and join the thin red (15 amp) activating wire into the ignition switch. Suggest an in-line fuse be included.
- Feed the heavy (red) power wire out through a suitable grommited hole in the fire-wall and connect it to the battery positive pole (or other suitable high-amperage power take-off).

This will do for Day 9

Day 10

- Re-install the instrument cluster (don't forget the speedo drive cable) and dashboard.
- Re-fit the steering wheel and, pulling the headlight cables through the steering bracket, re-fit and connect the headlight switch.
- Re-connect the indicator switch.
- Re-install the battery and connect it up, also the choke and advance cables.
- Prime the carburettor, pull out the choke and turn the ignition on – a muted “click” should be heard from the EZ motor. Drive the vehicle back off the ramps
- Have another brandy to calm the nerves from the excitement!
- Drive around the block with a broad grin because - **PROJECT COMPLETED!!!!**

This will certainly do for Day 10!

So was it all worth it? Absolutely. The steering is light and city driving is much more pleasant. I am even happy to try a kerbside, reverse park! Depending on the level of control dialled up, the effort now required to turn the steering wheel is

approximately one-ninth of that required when un-powered. The power unit is totally silent in operation and there is no lag or sense of electro-mechanical operation when moving the steering wheel. It is just like driving a modern car. The EZ unit is fail-safe. If the motor or electrics should ever fail whilst motoring along, the steering simply reverts to “heavy”.

I can now say that my treasured car really is a “Light 15”. If I can be of any help to those toying with, or installing, the EZ unit – just ask.

Tim Waters – Hobart.

E-mail: waterstim@bigpond.com

Ph. 03-6225 3480

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. Labeled on the back. For our details

Made to order & delivered to your door. Size 150mm x 130mm x 30mm
 *Drinking tip: when drinking the photo has to stand the girth in 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.

Events Diary

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

March 2014

8th – 9th	27th 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 2014

12th – 13th	Restoration Show NEC	See Below.
27th	Drive It Day	

May 2014

3rd - 4th	CitroMobile	Amsterdam. http://www.citromobile.nl/
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 2014

7th – 9th	Retromoteur et Véhicules de Prestige	Ciney, Belgium http://www.cineyexpo.be/agenda/evenement.php?id=248
14th – 15th (tbc)	12th Festival des Belles Mécaniques	Roubaix, Paris. http://www.ideale-ds.eu/v10/
20th – 22nd	TOC Annual Rally	Peterborough. Details on TOC site or in FP
27th – 29th	All Ireland Rally (Tipperary this year)	John O'Sullivan (0)21 4652447 josds21@eircom.net

July 2014

11th – 14th	CTAB Brittany Rally	Probably along the North Coast this year.
-------------	---------------------	---

August 2014

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 2014

13th – 14th	80th Anniversary of the TA	Château de La Ferté Vidame, West of Paris
19th – 21st	Circuit des Remparts	Angoulême, France.

November 2014

14th – 16th	NEC Classic Motor Show (contact Steve Wright)	NEC, Birmingham
-------------	---	-----------------

NEC RESTORATION SHOW 2014

These shows are becoming increasingly popular with the classic car fraternity and there are now three annual shows in the UK. This is the next one. For those of you who would like to attend this show, please get your skates on. The dates are 12-13 April and the details are available at <http://www.necrestorationshow.com/>.



LATE NEWS

Club members can get a reduction on tickets for the show: As a TOC member you are entitled to an **exclusive discounted ticket price!** Enjoy this fantastic day out for **just £11 by quoting RS14NC** or get your **family ticket for only £26 by quoting code RS14CF.**

To book your tickets call 0844 858 6758 or visit www.necrestorationshow.com

Rear Wheel Drive Diary

Managed to get dispensation from the lady of the house to work on the 12/24 today. Wanted to check wheel bearings first so, jacked up front end and found quite a lot of play, ditto the rear. Enough play on any one wheel to cause an MOT fail in the "old" days. So far as I can tell from the book of words (albeit in French) the slack can all be taken up. A job me thinks for finer weather.

Then I had a serious look at the tappets.... Actually, quite tricky to get to and adjust, much more so than an ohv rocker.

Essentially a bolt within the tappet is adjusted re the valve stem to achieve the required gap (0.20 inlet and 0.25 exh). But gentle reader, a nut locks the bolt against the tappet... So... as you hold the tappet (1) and lock the lock nut against it (2) to lock the bolt (3) the bolt inevitably turns with the nut (2) and the gap so carefully set promptly gets bigger!! "Gracious" I said – several times in fact, so as not to alarm a trainee priest living 3 doors away. Solution = 3 spanners, not much room and only two hands....V difficult. Did 3 tappets in two hours.

Of important note etc.... The inlet of No 4 was fully + 8 to 9 mm out. An amazing gap by any standards. The valve would have barely opened to admit any mixture. In consequence No 4 cylinder was not doing an awful lot. Quite a transformation now though....While the engine does not quite rip the proverbial skin off a rice pudding, it does show a lot more willing than before – almost civilised in fact. With the fuel problem properly resolved (see below) it might even "pull" in some recognisable manner. In pottering around the neighbourhood between showers another problem arose – fuel starvation on the hills and a complete failure on/across the traffic lights as Mike Wilcock has previously encountered just before the Doom & Gloom pub. No tools,



Auster screen in place.



Auster screen comes with little handles. Dunno what they might be for. Note also the substantial chromed balls Original equipment for the French OE version of the rear screen. See below.



Horse seems not to be impressed.....

Rear Wheel Drive Diary

nothing on board. “Gracious” I said – again. Some distance now from the aspirant priest but you never know who might be listening. Couple of blokes pushed me to the side; whether it was a genuine humanitarian gesture or one of self-interest – so that they could get past me - we shall never know !!

I guessed it was a fuel issue ‘cos “tickling” the carb did not induce any flooding. In fact no sign of any petrol whatsoever at the carb despite a decent tankful. Wot to do? Flicked the rubber feed pipe a few times in desultory manner, muttered darkly about French automotive engineering (oaths, imprecations – the lot), and then the solution it come to me like... I took the brass tank cap off and blew into the tank to try and move some fuel into the carb – seemed to amuse the folk passing by. Well you have to admit; it is a damn sight better than sucking the stuff through. It worked. Turned around in the adjacent M&S car park and headed home. Car went fine – a joy in fact, notwithstanding the rain, lack of wipers, gathering gloom and no lights - cos no dynamo and all wiring disconnected pro tempura.

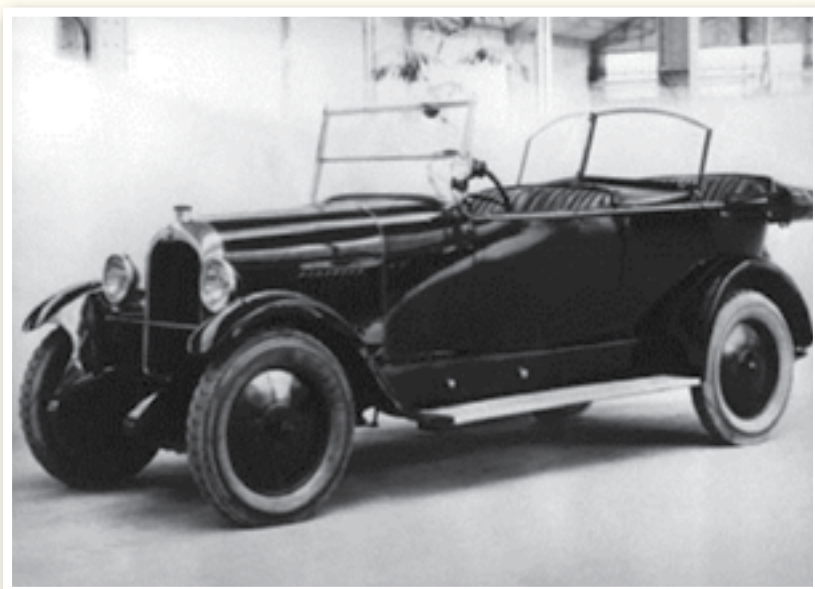
On getting home I began fuel feed investigations anew. You may recall that fuel starvation has been a recurring problem. Most of the fuel pipework is new and the original is all clear. Therefore, I am inclined to think that the fancy needle valves/on off control in the bottom of the tank is/are at fault. Task tomorrow: to get those needle valves out and see what is what. Probably find that the tank is full of crud. Better out than in, as they say.



They were pretty free with their advertising claims in those days.... “The greatest open car comfort yet invented” and “Thousands of enthusiastic owners” ... ?



Nice hat...



French OE version of the rear screen for the “de luxe” B14 Torpedo. Two framed sheets of glass are mounted on the chrome balls (see above picture of my car) then “locked” together behind the front seats and in the middle. Technically it would have worked, but there would have been only the default locked position, and no chance of any adjustment or of using it/them as a table !!

I have also recently noticed in pictures various, that many tourers of the period had an auxiliary spot lamp mounted on the screen. Something else to look out for.

Decided then, at the close of the day to do something easier, to “explore” the “Auster Screen” which I have never properly done. But first the prologue.... When buying the car my research suggested that it was a rare car, that it was largely original, and that the Auster Screen was particularly worth having. Subsequent research through the Citroën RWD Register etc would suggest that there are

precisely two 12/24 Tourers in the UK – the other one is in the Isle of Man. Owner there seems to be of the “hail fellow well met” variety and not too inclined to fart around getting his hands dirty. He says that his car has no grunt at all and that it barely goes out of the garage - I can understand! Meanwhile the Register also says that there is 1x B14 Tourer in the country and 2x B14f Tourers - the exact and identical twins of our 12/24 Tourer, the “f” suffix meaning that it has the servo . So, about 5 of us altogether.

An Auster screen per se is as rare as rocking horse manure and so far as I can tell, none of the other 12/24 or B14 Tourer owners have one. Anyways I was there in the garage, sitting in the back seat, rain pouring down outside and I gave it all a bit of a polish, perhaps the first time in 30 years. I also investigated the notion of using it as a table (as per the adverts – see below). Herself happened to appear at that moment with a cup of tea and was – I could tell – rather taken by the idea of a lovely sunny day in the back of the car, having a light luncheon on a glass table!! Given the current weather, I have no idea if we will ever get the opportunity to try it out. A lovely prospect though.

Note the quoted price for the screen – “From £8.00” - Gracious!!

Cheers

M



But back in Blighty, the Auster screen could be seen on a Sunbeam or....



.... a Roller...
I suppose eight quid was a lot of money then ?

FOR SALE: Pistons for 1933 Rosalie There are 4 brand new still in the box with rings and gudgeon (wrist) pins and of course are Standard bore, the only size ever available. They are Hepolite and therefore quality is assured. Ring me, **Stan Platts** on **01274 683848** for more details.
Accept first reasonable offer but will be put on Ebay after second appearance of this unrepeatable offer.
(Other NEW Traction Parts available.)

TOC Annual Rally Friday 20th – Sunday 22nd June at Peterborough

This year's rally is being organised by Barry Annells and is taking place in Leicestershire.

We will be staying at the Quality Inn Hotel in Thorpe Meadows which is very close to Peterborough. This Hotel, previously the Ramada Hotel, overlooks a serene lake which is home to Peterborough's International Rowing Course and is the ideal setting for our TOC rally.

For those who prefer to camp just a few miles away there is a Caravan Club site at Ferry Meadows – www.neneparktrust.org or telephone 01733 233526 to make your booking direct.

On the Friday night there will be a BBQ at the Hotel so a chance to eat, drink and catch up with friends old and new.

On Saturday, when all our Tractions are polished and ready to go, we will set off on a drive around the area, have lunch and then spend the afternoon at the Nene Railway. We have a reserved carriage on the 15.00 steam train for a 1.5 hour journey along the Nene Valley.



"Nene Valley Railway is a heritage railway that offers a family day out but is no mere manufactured visitor attraction as the preserved railway uses part of the original London and North Western line from Northamptonshire into the Cathedral city of Peterborough, encompassing the stations of Yarwell, Wansford, Ferry Meadows (Nene Park) and Orton Mere. We run a regular steam train service but the railway enthusiast with a penchant for Diesel is not forgotten either." (Taken from the NVR website).

We will then drive the short journey back to the Hotel to relax and prepare for a three course meal in the evening and the rather special film show celebrating 80 years of the Traction Avant produced by Barry Annells.

We hope on Sunday the sun is shining as we drive to Burghley House, one of the largest and grandest houses of the first Elizabethan Age.



"Burghley House was built and mostly designed by William Cecil, Lord High Treasurer to Queen Elizabeth I, between 1555 and 1587. The main part of the House has 35 major rooms on the ground and first floors.

There are more than 80 lesser rooms and numerous halls, corridors, bathrooms and service areas. The lead roof extends to three quarters of an acre, restoration and rebuilding of which began in 1983 and took nearly ten years to complete.

Visitor facilities include the Orangery restaurant, gift shop, gardens and beautiful walks around the historic parkland laid out by Capability Brown and still occupied by a herd of fallow deer". (taken from Burghley House website).

We will spend the day at Burghley so plenty of time to visit the house and gardens plus look at all the Tractions and vote for your favourite cars.

Burghley House has allocated us a reserved area to park and a special offer of "2 for 1" for anyone wishing to visit the House.

Members of the 2CVGB and Citroen Car Club will be joining us on Sunday so we should have an excellent display of Citroen models for us and the general public to admire.

It is going to a first class weekend so don't miss out please complete the booking form and send it to Paul De Felice by post or email (please do not email credit card details – telephone instead) as soon as possible – the Hotel has reserved 30 rooms for us so "first come, first gets a bed" – or something like that!

If you cannot make the whole weekend why not just turn up and join us at Burghley House on the Sunday.

Bev Oates

Booking Form – TOC 2014 Annual Rally

20th – 22nd June – Peterborough/Nene Valley & Burleigh House

NOTE: Please complete the following in Block Capitals

Driver Name:

Address:

City/Town: Post Code:

Tel Home: Mobile: Email:

Number of Passengers: Passenger Names:

Vehicle Details: Reg. No: Model: Year: LHD/RHD:

Hotel Rooms are £65 per room inc Breakfast*	No of Rooms: - Double: - Twin:	£65 per room	£ .
Friday Night BBQ	No of Adults:.....	£20	£ .
Saturday Day Trip on Nene Valley Railway	No of Seniors:..... No of Adults:.....	Senior - £11.50 Adult - £15.00	£ .
Saturday Evening 3 Course Meal at Quality Hotel	No of Adults :.....	£20	£ .
Sunday – Rally Fee**	Per Vehicle	£7.50	£ .
		Total Cost	£ .
Paying by PayPal?	Please add 3% of Total Cost	PayPal Fee =	£ .
		Total Amount	£ .

Please Note that “Total Amount” does not include the following:

- Lunch on Saturday or Sunday
- Drinks on Friday and Saturday Evening
- Any other refreshments
- Entry to Burleigh House**

Payment

You can pay in the following ways:

- By Sterling Cheque. Cheques to be payable to “Traction Owners Club”
- By BACS Transfer Sort Code: 20-20-62 Account Number: 40617679
- By EuroZone Transfer (contact Barry for details)
- Cash – in person to Barry Annells or any of the Officers of the TOC
- **PayPal, please add 3% to the Total cost and “send money” for the Total Amount to Paypal@traction-owner.co.uk**

*Rooms have been reserved at the Quality Hotel, Peterborough, at the special rate of £65.00 (per room, per night) and will be reserved in your name when you book. If you decide to cancel or change your booking then it is **your responsibility to inform the Hotel**.

** The normal £13.00 entry is available as a “2 adults for the price of 1” special concession for entry to Burleigh House

LA VIE EN BLEU

24th/25th May, 2014

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

This year the CCC, 2CVGB and the Traction Owners Club have again got together to organise a joint Citroën presence at the event.

We will have our own designated display area and Citroën UK have again kindly agreed to supply us with one of their mobile exhibition units and plus possibly a current model for display.

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

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti

Veyron. Over the weekend you will also be able to register to take your car up the hill climb in a non-competitive convoy.

It is an event I can thoroughly recommend to any motoring enthusiast.

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

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

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

On the gate Saturday	£18	Advance purchase Ticket	£15
On the gate Sunday	£18	Advance purchase Ticket	£15
Weekend Ticket	£30	Advance purchase Ticket	£25

In addition there is a charge of £5.00 per person per day for camping with a 50% reduction for children.

You can purchase advance tickets over the phone on 01242 673136

Email:club@bugatti.co.uk

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

Simon Saint

GOOD AFTERNOON, AUSTRALIA!

Two editions ago, Loui Burke told us about how he ended up moving to Oz (taking his beloved Traction with him) and how he's been getting on with his fellow tractionists down under.

He finished his piece last time with the words: "So far I have driven around 8,000 Traction km in 2 years and I look forward to the next Traction adventure. The Nullabor awaits....." Now, I told you not to ask, but a couple of you did, so here's Loui's explanation of what the Nullabor is (and also a gratuitous chance to show a few more sunny pictures in the middle of the UK winter ☺)



Loui and wife Helen enjoying the sun!

It also has the longest straight piece of road in Australia (90 miles without a bend of any kind).

This journey is one of the many epic road trips in Oz. The distance between the two cities is 2700 km and there are



Loui used his traction for daughter Nikki's wedding before leaving for Oz.



South Australia, where Loui lives.

The Nullabor (means "no trees" – from the Latin) It is the name of the desert area between Adelaide (South Australia) and Perth (Western Australia).



no other major cities in between! This would take 5 or 6 days in a Traction and there are very few facilities en route. Far safer to travel with a companion!

The drive is really only safe during daylight, due to the large number of kangaroos that are on the road after dark. It is not recommended to drive any car at night, as roos are really stupid and have no road sense.

Hope that helps!

Regards

Loui

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: 1952 Small Boot Lt15. Cavalry Blue with red leather interior. Recently featured in the TOC Calendar. Sunroof, splined CV drives, period radio. **£10,750**



FOR SALE: Big Boot Lt15. Old English White with red interior. South African import. Rebuilt engine, suspension, CV drives. **£12,000**



FOR SALE: 1952 Small Boot 11B. Black. Changeover model with low wipers and late striped cloth. Rebuilt suspension, 10x31 gearbox, CV drives. **£13,500**



FOR SALE: 1955 Big Boot 11C. Blue Green with black wings. 11D engine, 12 volts, CV drives, stainless exhaust, seatbelts, heater, tow bar. **£10,250**



FOR SALE: 1955 11C. Sound but scruffy. Technical work done, bodywork about to be done. **£5,000**



FOR SALE: Big Boot Lt15. Black with red leather interior, South African import. Currently being put back on the road after long lay-up. **£9,750**

FOR SALE: Big Boot BL. Black. Rebuilt engine & gearbox. Stainless bumpers, 12 volts, seatbelts, CV drives. **£10,500**

FOR SALE: 1953 Big Boot 11B. Dismantled & under restoration. New floor & sills, technical restoration done. Awaiting repaint. **£5,000**

Tel John Gillard: 0207 358 9969 (24 hours)

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**

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**

PARTS FOR SALE

FOR SALE: Toutes les Citroën – written by René Bellu and edited by Jean-Pierre Delville. It covers all models up to 1987. It is in excellent condition. £30 plus postage – which will depend on Country being posted to. **Contact John Oates 01629 582154 or john.oates@gmx.com**

FOR SALE: Marchal TP 345 headlamp lens (fitted to 1936-1938 7C and 11BL) - **£30 plus p&p**

Cibié TP 348 headlamp lens (fitted to 1936-1938 11AL (until Feb 1937), 11A then 11B, 11C and 15 Six from 1938 - **£30 plus p&p**
Set of 4 doorskins unused with 11BL rears - **£525 collection only**

Door bottom repair piece (Mick Peacock) nearside front **£100 collection only**

Door bottom repair piece (Mick Peacock) 11B nearside rear **£100 collection only**
Set of new liners, flat-top pistons and rings - 78mm - **£250 plus carriage**

Pair of Robris type 216 for 7, 9 and 11CV Légère 16/6/1937 to 15/1/1938 - **£60 plus p&p**

Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE:

Instruction Book for 10, 12, 20 RWD 1934 **£12**

Lucas Parts List Illustrated for Lt15 1950 (copy) **£1.50**

F.P. issues for '92, '93, '94 ten in all **£25**
Traction W/shop manual (factory) 1938 on **£16**

Traction W/shop manual (photocopy) 1938 on **£10**

Traction Fuel Pumps AC Type "T" **£15**

Traction Fuel Pumps A. Guiot Type "H" **£15**
Factory Parts Books for ID 19, ID 19 Safari, DS19 **£16 for all three**

Postage included in these prices.

Phone for details: 01209 821979 Martin Vickerstaff (Cornwall)

FOR SALE: 6V Alternator for 11CV.

Bought from CTA Service and used for a short while but now surplus to requirements due to 12V conversion. Includes original fitting instructions, bracket and voltage regulator. Easy to fit. Cost around £200, will sell for **£75 plus shipping cost. Pat Ware, 01953 451929 (Norwich area).**

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 40 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: Tyres - 165SR400, 185SR400

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

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: one excellent rim (Rubery Owen, 1948/49 only), **Offer please send to: herman.struve@amswood.com or call +31 621 246991.**

FOR SALE: A pair of SU carburettors 1" 1/4. Late 1960's recently rebuilt. Jetted on a rolling road to suit the Traction. Includes inlet manifold and linkages. Price £470.



Contact James on 07783 259874. james.geddes62@tiscali.co.uk

PARTS WANTED

WANTED: Old 12 volt Traction starter motors and gearboxes. Also early "D" (1911cc) engines, gearboxes and 12v starters. Condition immaterial, whole or incomplete, bits missing or just boxes of bits, as all to be used as a source of spares. Buyer can collect anywhere and pay cash. **Email Andy on sheilandyb@btinternet.com or telephone 01339-886290**

WANTED: Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569 davejackie@hackett7.plus.com**

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

WANTED: 11D flywheel in original form. **Please contact Steve Hedinger 07961 556538 email hedihog@tiscali.co.uk**

WANTED: Gearbox and bell-housing preferably in good condition. For a 1939 L.H.D. Paris built 11 B.L. **Contact:- Brian Follain (Jersey) Tel :- 01534 484136 E-Mail. brianfollain@gmail.com**

WANTED: Wanted for my Light-15/1948: complete sliding roof for a Light-15, Quillery accessory steering wheel around 1948/49 (3 x 5 spokes), accessory luggage rack (small boot), original wiring harness (must be in good and complete condition). **herman.struve@amswood.com or call +31 621 246991.**

WANTED: Wanted: for B11 Normale 1953, French built LHD

- Pillar parking light switch (situated top left of the steering wheel) - Citroën part number not found
- Operating arm for the dashboard-mounted indicator switch topmost RH switch - Citroën part number not found
- 2 x Marchal headlamp rims 210mm, glass, reflectors Citroën part number 70366Z

Ken Jones 01798 874050 email: kjones@starline.org

ACCESSORIES WANTED

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

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 flying. 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.

BRITTANY RALLY – LATEST FROM MARTIN NICHOLSON

Hi All

I have received more news about the “Brittany Tour”, from Dominic at the CTAB.

The dates are confirmed as 11,12,13,14 July, but as you will see the area has changed.

No start venue has yet been decided. Dominic says.....
Hello everyone,

Following the meeting on Friday 07 February, it was decided and contrary to what we envisioned

(visit 4 departments Bretons)

...to reduce the number of kilometers.

As a result, the rally will be positioned on the north coast.

Our current ideas

Along the coast St-Cast-Paimpol etc.

Visit the island of Batz and the “extraordinary” open-air tropical garden.

The little train at Trieux

The Roche Jagu

The Circuit of the “golden gorse” coast around Plougrescant

The Pink Granite Coastand perhaps make a small journey to the Aquatonic at the Forum at Tregastel.

I'll keep you posted when I have more news.

Best regards

Martin (& Vicki)

Peugeot family loses control of PSA Peugeot Citroën. Dongfeng and French government become shareholders

Julian Marsh has sent round a very good summary of the latest happenings at PSA. The headline says it all (nearly – otherwise it would be a very long headline).

Anyone who wants to know more can Google the subject or go direct to Julian's piece at <http://www.citroenet.org.uk/new-order.html>

PAYING BY



Just a reminder that the club carries the extra cost if you choose to pay by PayPal.

It's certainly quite easy to click on the PayPal button and most of us use it to buy items online where the facility is offered.

However, this means the club is charged much more than it would be if you paid by bank transfer or even cheque. So, please avoid paying by PayPal if you can.

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).

ICCCR BOOK AND DVD

A reminder that the book and DVD of the UK ICCCR are still available.

If you still want one, here's your link

<http://tinyurl.com/15-ICCCR-Book>



NEC CLASSIC MOTOR SHOW 14-16 NOVEMBER

Yes, I know it's a long way off. It is every year – and every year the organiser has to hustle round at the last minute to try and get some cars plus volunteers to man the stand.

This year is different. It's the 80th Anniversary of the Traction and we want to do something a bit special. Steve Wright is on the case regarding set design and general theme (we'll do our own thing, as the show organisers never tell us until the last minute what the theme is). But suffice to say we are aiming to put on a really exciting stand this year.

In the meantime, Steve needs to know who can supply cars and/or who can attend, just for one day. To the right is Steve's matrix. If you can say yes to any of these possibilities, please contact Steve.

Ed.

1. Members who would be willing to display their car.
2. Members who would be willing to display their car and man the stand on at least one day.
3. Members who would be willing to man the stand on at least one day.
4. Members who would like to visit the stand (at their own expense) - potentially discounted for advance sales.

Contact details

Name: Steven Wright
e-mail: wright.sa@dsl.pipex.com

The advertisement for Longstone Classic Tyres features a central logo with a stylized tire tread and the text 'Longstone CLASSIC TYRES'. Below the logo is a quote: 'Marie-Claire loved Michelin X tyres so much she went out and bought the perfect accompaniment - a Traction Avant'. The main image shows a vintage Traction Avant car with a woman sitting on the hood. A small cartoon tire character is in the bottom right corner. The website 'www.longstone.com' and phone number 'Tel: +44(0)1302 711123' are at the bottom left.

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.vintagetyres.com or call 01590 612261



classic tyres for your classic

authentic tyres from the ultimate tyre authority
 t: 01590 612261 vintagetyres.com
 f: 01590 612722 sales@vintagetyres.com

REMEMBER!
 extra special offers
 for Club Members



VINTAGE TYRES

Citroën Classics
Tel: 01784 452299
 PARTS * SERVICING * REPAIRS *
 * RECONDITIONING * ELECTRICAL *
 * RUST REPAIR * RESTORATION *

We only use non-toxic, highly efficient and long lasting premixed **PROPYLENE GLYCOL COOLANT** in our workshop.

Call now or visit our website to buy yours!

www.citroenclassics.co.uk
 Unit 8, Tims Boatyard, Timsway, Staines, Middlesex, TW18 3JY

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.

C L A S S I C RESTORATIONS

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



TRACTION OWNERS CLUB

Policies include as standard:

- ✓ Discounts for Club Members
- ✓ Motor Legal Expenses
- ✓ 24 hour Breakdown Recovery
- ✓ Personal Accident
- ✓ Agreed Value, Limited Mileage and Multi-Vehicle options are also available.

Whatever your pride and joy, rest assured, we'll get you covered.*

The favourite of owners, collectors and professionals for over 25 years, Footman James is one of the leading specialist insurance brokers.

Footman James consistently uses its enormous influence to arrange our best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted our best policy.

Talk to us soon.

Quoteline: 0844 826 4545
www.footmanjames.co.uk



Footman James
Insurance specialists. At your service.



CLASSIC CAR & MOTORCYCLE INSURANCE SPECIALISTS
At your service!

ACN Footman James is a trading name of Footman James Insurance Services Limited, a company registered in England. Footman James is authorised and regulated by the Financial Conduct Authority. Footman James is a member of the Association of British Insurers. *Subject to availability. © Footman James 2012



CLASSIC CAR INSURANCE
Heritage
 Since 1965
 RUN FOR ENTHUSIASTS BY ENTHUSIASTS

TRACTION OWNERS CLUB MEMBERS INSURANCE

Affordable peace of mind ...with plenty of benefits

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

Exclusive benefits available to car club members:

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

Specialist policy options for your specialist car:

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

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

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

UP TO 15% DISCOUNT FOR CLUB MEMBERS

0121 248 9244
 PROFESSIONAL • KNOWLEDGEABLE • FRIENDLY

www.heritage-quote.co.uk

Heritage Insurance Ltd is authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded or monitored for your protection.

Traction Owners Insurance

CALL NOW FOR OUR 'BEST' QUOTE REF: FP

Exclusive Rates
 for all Members of
 The Traction Owners Club
 on Classic Policies!



Peter Best

- Peter Best Insurance -
 Supporting clubs & their members since 1985

WWW.PETERBESTINSURANCE.CO.UK



PBIS
 PETER BEST INSURANCE



TEL: 01376 573033 / TEL: 01621 840400
 180 High Street, Kelvedon, Colchester, Essex CO5 9JD
 Authorised and Regulated by the Financial Conduct Authority.

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

