

Floating Power

March/April 2015



Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

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Floating Power is the official magazine
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Missing Magazine?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the
March/April Floating Power is

Sunday 5th April

**To submit your articles, photos and
letters to the editor, email**

**Bob Street on:
editor@traction-owners.co.uk**

Cover Image

A cover photo and caption competition at the same time!! Peter Fereday found this poor old TA in a French garden. When he's back, he'll give us a bit more news. Any thoughts on a caption?

Editor's Epistle

Hello everyone and welcome to another edition of fun, laughter and idiocy.

My byline photo this issue was taken at the annual gurn-fest known as the Surrey/Hants Christmas Lunch. More of that inside. (Warning: the following pages contain images that some readers may find distressing).



FATBO

Talking about distressing images, there's been much in the news recently about the tragic results of magazines giving offence to some of their readers (*note to subs: check whether terrorists actually read satirical magazines*). At Floating Power we believe that the pen is mightier than the sword – after all, our mission statement is to inform, educate and offend - and we do our best to push the envelope with every issue. We always print a picture of the Prophet, sometimes several, but Bernie threatens to put a fatwa on me every time I give him too much exposure. You can't win...

WELCOME TO THE 21st CENTURY!

Thanks to Dylan Harvey (son of Ian) we now have our own club Facebook page <https://www.facebook.com/tractionownersuk/info> and Twitter account **@tractionOC**. It's early days and it will take us all a while to start following, and more importantly, contributing. But it's an important step in our quest to improve our 'offering' to younger potential new members. You will all have to start thinking about getting Twitter Handles (available soon from Club Spares). The wife suggested I might choose @Dannydevito2, but I don't get the joke... More details on this story on page 28

FAT LADY STRUCK DUMB!

I was going to finish this missive with a rendition of My Way, waffling on about the end being near and facing my final curtain, but it seems fate has other plans. Much to their anguish, the Committee has had to ask me to carry on as editor for a while longer. At the recent committee meeting I saw the hope die in their eyes as it was announced that no one has yet come forward to take over the editorship.

Well, you're all a load of big girls' blouses! Why, a half-wit could put this magazine together with only half his mind on the job. (Actually, that's exactly what happens at present.)

So, you're lumbered with me for a while longer. I have no idea how this will work. Thanks for all the letters and articles you write. If you want me to put this all together from deepest France, do keep them coming. I'll do my best to keep the presses rolling.

A MOVING STORY

This means the Tower of Power offices will have to pack up and move to France. I apologise in advance that this issue may arrive a bit late, due to 'production issues'. Same goes for the next edition, as I will be moving into the new place at the very end of March, just as the next FP comes over the horizon. Still, good things come to those who wait, or some such nonsense!

See you all in May!

P.S. Time, tide and the TOC Calendar wait for no man, and so I start the annual appeal for photos to liven up the boring dates bit. A few kind souls have already started sending in their offerings and I'm hoping your support will be as big-hearted as it was last year. Photos can still be sent to me or direct to Martin de Little, who is now responsible for this annual muddle of wrong dates and erroneous historical facts (well it was while I was in charge). Martin's address is rwd@traction-owners.co.uk

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Committee

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

PRESIDENT Bernie Shaw

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

CHAIRMAN 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

MARKETING & PUBLICITY Bev Oates

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

REAR WHEEL DRIVE Martin de Little

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

NON-DESIGNATED

Colin Gosling
Vanessa Plumpton
Tony Hodgekiss
Peter Riggs
Laurence Acher

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

CONTRIBUTORS

SOCIAL MEDIA Dylan Harvey
Email: social-media@traction-owners.co.uk

President's Ponderings



Piggin' weather! I really have not had the slightest inclination to venture into my garage for the last 2 months and, had it not been for two essential (but, thankfully, simple) jobs, I would not have lain a hand on either of the cars since one bright but crisp Sunday morning in December when I last took the Yellow Peril out. Unfortunately, on that occasion I returned home courtesy of an RAC low-loader and that sortie therefore generated one of the two essential jobs. Pleased to report all is fixed now.

On the other hand I have spent some time with Stephen Prigmore following his recent acquisition of a 1932 C4G. At this stage I shall say no more in the belief that Stephen himself has penned something for FP himself (*see page 26, Ed.*)

Apart from a new tyre waiting to be fitted to the Légère, I am ready for Drive-it-Day – not that we have anything planned locally yet. Maybe I need to drag Mr Prigmore away from his new toy and get him to think about DiD? Further ahead (but not much) Mme and I have decided we shall join the “Dordogne Team’s” Perigord meeting when we shall take our time getting there and back and thus cut out long tiring driving days which tend to undermine the enjoyment of traction motoring. Ain’t retirement grand!

Back on the TOC front, I should like to welcome Bryan Pullan on board, not only as a new member but he has also volunteered to be Northern Area Section Rep. Bryan stepped forward having seen the request for somebody on the website. He is based in Chorley and is likely to start by contacting members in and around Lancashire, Manchester, Merseyside and possibly Cheshire. However there are no fixed borders for any of the TOC areas so, if you would like to be in his gang, please drop him a line to let him know. You will find an introductory note and his details in the Section News of this issue.

Last year the Committee was concerned to receive a suggestion that some parts supplied through the TOC Spares operation may not be of suitable quality. With an annual spares turnover in excess of £60k, the sale of spare parts represents a very large part of the Club's financial activity and making these parts available is a key service to many of our members. Some quality issues are inevitable in any walk of life and so it is important we do our best to ensure the few which do occur are unforeseeable and not attributable to any deliberate actions by those within the Club. The Committee is therefore taking these comments very seriously and the matter is being investigated. The results will be published fully when that process is completed.

This is a prime example of just how important it is to have feedback from our members and for them to know that, if there is a perceived problem, their concerns will not be ignored but dealt with properly.

On the events front the TOC is seeking a volunteer (or group) willing to take on the organisation of our Classic Car Show stand at the NEC in November. Steve Wright did an excellent job last year and produced a most comprehensive template for future organisers. The sooner plans and ideas for this year can be discussed the more time there will be to make it happen and I am only too aware that by the time you read this we shall be into March. Volunteers are therefore urged to make themselves known to the Secretary as soon as possible, please.

And now, weather permitting, Mme and I are off to Paris for Retromobile and the ACI AGM.... not that Mme is evenly slightly interested in either of those activities. No doubt that will mean we shall have to visit fine restaurants to keep the balance. Hey-ho, it's a tough life

New Members

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

| | | |
|-------------|----------------------|-------------------|
| 2438 | Mr Scott Moynihan | Birmingham |
| 2439 | Mr James Diehl | Surrey |
| 2440 | Mr Tim Horne | Bucks |
| 2441 | Mr Jim Cairns | Kent |
| 2442 | Mr Alex Classick | London |
| 2443 | Mr Tim Lupprian | London |
| 2444 | Mr Nicholas Rounding | Leics |
| 2445 | Mr Stephen Mintern | Bucks |
| 2446 | Mr Graeme Smith | Surrey |



The winter list of vital works, tweaks, adjustments and servicing has been drawn up and with it a keen eye is being kept for that all important break in the weather, so that the prospect of suffering from hypothermia can be avoided. In my case, and I am sure I am not alone in this, the car only just fits in the garage. The reason I ended up with a Light 15 was that it was the only model of Traction that would fit!

Partly to overcome the tight fit and limited space, I chose to park the car in the garage on full length ramps which can then be cranked up to allow you to get underneath the whole vehicle and carry out most standard servicing arrangements. However, the moment you get beyond this, the limitations of attempting to work in a garage where you can't swing the proverbial cat become apparent. I am then faced with the prospect of working in the open on the driveway, not ideal as the drive slopes, or effectively on the road, also not ideal as, to be frank, I have no real feel for how long the work will take and I would prefer not to leave the car outside overnight!

The solution is obvious, I need another garage which can be kept clear and only be used for working on the car. Simple! Until of course you starting looking for one! Living as I do in the "Deep South", space is at a premium. Most new houses are no longer built with garages and many older houses which actually appear to have garages, are either used as long term storage, converted to additional rooms or in some cases used illicitly as living space for the ever swelling population!

I was recently speaking with one TOC member who has rented a garage in London for many years in which he houses his beloved Traction, but may now be forced to sell his car as the garage block is to be redeveloped

and he cannot find any suitable alternative stabling arrangement. I suspect that in my part of the world this may become a serious issue.

One slightly wacky idea I had, which I shared with the good lady, is that we should move house to a one bedroom retirement flat which just happened to have a triple garage underneath. Curiously, she didn't seem over keen, but it has added another dimension (or is it dementia?) to my thought processes.

I have now managed to beg some space from a friendly local mechanic, not ideal, but it gets around the immediate problem for this year. The search will continue.

Planning for the coming year's events is now well under way so keep your eyes open both in FP and on the website for opportunities to meet fellow Tractionists in a town near you. Can I also encourage all of our much valued Section Reps to keep the website updated; it is now possible for you to do this directly without the need to go through the Webmaster. If you need any help to understand how the system works get in contact with Mick Popka, who I know is very willing to help and explain how to do this.

In this context, can I also add a personal welcome to Bryan Pullan who has kindly offered his services as the Northern Section rep. It is always good to meet up with colleagues from time to time, to share knowledge and experiences, not to mention a beer.

Happy maintenance and roll on Drive it Day!

Cheers

POSTSCRIPT TO 2013/2014 ACCOUNTS

When filing the Corporation Tax return, we were advised that the Club has to pay tax on any income that is not any part of Mutual Trading (This is essentially all income from our corporate advertisers).

**This increased the amount of Corporation Tax from £264 to £573, with a corresponding reduction in profit
Tony Malyon (Treasurer)
January 2015**



TOOLS

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

SCOTLAND

Northern Scotland

Hi all. Nothing at all to report. All very quiet. Either all are hibernating or so busy working on the Traction they have time for nothing else! Quite a few have commented on the (CCC) Northern Section meet, normally at Wetherby, now amalgamating with the world meeting of the 2CV clubs a fortnight later at Newby Hall near Ripon, as advertised in the last issue of FP. A lot of us from up here always go to the Wetherby Rally and will now be going to Ripon instead. Likewise, the November weekend being held at Crainlarich as highlighted by Peter Fereday in last month's magazine seems to be an excellent and cheap weekend too and we hope to go there as well! These CCC run weekends are always good fun, and TOC and 2CVGB members are very welcome, as we all are lovers of the same marque and a good time is normally enjoyed by all. That's it for now, but if we can be of help or assistance on any Traction matter, just holler! Smithy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: smithy777@btinternet.com

SOUTHERN SCOTLAND

Ed writes: Peter Fereday has been down under and has promised to come back with Traction tales and photos galore.

Peter asks me to mention: "Drive it Day - Sunday 26th April. Meet at Dobbie's, Stirling at 10.30am for 11.00am start for the usual Susie and Bill Wright organised trip into the unknown. Always a blast, with lunch on the way but who knows where?"

Peter Fereday

Peter has also asked me to remind you of the 'Fill a Hotel' bash for later in the year, so here goes.

"Fill A Hotel" will take place on November 6th-9th 2015 at the Best Western Crianlarich Hotel, with 2 night or 3 night stays available.

The hotel has 36 rooms which are available on a first come first served basis. All rooms are being held back for our exclusive use until the end of March, so the message is book soon to avoid disappointment (especially in the case of the single rooms). Once the hotel is filled I will have a standby list in case of cancellations.

The great deal is:

3 Nights Dinner B & B £99 per person sharing Twin/Double

2 Nights Dinner B & B £79 per person sharing Twin/Double

£10 single supp per night £5 per night for dogs.

Included are a welcome glass of Fizz on Saturday before the meal and a glass of wine with dinner each night.

There will be a Ceilidh on Saturday night. The hotel has free Wi-Fi throughout.

To book, contact THE BEST WESTERN CRIANLARICH HOTEL 01838 300272 quoting "double chevron"

Please e-mail me at rwc.firingon2@gmail.com to advise that you have booked, so that I know who is coming.

Please also use this e-mail if the hotel is full and you want to be added to the standby list. Those without e-mail can contact me on 0131 449 4449

WEST OF ENGLAND

The West of England Section has 57 members spread around Bath, Bristol, Devon, Dorset, Glamorgan, Gwent, South Gloucestershire, Hampshire, Somerset and Wiltshire.

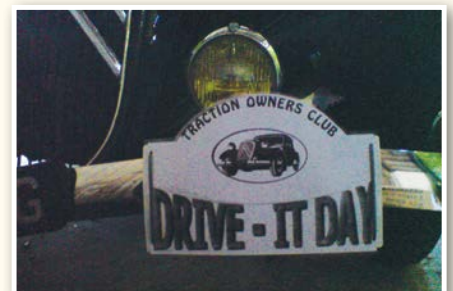
On New Year's Day Julian Taylor, Liz and I - 2 Tractions in all - took part in the New Year Run organised by the Somerset Traction Engine Club but open to all classic vehicles. The start was from Sedgemoor Auction Centre, near Bridgwater. Part way through the long route Liz and I stopped off at the King Alfred pub in Burrowbridge - well worth a visit.

Our Annual Lunch and Planning meeting took place on the Sunday 1st March - after this issue went to press. More about that and the events decided upon will be in the next issue but you can see a report on the TOC website.

Future events through to July that were discussed included:

Drive It Day 26th April. Brimar Car Run and Display.

The run starts at Cadbury Garden Centre, Congresbury, finishing at Clark's Village, Street. Well known Point's West TV presenter Alex Lovell will start the run again this year. We will again be showing off our TOC Drive It Day Plaques.



Date TBD. A visit to The Bakelite Museum, Orchard Mill, Williton, Somerset, TA4 4NS.

Sun 10th May. Mendip Vintage & Classic Tour.

Fri 29th - Sun 31st. May. Vintage Nostalgia Festival, Stockton Park, Stockton near Warminster.

Sat 20th and Sun 21st June. Bath Festival of Motoring previously the Bath Pageant, Walcot Rugby Ground, Landsdown.

Sun 21st June. Berkeley Classic Car Show, Auto Jumble, Antique & Collectors Fair. 10 am - 4.30 pm at Berkeley Castle (in the meadows) Gloucester.

Sat 27th June. Lympsham Village Show, Manor Gardens, Lympsham.

Sun 19th July. Glamorgan Classic Car Club's Show, The National History Museum, St Fagans

Date TBD. Catcott Open Gardens, Catcott near Bridgwater.

For details of future planned activities contact:

Den Hewitt

Tel: 01934 834274

Email: west-england@traction-owners.co.uk

NORTH EAST ENGLAND

For details of future planned activities contact:

Graham Handley Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS

As can be seen from the photographs taken by our photographer **Martin de Little**, our section Christmas lunch was well supported. Our one regret was that **John and Shirley Gillard** had to cancel due to unforeseen circumstances and we hope to see them both again soon. It was good to see **Pat and Paul de Felice, Terence and Jane McAuley** and others who travel some distance, to come to our section festivities.

As usual Father Christmas made his appearance and even called our raffle. We could not of course be without the rocket balloons. **Kirsty Woodman** again supplied a splendid quiz and this year two couples won.

I know I usually say book early as we are limited on numbers, but **Cleve** has surpassed all by booking for 2015 there and then.

A big thank you, to all for making it a great day by coming and for all the goodies you gave us.

January we had a good meeting at the Fairmile even though we were not in the meeting room.

March 15th is Mothering Sunday therefore for those who wish to meet us at the Fairmile, please note you will need to book directly with the **Fairmile: Tel 01932 868141** and mention you are a member of the TOC.

Regarding our meeting for April, as the details at the time of writing still have to be finalised, I will send out e-mails to our section members. Contact me by e-mail helenshelley@msn.com or through the club website, or phone **02083 307216** and leave a message if you do not hear from me, or for any other information regarding our section.

We look forward to seeing you, whenever you are able to come to a meeting or outing, friends and relatives are also very welcome.

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.



Section News





OUTINGS FOR 2015

March 15th Mothering Sunday.

Visit to INTCH Science museum nr. Winchester. Group over 10, entry £6.50p.p + £2.00p.p. Entry to Planetarium. Please let me know 10 days before this date latest, if you wish to come. Meet at The Fairmile to leave 10.00 a.m. for those who wish to go direct meet at 12 noon. Inside entrance.

April 19th

Visit Butser Ancient Farm near Petersfield. Bring "Wellies." And hopefully picnic, weather permitting or we will find a pub. Meet at the Fairmile 10.30 a.m. Or go direct, meet in parking area.

May 17th

Picnic at Margaret and Michael Rolfe's. Please bring plates of salad to share. Margaret and Michael will supply barbeque-style chicken pieces and French bread. Time of arrival TBC.

June 21st Father's Day.

Visit to Stanstead House nr. Petersfield a charge of £5 per car will apply. There is plenty to see + a light railway for Dads and children and those railway enthusiasts. The House and Chapel are open from 1-4p.m. As per usual meet at the Fairmile, leave at 10.am. Meet others 11.30 a.m. at venue. Details will be e-mailed to those attending nearer the date. Please let me know if you coming as they would like an idea of cars to be displayed, in front of the house.

July 19th

Return visit to Longstock Water Gardens nr. Stockbridge, Hampshire. There is a charge to tour the gardens, which is given to a chosen charity. These gardens are owned by the John Lewis Partnership. This was Spedan Lewis's private garden. Meet 10.30a.m. to convoy, or meet there. We will be visiting the gardens first this time, and an area

opposite the entrance will be given for us to park and picnic. The Longstock nursery is within walking distance, where you can have afternoon teas and purchase plants.

August 16th

Meeting at the Fairmile unless someone would like to arrange an outing etc, as John and I will not be at this meeting.

September 20th

Loseley House, for group visit we again need ten persons for group rates, a tour of the house has been booked for 2.20 p.m., duration 45 minutes. We need to arrive at 11 a.m. make your own way there. We will be parked in front of the house on gravel. I decided that we would take picnics as pre-booked lunches are from £6.95 p.p. for sandwiches up to £12.50p.p.

October 18th

Meeting at The Fairmile from 12 noon.

November 15th

Meeting at The Fairmile from 12 noon

December 20th

Our Annual Christmas lunch and party in the Malting House at The Barley Mow, West Horsley. Please book early if you wish to come as we are limited to fifty persons. I will send out menus when I have them only to those who have asked to go on my list.

Regarding any of the outings please contact helenshelley@msn.com or phone **02083307216** and leave a message and I will get back to you as soon as I can.

Thank you all for your continued support of our area of the Traction Owners Club.

EXTRA EVENTS

29th March

Citroën car club visit to Wheels Museum, Eton, Berkshire. contact Darrin Brownhill. £5 pp, meet there at 10 a.m. E-mail wls.ccc@googlegmail.com

April 26th

Drive it Day please contact Peter Simper 01784559867 for details.

September 12th

Cobham Heritage Day. TOC has been invited to this event.

Section News

SOUTH MIDLANDS

Just a reminder about La Vie En Bleu, which this year will be held on the 24th and 25th May (see full details on page 32) For information please visit www.prescott-hillclimb.com or contact me on 01905 454961.

For details of future planned activities contact:

Simon Saint

Tel: 01905 454961

Email: janeandsimonsaint@hotmail.com

MID SHIRES

Tina and I had a very nice day out at Stony Stratford classic and vintage meet on New Year's Day. The oldest vehicle was an 1898 wicker basket affair and the furthest travelled (85 miles each way) was a 1904 Levassor.

It was good to see members, **Tim** and **Lesley Newing** there in their Triumph Roadster; apparently Tim was able to solve a problem he was having fitting his Traction wings, by looking at the nice little grey French Traction with yellow pilote wheels. I reckon it is worth pencilling in this event for next year, it's highly recommended.

Drive It Day April 26th

I thought for this year we might do something different - **The Stilton Cheese Run.**

This popular event attracts lots of different cars, motorcycles and commercials. The run starts at Uppingham and finishes at Stilton via a picturesque route of about 37 miles. The Entry fee- all of which goes to charity - is £2.00 per vehicle plus £2.50 per head for driver and passengers. Please visit their website for full details.

<http://stiltoncheeserun.webs.com/>

Drop me an e-mail if you decide to join us and book yourself in using the form on their website and we shall look forward to seeing you there. If you want to chat about the plans, give me a call 07759 372242

Other Events

This year we shall be visiting the Earls Barton car meet which will be held on the **FIRST** Wednesday of each month from April to September:

April 1st, May 6th, June 3rd, July 1st, August 5th, September 2nd (Please note these dates have changed as the meeting was originally scheduled for the last Wednesday of the month).

For more details visit:

<http://www.classiccarmeet.co.uk/>

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242

Email: stephenprigmore@hotmail.com

EASTERN

Drive it Day 26th April

Please join us at The Bell Inn, Royston Road, Wendens Ambo, Essex, CB11 4JY 01799 540382 at noon. Our hosts Simon and Jan would love to hear from you if lunch is required. This popular pub gets very busy, so booking is essential. Once refreshed we will go onto nearby Audley End House and Gardens (English Heritage) off London Rd, Saffron Walden, Essex CB11 4JF. This 17th-Century country house was once a palace in all but name and renowned as one of the finest Jacobean houses in England, with Capability Brown designed gardens. Audley End looks forward to welcoming us; we have designated parking on the Cricket Pitch in front of the house. To get your reduced entry fee simply show your TOC membership card to the gate staff (£11.50).

Regular Social Meeting

Our first joint CCC meeting at The Angel Inn Freehouse, Larling, Nr Attleborough, Norfolk NR16 2QU 01953 717963 was great fun.



The man who turned up carrying a set of Renault keys. (After Bateman)

Eleven members turned out on a very cold icy evening with difficult traveling conditions, but a very warm welcome awaited us, with seating near a roaring fire. A real mix of Citroëns attended. Well done **Tom Evans** for braving the cold night in his Traction. I'm afraid to say to say the comfort of my ZX won that night. The evenings can be what you want, so dinner is often taken, but feel free just to come along for a natter. We are holding the meetings every six weeks at The Compasses Inn at Little Green Essex with The Angel Inn Larling being in between. We hope this will give members a chance to meet up without having to travel too far.

Next Meetings 17th March The Angel Inn Larling Nr Attleborough, - 7th April The Compasses Inn Little Green Nr Chelmsford, - 26th April Drive it Day Wendens

Ambo, Nr Saffron Walden, - 19th May The Compasses Inn Littley Green.

Your Car is Welcomed

New member **Nick Proud** has given me details of interesting events at the East Anglian Railway Museum, where our cars would be welcomed. I will forward more detailed information via the ESP to ES members, if any other members would like to be added to the ESP list simply give me a call/email.

For details or suggestions for future activities contact Jasmin Gagen

Tel: 01284 827039 eastern@traction-owners.co.uk

PEAK

We were very lucky for our meeting on February 8th. It was a beautiful sunny day so members had lovely drives to Matlock with snow up on the hills only. 14 of us had a nice meal at another new venue the Grouse and Claret in Rowsley.

Our next meeting is on Sunday 27th April – Drive it Day. Plans are underway at the moment so I will email details to all those on our email list – if you want to join us in lovely Derbyshire then please get in touch.

Bev

For details of future planned activities contact:

Bev & John Oates

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

LONDON

Meetings last Tuesday of month (except December), 8.00pm Rose of York, Richmond, TW10 6UY.

Peter & Sue Simper

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

email: lacolliere@hotmail.co.uk

IRELAND

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

Richard Sheil: richardsheil@eircom.net

KENT/E SUSSEX

We had our inaugural Christmas lunch at the Elephant's Head at Hook Green, now that membership has soared to the dizzy figure of five. Three out of our four Tractions braved not very welcoming weather to make the run; the fourth is still laid up with a poorly gear-box. At the moment Slough Lights outnumber a Paris Normale by three to one, so any reinforcement of the LHD contingent would be especially welcome. Not that that should deter anyone else; you can only claim 'quality beats quantity' a certain number of times.

All the best

Adrian

For details of future planned activities contact:

Adrian (Phillips)

email: adriangphillips@aol.co.uk

SOUTH WEST

For details of future planned activities contact:

Howard Speirs

mail.howard@btconnect.com

REST OF WORLD (ROW)

Walter & Noëlla

Section Co-ordinators - Rest of the World Traction Owners Club

Website: <http://www.traction-owners.co.uk>

You can contact us by email:

rest-of-the-world@traction-owners.co.uk

NORTHERN SECTION

NEW

The Editor writes: In a successful attempt at self-harm, Lancashire-based Bryan Pullan has put himself forward to take over the empty seat of the Northern Section representative. He's already been down to casualty with severe damage to his hand, where several members of the committee made a combined effort to bite the thing off! Bryan kindly sent a photo of himself with one of his cars, which definitely looks like a Citroën, don't you think....?



From his bed of pain, Bryan has managed to jot down some introductory details, as follows:

Section News

As the President has noted in his Ponderings in this edition of FP, I am now in post as the Club Rep for the Northern Area Section of TOC. I will confess at the outset to being a fairly new member, but a long time Classic Car enthusiast. I am a veteran of several restorations and run a nice grey Slough-Built Light 15, which some of you may already have seen on the Forum, in the 'Introduce Yourself' section, and in my garage are two other classics, in the form of a 1937 Austin 10/4 Cambridge and a 1964 Volvo 544.

Being based slap in the middle of Lancashire, I am hoping to be a good central point of contact for the membership of the Northern Area Section and by the time that you read this, I hope to be starting to make contact with you all, with the aim of sorting out a suitably located venue for a regular get together and organising a presence at various events in the Lancashire/Cheshire / Merseyside and Manchester areas during 2015.

In the meantime, I would be happy to hear from any members with ideas and views, or just simply to say

hello, and my contact details are at the end of this piece. As a starter for ten, and for those of you who like to roll out of bed early on a Sunday morning, there are a series of breakfast meetings posted for all Classic and Vintage car owners, at the Corner House Pub and Restaurant at Wrightington in Lancashire, which is on the B5250 just north of Junction 27 of the M6 (WN6 9SE). The first of these being on March 1st and continuing on the first Sunday of each month thereafter, starting at 9-30 am. Coffee and bacon barmes will be available from the pub, hopefully the weather will be kind, and we can look forward to seeing some interesting vehicles turning up, as well as a Traction or two? I look forward to seeing some of you there.

Best wishes

Bryan Pullan

Email: bryan.pullan@gmail.com

Tel: (mobile) 07967 479701

Your Letters

KISS

Mr. Bob Street

I have been reading the recent articles on the various methods of setting the ignition on the Traction, or any other car with a carb and distributor. The method I have used for years is very unscientific and simple. I served my apprenticeship in the family garage in the late forties and my uncle had just taken the Citroën dealership after the war and the Traction was the car we worked on. I think there were about three or four Tractions in the whole of Cumbria and we would be lucky to sell two to three new Tractions in a year! Some years we did not sell any! There were not a lot about.

The method I was taught is as follows: set the initial 8deg before TDC power stroke by aligning the groove in the flywheel with the hole in the flywheel casing. Start the engine and warm up, then let the engine tick over and advance the distributor until the engine starts to stagger. Then back off just a tad until the engine runs smoothly, and that's it, folks, ignition set! Road test the car and, if it pinks, just retard slightly to accommodate.

The methods described in previous articles are settings to the book, and that workshop manual was written in the pre-war. I think we should consider that the timing of the spark is dependent on the quality of the fuel and the pressure of the air/fuel mixture in the combustion chamber at TDC.

In the 1930's and 40's the fuel quality left a lot to be desired, hence the need for the advance/retard mechanism on the dashboard. The perfo engine is a long stroke and would run on poor quality fuel, almost paraffin! Nowadays the engine is carved up by cylinder head skimming, thinner sheet steel head gaskets, domed pistons, all of which increase the pressure in the combustion chamber, which in turn will alter the optimum timing of the spark.

In addition to the 8deg crankshaft setting, there are the distributor bob weights advance of say 8deg which, when doubled, will be 16deg crankshaft and the vacuum advance/retard will be another 6deg, i.e. 12 deg. Add the whole lot up and we are looking at 8+16+12, about 36deg advance. The reason we have 36deg advance is to allow for the burning time of the fuel expanding and pushing evenly downward on the piston top. All this happens in milliseconds; to push is better than a bang which blows a hole in the piston top!

If we look at the car climbing a hill, throttle is wide open, maximum air/fuel in the combustion chamber, maximum pressure; the fire has to be lit earlier, hence the 36deg. Conversely, when going down the other side of the hill, the throttle is closed, the combustion pressure is nil and the vacuum retards the timing of the spark.

Pinking and detonation. Pinking is usually over-advance or poor fuel. Detonation sounds similar but it will allow the engine to run on when switched off, this can be caused by overheating, but more likely the wrong plugs; a hot plug having been fitted when a cooler running plug is required.

When we get all this ethanol in fuel, that will completely throw out the workshop manual ignition settings, but the old mechanics method I have described will still work.

The Traction was built in the days when letters were delivered by pigeon, strobe lights had not been invented and computers were called an abacus. There was only one real computer and that was at Bletchley Park, all very hush-hush.

Noel Davidson

Your Letters

SMALL WONDERS

Hi Bob,
My daughter sent me these Christmas photos from Hong Kong.
Nice setting with Dinky Toy Tractions.
Best regards,
Ronald (Knoth)



THE KNOTHS DO CHARLIE

Bonjour Bob,
La Traction "Blossom Noir" rend Hommage à CHARLIE
(Alles sur Dordogne, Le Buisson de Cadouin et Siorac).
Amicalement,
Ronald



THY WEE-BIT HOUSIE, TOO, IN RUIN!

Hello Mr. Editor. (Or may I still say Hi Bob?)

It was an ugly wet and cold late afternoon when I sat in front of my computer screen, dreaming of Traction weather and my Big6H being finally restored in London for upcoming spring time, when an email from a friend came through with some nice pictures of..., no..., a Traction.

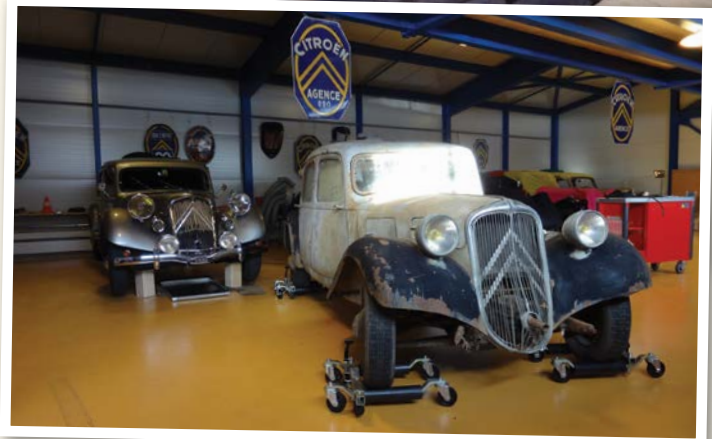
A 7B, RHD, Javel-built mid-1934; a barn find, a car in entirely original condition. The grandfather of her last owner was disabled after WW1 and ordered her in RHD form.

No more thoughts about cold feet and snow shovelling. In a strange way, spring had arrived in seconds.

Yesterday I had to shovel a foot of snow again, as the truck arrived to bring this little treasure to my garage. It seems she has had some little travellers in the seats, so I bought a trap. But the total beauty of this car let me forget all the work and coldness.

Today I was able to make my first real inspection of the car and I took some pictures. One shows her together with her younger sister in the background, the pre-war Big6 1939, having her winter rest and waiting for her original seats to be fitted.

Kind regards,
Hans (PDA)



GETTING HITCHED

Hi,

Last year (2013) you were most helpful in sourcing a tow bar for our Citroën Traction Avant. Here is the reason we wanted it.

We are 1940s re-enactors and civilian coordinators for the "Northern Forties" re-enactment group of 150 people, portraying all types of WW2 vehicles. We have always had classic cars and five years ago we purchased "Yvette", a Slough-built big boot Light 15, reg FSK 989.



The car has been most useful transporting us to various 1940s events across the country. At Loughborough War Weekend we wanted to reproduce a "Brief Encounter" moment and I'm portraying a Fleet Air Arm pilot saying goodbye to my better half at the station.



We arrange a camping/picnic display sometimes for friends to join us, and our camping equipment includes a period bell tent, wind up gramophone, period crockery etc. We always try to source original clothing from the 40s and many stalls at the shows we attend sell said items. Clothing was made so much better then, with attention

to detail, and especially on ladies dresses making sure all stripes match at seams etc. We attend many events and help out educating children about WW2. Last year we met a fellow re-enactor who had built a replica of a 1934 "Raven Argonette" caravan. Sadly, none of the originals are about now, but armed with a set of original plans our friend made an excellent copy.

As soon as we saw this, Lesley fell in love and wanted one. I thought acquiring a tow bar for our car would have been the biggest headache, so I sent a tentative email to Bob Street (editor) and kept my fingers crossed! Within 2 hours I had a reply saying "There is a suitable tow bar in my garage if you

are interested". Well I will never doubt the power of the Traction Owners Club!! We decided on a rose joint hitch and small electrical connection rather than the modern type. I also sourced another pair of Lucas rear tail lights from the TA and fitted them upside down on the rear of the caravan.

Move onto spring 2014 and "Betty" our caravan was ready! Finished in the colour we wanted and all interior fixtures and fittings, material and colours were down to Lesley who wanted to create a "Seaside Beach Hut" feel. Many people have complimented us on the finish and we are so happy too. We particularly like the home made leaded windows (as per the original).





The caravan has been constructed from wood, as per the original, but with better quality wood and double skinned with insulated walls floor and roof. It certainly is cosy and warm. We have fitted 1930s car interior lights inside the caravan powered by a small leisure battery which also powers the water pump for the sink. The caravan is only 9ft long and 5ft wide, the couch pulls out over the cupboards to make a full size double bed and still leaves enough room to use the cooker and sink etc. it really is like a Tardis!

We did stay overnight at our first event and really enjoyed the experience. A very good friend of ours who portrays "Winston Churchill" gave us his seal of approval at the event!



We had to stay at a camp site near to the event and as we pulled into the campsite we were soon surrounded by onlookers, cameras clicking away as we were still in period dress.

The TA pulls the caravan very well and, as the caravan is no wider than the car, so the mirrors still give an excellent view. We have travelled to many 1940s events and classic car shows this year and even won an award without really trying!

It really is a great combination and we are looking forward to the first event of 2015!

Regards

Lesley &
Martin Littlejohn



THREE GEARS ON MY WAGON.....

Hi Bob,

France Calling: I fear that my letter may upset some of the members but, strike a chord with some of the "purists", like me.

I seem to read in almost every issue of Floating Power, what people have done to their Tractions to "improve" performance and handling.....why?

Surely André Citroën produced a car that was way ahead of its time and now should remain as the "Classic" it was intended.

Why power steering, why 4 speed gearboxes, air-conditioning, electronic ignition, provision of extra power etc. etc.? These are not "Classic Cars" but hybrids. Just develop arm muscles, patience and open the window!!

Yes, improvements for safety purposes are fine; for example

I have fitted additional discreet indicators, to prevent accidents from those too young to appreciate the semaphore indicator arm. But, these (the semaphores) still function in conjunction with the new indicators.

A German, who sometimes attends meetings in our local French Car Club, boasts that with his new improved engine he can drive his 11BL at 140 kms down the AutoRoute - why not buy a new Citroën DS3 sports?

So I say, leave these old ladies alone and just drive them and get the pleasure from them that was intended - off now to poodle round the French country lanes at 60kms per hour!

Au Revoir

Nigel Dent

Terrebasse, France

IN COMMITTEE

FROM BEV OATES

Brief notes on the TOC Committee meeting held on Sunday 18th January in Steventon.

Editor – Bob is willing to carry on short term but we need a volunteer to come forward and take on this task. Bob will help as much as possible from his rural home in France.

Treasurer – Alan Reece has offered to assist Tony with the accounting process short term but is not willing to take over as Treasurer when Tony resigns at the next AGM. It was agreed to print the end of year accounts as a supplement in the future rather than take up pages in Floating Power plus they will be available online on the TOC website.

Shop – Waterfront Clothing have ceased trading with us due to the low orders. Grill badges are on order.

Spares – Chris is still incredibly busy but has struggled recently as a major supplier Unipart has ceased trading. Peter Simper has been thanked for the spares he has donated to the TOC. The makers of the TV programme “Car SOS” is planning to restore a Traction so have been buying parts from the Club. Agreed this year’s stocktake in April will be a sample only as a full stocktake was carried out last year. Chris is planning to visit CTA this year to resolve issues around the supply of parts to the TOC.

Social – the Annual Rally starts on the 31st July at the South Cerney Airfield Steam Rally and is organised by Phil Allison.

Camping is available onsite but we have also reserved rooms at the nearby 4 Pillars Hotel. The Perigord Rally in May has 30 Tractions booked on it and deposits are now due. The Brittany Rally will go ahead around 14th July but no details as yet. Our next AGM will be on the weekend of 10th/11th October and is likely to be around Leamington Spa. Paul is looking at a location where there are a few hotels at varying costs. It was agreed to try a different format – to have the AGM on the Saturday afternoon before the social evening and on the Sunday have a drive to a pub for lunch or a visit to a local attraction. NEC Show – a volunteer is needed to organise this year’s stand.

Media – Dylan Harvey has set up a Facebook page for the TOC and plans to also use Twitter which will both link to our website. The aim is to try and reach a wider and possibly younger part of the community to the TOC and possibly boost membership in the future.

Webmaster – the establishment of an E-Store is progressing well. The TOCtech file will soon be available on the website for downloading as opposed to an actual DVD. Martin de Little has offered to be involved in the editing of our website.

Membership – Numbers continue to increase slowly. Work needs to be done before May if overseas members are to be offered a high quality online copy of Floating Power so they pay the membership fee only and not the additional postage. The next committee meeting is on Sunday 31st May.

BRITTANY RALLY 2015 11th – 14th JULY

Ed writes: I received the following information from Martin Nicholson. A full PowerPoint presentation can be found here: <http://bit.ly/17j30PP>

Hi All

I have just received the following information from the CTAB.

The rally will take place in the area of the Pays d’Auge in Upper Normandy.

Check out http://en.wikipedia.org/wiki/Pays_d%27Auge

Dates... from Sat 11th to the Tues 14th July.

Start will be at St James, south of Avranches.

The rally will be based around Pont-I’Évêque (Although this is to be confirmed).

Any questions please let me know.

TOC FORUM

A reminder to all members that we now have our own thriving Forum, sitting on the TOC web site.

Please contribute and help to make this a source of information for all members.

Car Insurance

Do you find it easy to buy insurance cover for your precious Traction and other vehicles?

Apologies this is aimed at our UK members only.

The TOC has arrangements with a number of Insurers – namely Carole Nash, Classicline, Footman James, Heritage, Peter Best and RH Specialist Insurance – see the adverts at the back of this issue of Floating Power. We also have direct links to their websites on the TOC website

Having links with Insurers is beneficial to both the Club and to you as a member. Insurers pay for their adverts which helps keep down the cost of membership plus, with a few, we earn commission. As a TOC Member you may get discount with these Insurance Companies if you mention you are a member of the Citroën Traction Owners Club – please use the words **Citroën** and **Traction** so the sales team are clear we don't own steam rollers!

Some Companies do not offer discount but say they offer very competitive prices plus one company has introduced “brand new rates aimed at older vehicles, with those over 60 years old being our very keenest”. It is a matter of shopping around to get the right deal for you.

There are a number of things to consider when buying Insurance:-

- Is it an All Inclusive policy – what does this really cover?

If the offer is not all Inclusive what do you need to add on?

- Legal Protection – to what value?
- Windscreen Cover?
- Breakdown – do you need Homestart? UK cover or European?
- Wedding Hire?
- Limited Mileage discounts – how far do you go in your Traction? This could be a saving for some members.
- Agreed Value or Market Value?
- Spare Parts – what cover do you want?
- Salvage Rights – do you get your Traction back for free or have the right to buy it if it is written off?
- Minimum Excess?
- Multi Car Policies – cover for other classics and modern cars
- Do you want the option to self repair or to select the garage you wish to use?

I am sure there are other issues to take into account but hope this helps when considering Insurance and contacting Insurance companies. Heritage Insurance has produced two useful articles on Agreed Value and Salvage Retention which I am happy to email to you if it helps.

I would love to receive your feedback on Insurance, good or bad, and I am happy to liaise with our named contacts within each Company if necessary.

Please note the TOC is impartial and does not recommend any specific Insurance Company.

Bev Oates

Lighting up a Traction

Hello Bob,

I have attached an article I recently wrote for "Front Drive", the magazine of the Citroën Classic Owners Club of Australia. You can view it on their website under recent posts. You are welcome to include it in the TOC magazine if you like. Most of these photos were taken during our 80th anniversary run which started in the central NSW town of Gundagai then basically followed the Murray River to Renmark in SA, then back again. My Coco was on its maiden run since its full restoration, along with twenty other tractions. We travelled 1,875 miles in ten days and, although every traction had issues (some minor, some major), we all made the round trip and got home safely.

Your fellow tractionite,

Peter Stringer, New South Wales



Greetings fellow Tractionites and other members of the Citroën family. I have been asked to write CCOCA's first post on the web blog so I thought I would write an illuminating article on the lighting I have incorporated in my traction during its restoration.

It all started with headlights. The Lucas M140 headlight bucket is designed to have 8" reflectors. If you want to use modern round sealed or semi sealed reflectors they come in 7" so a step down rim is required to hold them in place. I didn't like the look of those so I started searching on the web and eventually found Paul Goff's bike and bulbs website, www.norbsa02.freeuk.com. From the home page go to - Motorcycle & car lighting – scroll down a couple of items and you will find what I was looking for, 8" pre focus headlights. These are a copy of the Lucas Cats-eye original without the word "LUCAS" on the glass and made as a semi sealed unit. They can take a

Halogen globe and a pilot light which I fitted with a LED to use as a day time running light (see photo).

The main globe base fits the British Pre-Focus P36d



bulbs of which three different wattages are available (as well as 6 & 12 volt) depending on what you think your generator can handle. I chose the 60/55 watt then set about changing as many of the other globes (brake, tail, indicator, interior and panel) as I could to LED's to maximise current availability to the headlamps. With everything turned on and engine running, the amp meter sits pretty much on zero so I am happy with that.

Having got the basic lighting system working ok it was time to "pimp my ride" as my daughter informed me. On the 80th anniversary run, judging by the audience response of awws, oos and ahhs everybody seemed to be impressed with the



under bonnet lighting (see photo) and illuminated chevrons on the radiator grille (see photo).

So how was this feat of incandescent beauty achieved you might ask, well basically it took some LED and a lot of fiddling about.



The under bonnet lights were simple, two strips of self adhesive waterproof cool light 4 watt LED positioned just above and running the full length of the gills. I used dabs of poly urethane adhesive to attach the power supply cables to the underside of the bonnet and ran them back to a central quick release connector at the firewall to allow easy removal of the bonnet. My main concern was how the adhesive on the LED's would stand up to engine bay heat, well so far (1800 miles) they are still there.

The Chevrons. My main concern here was again heat but also minimising any change in the normal appearance of the chevrons themselves. I visited my sheet metal fabricator and had some U channel made out of polished stainless steel, (polished face on the inside of the U) of the same profile as the chevrons but 4mm wider. This material was cut and joined to make two new chevrons that fitted behind the original chevrons but showing only a thin 2mm gap either side. A self adhesive waterproof LED strip was attached to the inside back of the original chevrons. The light from these shines on to the polished stainless surface of the backing chevrons and escapes through the 2mm gap either side of the front chevrons thus "illuminating" them. The tricky part was holding these "backing chevrons" in place. The brass threads braised to the grill were not long enough and to make it more challenging 2.5mm dia. What to do? I needed some tube nuts about 15mm long with a 2.5mm thread and some mushroom head 2.5mm dia thread screws. Who sells that sort of stuff? Internet to the rescue. A bloke in Sydney was selling 5mm hex brass rod 200mm long on eBay. Got that and with a lathe and a 2.5 threading tap made the tube nuts. The screws I sourced from this amazing company based in Brisbane called Small Parts and Bearings. You have to check this site out, www.smallparts.com.au they currently have 154812 items available in 3732 categories. So armed with these vital components and some Loctite I was able to get it all together, wired up and with a switch positioned in an out of site location the travelling light show was on the road.

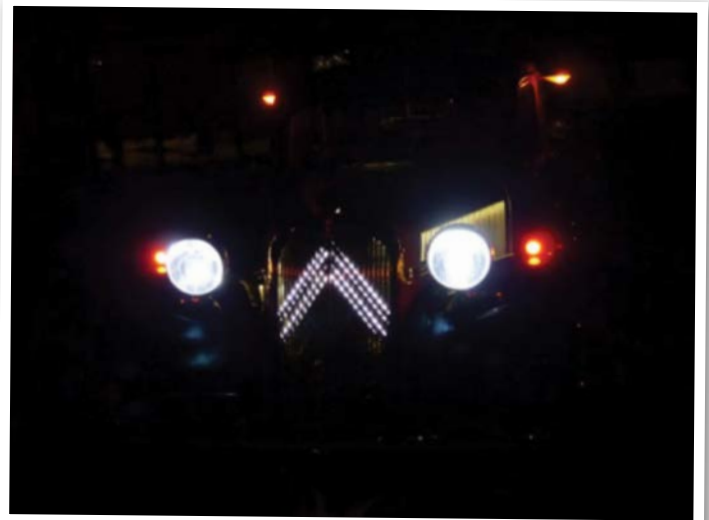
Flushed with the success of lighting the exterior my attention then turned to the interior. Supercheap Auto had some small discrete low wattage interior LED lights in a small chrome plastic mounting (see photo) which I attached under the dash

to shine down to the foot well of both the driver and passenger front seats.

These are switched at the door pillars and come on when the door is opened. They make quite a difference especially when you have black carpet.



I am currently looking at ways to improve the lighting of the instrument panels. The speedo in particular is very poorly lit, so the possibilities here include a new coat of white paint on the inside of the gauges (this seems to have helped), a product called "Light wire", and restoring and remaking the dials to work with back lighting (as in modern vehicles). This last one is challenging but more about that at a later time when we might discuss instrument restoration. For now however let us enjoy what light (15) we have.



P.S. Hi Bob,

I will be sending you one more photo which I think you may find useful. It will be of the floor area lit up by those small LED's. I don't have a photo at the moment, it has to wait till I get the dash and instruments reassembled and the power back on before I can take one. I have been working on refitting all the instrument faces to be illuminated by back lighting similar to modern vehicles. It's been quite a challenge, scanning and editing dial faces, making new translucent faces, printing new decals on them, back lighting them etc. but it seems to be working. Plenty of material for another article when they are all done. Will keep you informed.

Peter



TECH TORQUE WEB SITE PAGE AND DVD

I'm reliably informed by Mick Popka that we're nearly ready to go with a members-only page of all the **TECH TORQUE/TOC Tech** articles published in FP over the years. Special software has been written by Den Hewitt, to allow members to 'Search by Term', which will allow members to go straight to all mentions of the subject that interests them. Simplest method will be to download the whole page from the site, but a DVD will be made available for those members with no internet access. Mick will write a piece for the next FP explaining the project in more detail and giving instructions for how to use the special Search facility. *Ed.*

MIRROR BRACKETS/HOLDERS

I was wandering around, minding my own business, on the TOC Stand at the NEC last year, when a suspicious looking character with several watches strapped to his arm approached me and whispered: "Wannabuyamirrorholder, guv'nor? Special NEC price to you, if you know what I mean?" Slightly alarmed, I looked more closely and realised it was Steve Wright, rather overdoing the 1940's spiv look.

Anyway, Steve assured me that he'd tried these mirror holders out on his own car and they worked a treat.

Now, depending on how anal you are about being able to see what's going on behind you (I managed to make a nice crease in my rear bumper in a small town in France, when my high boot line, coupled with a very small TA back window, led me to reverse into a 'Health and Safety'-inspired metal balustrade, installed kerb-side to keep pedestrians 'safe' from passing traffic) you may have engaged in the regular TOC member chatter about trying to find 'the perfect' door mirror holder.

For my part, my car came with one 'overtaking' mirror clamped to the passenger door edge midway up the window space. As a newbie, I didn't know you could get mirror holders that fitted over the door handle and so I bought a pair of matching clip-on door mirrors, which work 'okay' but don't do a lot of good to the paintwork on the doors.

I'd been investigating various versions of this type of door handle holder, but reports were mixed and I didn't want to invest too much and then be disappointed.

So, when Steve (whose technical opinion I greatly respect) told me he found these holders to be very good,

I decided to take the plunge and buy two sets on the spot (the Normale has the 'brutal' door clip mirrors, as well).

As usual with anything Traction that involves just getting on with it, the clips sat around on my desk for the next few weeks and, in January, I was considering 'moving forward' with the fitting when I received a message from TOC member Mike Bigland.

Mike, it turns out, is the chap responsible for fashioning these new holders/brackets and he wrote:

Thanks for an excellent magazine. I have to admit that the colour content enhances the reading pleasure.

I am not sure if you noticed the smart new wing mirror brackets on Steve Wright's car at the NEC. I fitted one set to his car at the show, before purchase, to prove them and Steve then bought those and another set.

Mike also attached a couple of pages of bumf about the holders, including their price and fitting instructions. I still haven't got around to fitting mine, but they will be on before I go to work on the next FP, so I'll share my thoughts with you then.

In the meantime, the next two pages will show you all you need to know about the holders, including a link to a mirror supplier.

Any feedback is always welcome.

Ed.

Citroen Traction Avant - Mirror Brackets



Supplied in
opposite-hand pairs
c/w fitting notes.
Cost:

£30 pair
including
P&P

Made from Stainless Steel, lasercut, precision folded. Mounting hole 8.5 mm dia.
Can be enlarged up to suit larger stem sizes.

Fits directly under the Door Handle escutcheon.
Requires M5 Raised Csk. retaining screws 15mm long.
Some existing screws will suffice.

Some early handle spindles will allow immediate fitment, later types may require minor alterations to the spindle. This involves removing a small portion of the square spigot end that engages with the door mechanism. *See Instructions over-page.*



Wing Mirrors to suit can be found on:-

<http://www.carbuildersolutions.com/uk/large-round-chrome-stalk-mirror>

Enquiries and orders to:

Mike Bigland

07812023896

mike@paradeigma.plus.com

Instructions - Mirror Brackets



Supplied in opposite-hand pairs

The standard hole is 8.5 mm it can be enlarged to 10 mm if required for larger mirror stems.

Remove the original M5 Csk. Retaining screws.

Gently withdraw the handle out as far as possible. Some early types will come out up to 5 mm which is sufficient clearance to fit the brackets (4mm thk).

Leverage may be required, protect paintwork if doing so.

Later types may require minor alterations to the spindle. In either case open the door and using the interior door handle, move the internal handle as far as possible (to open). Holding this position the outer door handle can be pulled out.

If insufficient clearance is found then measure how much requires removing and using a small flat file gently remove the corners of the square spigot as shown below: Apply some grease to the spigot before re-assembly.



The outer handle spindle is shown opposite. On this example 3.0 mm was removed from the square spigot.

Refit the outer handle with the bracket and ensure there is 1.00 mm of clearance.

Re-assemble the door handle mechanisms with the Mirror Bracket in place.

Normally the original size screws will accommodate this bracket.

If the original M5 screws are too short replace with longer screws.

Any queries contact:

Mike Bigland

07812023896

mike@paradeigma.plus.com

Citroën Automobiles - The Early Years

Martin de Little

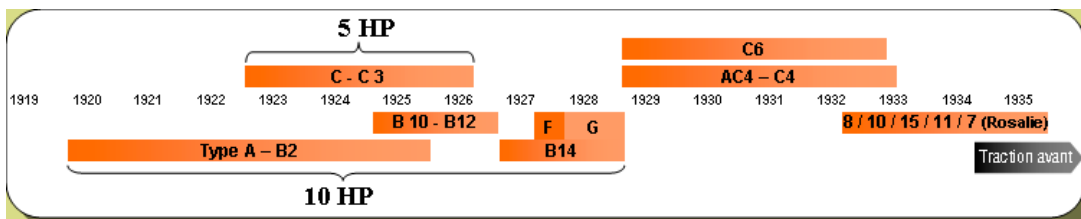
While at the National rally in Peterborough I was inundated with a question. “Why” asked my enquirer, “was Bernie’s car a Type C when the blurb on the car said that it had been made before my car, a Type B”.

Not a question that invites a short and snappy answer and the best that I could manage at the time was that André Citroën was a man of enormous strengths and talents, but the naming of his cars was perhaps not high amongst them.

Long time Traction owners may recall that when they first came across the car, the identification and naming of the many variants of a Traction Avant was a little tricky. If the reader feels s/he is strong enough, now is as good a time as any to get to grips with the identification and naming of a few of the very first Citroën motor cars?

In the timeline below, the references to 5HP and 10 HP use French theoretical horsepower (chevaux vapeur). In the beginning there was the Type A model, followed with - a certain inevitability - by the Type B. Citroën then introduced the Type C, which was made in parallel with the Type B. In due course the Type C faded away.

Sticking with French cars and nomenclature, as we proceed we can note which cars were also made in Slough.



- Paris.
 - o The first Citroën motor car, the Type A 10HP was introduced in April 1919. Engine size was 1327cc. The cars were imported into England in good numbers and always in RHD (as was then the practice for most French cars). There were variations in chassis length and seemingly endless permutations of body styles. The Type A was phased out (in June 1921) in favour of the B2.
- Paris.
 - o The Type B2 appeared late in 1921. A development of the Type A, it had a bigger engine of 1452cc. Famously Citroën used this model as the base for the fleet of Taxis that he put on the streets of Paris.



Bernie's Type C on the left and Martin's Type B on the right.

- Paris.
 - o The Type C 5HP appeared in the summer of 1922 and was intended to capture the “cycle car” and “ladies” markets. It was small and lightweight with an engine of 856cc. It also had an electric starter!! Cycle cars, it should be explained, were cheap, very small and flimsy vehicles, positioned in the market between motorcycles and motor cars. If they weighed less than 350 kg they fell into a tax bracket quite a bit lower than that for a “motor car”.
 - o It was intended that the Type C should be made in parallel with the bigger Type B series, and develop along its own course - hence two variations; the Type C2 and Type C3 emerged. At this point both the Type C versions 1, 2 & 3 and Type B2 had a body made from wood mounted onto a steel chassis.

- Paris.
 - o The Type B10 appeared in 1924, and was as Citroën proudly announced “Tout Acier”.



© 1996 Julian Marsh/Citroënët/SA Automobiles Citroën

- o Essentially the same shape as the B2 the use of wood in the construction of the body had been dispensed with in favour pressed steel. With hindsight, we can see where he was going with this. The B2 was not without its problems; principal amongst them was a tendency for the chassis to flex and as a consequence the doors would fly open. Quelle surprise !!

In a previous FP article I wrote about Citroen's application of - for the time - very advanced principles of manufacturing theory and practice. It may be helpful to briefly reprise those ideas...

- In 1923 Citroën and his engineers had been in America visiting the factories of one Edward Gowan Budd and a Mr Henry Ford. Edward Budd had done a lot of development work on the technology necessary for pressing and stamping out panels for the steel bodies of railway carriages and indeed motor cars.
- The Ford Type A steel body perched on a steel chassis was an Edward Budd product and it was Budd's press tool equipment that was duly installed in Paris for the B10 and (later in 1926) in Slough for the B12 onwards.
- In the late 1800's Frederick Winslow Taylor had developed the concept of what we think of as "Time & Motion" theory. Henry Ford was busily adopting these ideas and from the start of Citroën car production (1919), they were also being deployed in the Paris factory.
- Now, and it bears repeating, mass production is NOT about making lots of things en mass. It is about setting up systems for production and quality control such that a component meant to be identical to another will be - plus or minus a few hundredths of a millimetre. To use a very old axiom "the skill is built into the tool".
- To reach such levels of sophistication in manufacturing requires a machine tool industry that can meet these demands and produce machines that will work to and maintain close tolerances for long periods. In the early days, standardisation - in particular of discrete steel stampings - would often vary enormously.
- Very importantly, Citroën conflated a number of production ideas within his factories that came to underpin all modern factory processes:
 - o The efficient use of labour in terms of who did what and how, with their movements closely managed.
 - o The production of accurate machine tools maintained to the highest levels of accuracy by a small cadre of skilled men/women.
 - o Quality control processes within the plant; employing review processes which would correct mistakes and lack of accuracy to ensure that everything was made to a given standard.
 - o Drawing upon the three headings above; economies of scale could be achieved through a highly structured and rationalised production process.

The Citroën company was only ever going to amortise its massive tooling costs for these all steel cars (it began in 1924 remember) if they sold at a price that the public would bear - and they did. During the period 1929-30 Budd had the foresight to produce a prototype car featuring an all steel body and front wheel drive. It was this prototype (whisper it if there is a patriotic Frenchman close by) that was developed by Citroën to become the Traction. For ten years the principals of pressing and stamping out steel panels and combining them to form a motor car were being developed (always using Budd's know-how and presses - and paying him a licence fee) to a point where the world's first production monocoque body could be introduced to the world - the Traction Avant.

To return to our timeline at the top of the page,

- Paris.
 - o The B12 appeared in late 1925. It had four wheel cable operated braking. The chassis was a stronger version of that of the B10.
- Slough.
 - o At this time (1925 or so) our then chancellor (McKenna) was imposing a duty of 33.3% on imported cars. Given that his cars were selling well here, Citroën set about building a factory in a small village called Slough. The Slough factory was in production by 1926. It was a state of the art factory, one of the biggest in Europe. So far as I can tell, the first two models off the production line at Slough were the Type C 5HP and the Type B12.
- Slough & Paris.
 - o In 1926 the B14 appeared. Essentially a B12 body, with a bigger engine, and lighter yet stronger version of the chassis. The B14 also had servo assisted 4 wheel braking (licensed by Westinghouse) in which case it was named the B14f. In England this car was called the 12/24, the third model out of the Slough factory.
- Slough.
 - o In 1926 production of the Type C was dropped, almost certainly because Citroën had by now got to grips with press tool technology, and was producing the larger 12/24 (aka B14f) more cheaply than it could the Type C with its wooden body.
 - o En passant..... Covering a wooden automobile body with steel (as was the practice in large part) does not add to the strength of a car but it does add to the weight and costs. Therefore dispensing with a wooden body reduced labour time, weight and costs; because an all steel body was lighter than a wood + steel body.

Right is a summary of names, model details and identification clues.

| English Name | French Name | Production begun | Description and identification (But being Citroën, not necessarily definitive!!). |
|--------------------------------|---|------------------|---|
| 10 H.P. | Type A 10hp - 1327cc | 1919 | Identifier Front wings sweep back. Radiator is a very shallow Vee "wind cheater". There is often a little "flick up" at the back of the rear mudguards. Disc wheels. 3 large louvres on the sides of the bonnet. The doors are very square at the bottom. Many variations of body type available which goes for all of these early RWD cars. Drum brake via pedal on rear of transmission plus hand brake on rear wheels No brakes on front wheels. |
| 11.4 HP Not made in England | Type B2 10 HP- 1452 cc | 1921 | Identifier Front wings sweep back. On early models 3 louvres on the sides of the bonnet. Doors are square across the bottom yet clearly rounded on the bottom corners. Fuel filler on top of the scuttle. Brakes, radiator and wheels as above. Front wings "sweep back" quite some distance. Instruments scattered around the dash. |
| 7.5 H.P. Cloverleaf | Type C - 5HP 56 cc Variation in names includes: Le Petit Citron, La Trèfle and Cul de Poule | 1922 | Identifier An obviously small car. No door on driver's side, two seats, and on later models at least one in the rear. Wooden body. Car made in parallel with the Types B2, & B10 and B12. Combinations of leaf springs with different rates of flex dispensed with the need for shock absorbers - apparently! Braking as above. Despite good sales, production in Slough stopped in 1926. |
| 11.4 HP Not made in England | Type B10 10 HP- 1452 cc | 1924 | Identifier The first all steel Citroën and essentially the same car as the B2 in appearance and mechanicals with some production overlap. Doors are smooth with no mouldings. Bottoms of doors on Torpedo are gently curved and the all steel door overlaps the door posts with no shut lines visible, thereby hiding a multitude of sins. |
| 11.4 hp | Type B12 - 1452 cc | 1925 | Identifier Nickel plated knobs on storage boxes each side of the chassis are a clear indicator of the model type (battery in one, tool box in the other). Bonnet still a gentle Vee. Doors as for the B10. Instruments scattered around the dash. Front wings now follow around the wheels and are not "swept back". Cable operated four wheel braking. Dampers on the rear axle only. Replacing the B2 and B10 by the end of 1926. |
| 12/24 H.P. | Type B14 - 1539 cc. | 1926 | Identifier The flat radiator is the principle identifier for the B14 (and the succeeding models the B15 & B18). Like the B12 there are the nickel plated knobs on each side of the car and the doors on the Torpedo are like the B10/B12. The car still has those lovely disc wheels. There is a bigger engine and dampers on all four wheels. The Slough built 12/24 always had the servo. The French built B14 did not have a servo but the B14f did. Besides the flat radiator the other principle identifier for this model is the instrument cluster. On all preceding models, the instruments are scattered around the dash and a speedo was often an optional extra. On the 12/24 and B14, the instruments are clustered centrally on the dash in an elliptical shaped binnacle. That said, on all of these cars there is no uniformity of style or type face, with instruments seemingly selected from where ever they could be found. A proud boast in the period sales literature was of a discreet lamp at the top of the binnacle that lit up the instruments! Exciting times!! Accelerator had been moved from the customary position between brake and clutch to the right of the brake - as in modern practice. Obviously Citroën thought better of this radical move because in the following models, the throttle went back to its original place between brake and clutch. |

STEPHEN PRIGMORE'S NEW RWD

It was October 2014, winter was approaching and I didn't have a project. The Traction is finished, except that we all know they are never really finished, so I started looking to see what I might do. I considered a 2CV, not too expensive / difficult / big, so it was while I was looking at the Citroën section of our favourite on-line auction site that I saw an ad for a 1932 C4g. It looked like an American car of the prohibition period with white wall tyres and the spare tucked into the nearside wing.

A deal was struck by email and, using a trailer hired from Indespension (£65.00 for the day), we set off to Wrexham to collect what has since become known as Mirabelle. The car was pretty much 'as described', so home she came.

Apparently the chap selling the car has a place in France and travels round in his motorhome with a trailer on the back buying abandoned 'treasures' from the back of barns and bringing them to the UK to sell on.



The plan is that I strip down the car and the company that did the Traction bodywork will carry out the work on this one. So, as I write, the car is in bits awaiting their call to take it over to them. That will leave me some space to fettle all the bits and bobs.

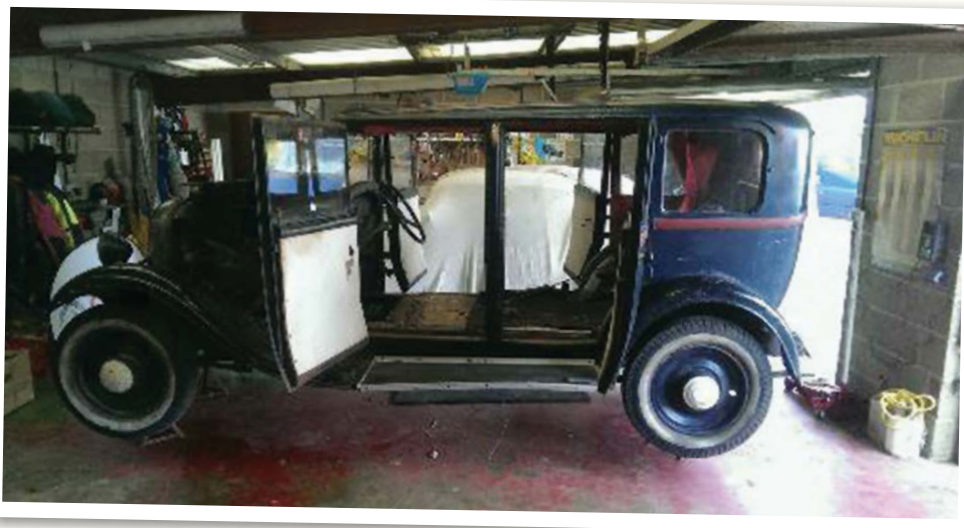
Bit of a disaster with the steering; after attacking part of the worn out lower bearing with a hammer and angle grinder, I found it was part of the phosphor bronze casting, OOPS! I now have the parts manual and can see the exploded diagram before I start a job.

In the meantime, the engine is out, the head is off and first impressions are very good indeed, the bores are in good condition no movement on the pistons and it turns over smoothly on the handle. What I did find intriguing is that the clutch friction plate is brand new, to the extent that the makers name and part number are still on the contact surfaces, so it can't have moved under power at all, since that was installed.

Early February will see us off to Retromobile with Bernie and Pearl. I've placed an order with Depanoto, but unfortunately their catalogue is more of a wish list than what they actually have available. But I'll collect what I can from them, to save some postage.

Part of the pleasure of restoring a car or any vehicle for that matter, is choosing the colours. Current thinking is, black

chassis, wings, roof. Dark blue body and bonnet with red pin striping but that may change many times before it's finished.



Mirabelle, ready to start work.

BROOKLANDS

Out intrepid reporter, Martin de Little, attended the VSCC Driving Tests Day at Brooklands on 1st February and here is his car (sitting as close as possible to the food and drink section, of course!)

It was recently announced that Brooklands is to get a multimillion-pound facelift to help restore it to its former glory. The money will help bring part of its famous track back to life and rebuild its main hangar, which houses old aircraft including Wellington bombers, Sopwiths and Hurricanes. It is the biggest heritage project that Brooklands has ever seen.

Martin's photos of the day at Brooklands can be seen here:
<http://tinyurl.com/mfknafd>



RWD ON THE TOC WEB SITE

Mick Popka writes: "Gentlemen, you may wish to include in the next edition of FP a mention of the fact that a number of new articles have been added to the "New" **Rear Wheel Drive Section** of the Technical Library, which is available to Members only on the TOC Website. A new article has also been added on the 11CV 800Kg Rosalie Camionette in the **Utilities Section**."

News

OUT ON THE LINKS

John Moon has spotted a reference to the tug boat Challenge (not Challenger, as we all seemed to think she was called in our earlier article). You can read it here:

<http://tinyurl.com/mlc74e6>

Through Martin de Little, David Boyd sends a link to a fascinating (well, if you're a boring old fart like me) video of a self-parking (almost) Citroën from 1927. Here's the link:

<http://tinyurl.com/ncy5oun>

Finally, a reminder that, if you want to get away from the cold here in the UK, you can always go on the Tractions Sans Frontières trip to the frozen north (not Glasgow). As per my plug in the Nov/Dec issue, the dates are June 28th till July 27th and you can get further info through tractionssansfrontieres@hotmail.com

CAPTION COMPETITION (Vol 39 Issue 1)

Well, well, well..... We actually had a few responses to my call for captions in the last magazine. Now, you're going to think this is fishy, but the winner was my predecessor Mr D Hewitt..... I assure you there was no question of 'ed-otism'. All the entries were good, but that was the one that made me fall off my chair laughing (not quite the usual concours tick box list, but a perfectly good criterion to use as a judging tool). So, while you're all in the mood, what about something as a caption for that gnome on this issue's cover?



Should've gone to Specsavers!

2015 PERIGORD RALLY

Late last year I gave a big plug to this excellent rally, which will take place the 7th – 11th May in – guess where? – the Perigord region of France. I can tell you, as someone who bears the weight of too much good French food, that the Perigord is the bees knees when it comes to first-rate food and wine. The rally is limited to 30 cars and I believe that at one stage it was full. However, with the usual last minute changes to all our itineraries, there are now between three and five places free (I assume that means some people are still waiting to hear whether they can still go). Anyway, if you were tempted by the idea, but were put off asking due to the limit on numbers, do get in touch with Paul de Felice (details on page 3) or direct to Mary and Michael Bromley mandmiadoux@aliceadsl.fr or Ronald Knoth r.a.knoth@zonnet.nl The price is 650 Euros per couple for the whole trip (so that's about ten bob at present!!) Sharpest elbows win the day!! Ed.

SOCIAL NETWORKS FOR TOC

As mentioned in my Editor's Epistle, we now have a Facebook Page and a Twitter Account. The addresses are:



<https://www.facebook.com/tractionownersuk/info>



[@tractionOC](https://twitter.com/tractionOC)

Please link up to these pages and PLEASE keep Dylan Harvey informed of anything you or your area are up to and also any news snippets you see pertaining to Tractions and earlier Citroën models. Dylan is contacted on: social-media@traction-owners.co.uk

FHBVC NEWS

I've received two new sets of info from the FHBVC (6-2014 and 1-2015) since we went to press on the last FP. Here are the main points.

- Implementation of the EU Roadworthiness Test is still under discussion by UK government
- Chromium processes – and whether they will be banned - are still being discussed in Brussels; although FHBVC now rates this as 'low level of concern', so let's hope reason prevails.
- FIVA recently made a presentation to the European Parliament to show how much financial turnover classic cars produce throughout Europe and to try to improve the profile of our hobby.
- The MSA has confirmed that simple club runs for pleasure do not need an MSA certificate.
- Quote from the 6-2014 issue: *I can rely upon the magazine of the Traction Owners Club for some outstanding photography and the latest issue does not disappoint. Inside, there is an article celebrating 80 years since the introduction of these radical front-wheel-drive icons of French culture and 60 years since the introduction of the hydraulic suspension systems with which the marque will always be associated.* (I think this was the excellent piece from Malcolm Bobbit. Thanks Malcolm.)
- **London Ultra Low Emissions Zone**
Transport for London's latest proposals for this Zone include a blanket exemption for pre-1973 vehicles. FHBVC have pointed out that the 1973 date is now a 'rolling basis', so when the proposals become law, the exemption should be pre '75. FHBVC have proposed to TfL that they might wish to keep the ULEZ exemption consistent with the VED exemption.

Read these news releases in detail at: <http://tinyurl.com/k2fj69j>

DRIVE IT DAY PLATES – Now Available to Buy

As Official Supplier of Drive-It Day Rally Plates for the Federation of British Historic Vehicle Clubs, we are pleased to let you know that the 2015 Drive-it Day Rally plates are now available for purchase!

We can send out one-off plates direct to any Classic vehicle owner who wishes to participate in this nationwide FBHVC organised event. Clubs can also order in larger quantities so that their members can take advantage of better unit prices.

The easiest way to order is online through our webstore at:

www.dragonflyhouse.co.uk/driveit

sales.desk@dragonflyhouse.co.uk

www.dragonflyhouse.co.uk

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

| | | |
|-------------|--|---|
| 7th – 8th | 27th Salon Champenois du Véhicule de Collection | Reims, France. |
| 22nd – 23rd | Oldtimer & Teilemarkt (Switzerland) | Fribourg, Switzerland. http://www.oldtimer-teilemarkt.com/ |

April

| | | |
|-------------|-----------------|---|
| 15th – 19th | Techno Classica | Essen, Germany http://www.siha.de/tce_uk.php?m=3&ms=1 |
| 26th | Drive It Day | |

May

| | | |
|-------------|--------------------------------------|--|
| 2nd - 3rd | CitroMobile | Amsterdam. http://www.citromobile.nl/ |
| 7th – 10th | TA Rally 'On the traces of...' | Perigord History & Gastronomy coinciding with the 70th Anniversary of the end of WW2. Paul de Felice for details. events@traction-owners.co.uk |
| 24th – 26th | Retromoteur et Véhicules de Prestige | Ciney, Belgium http://www.cineyexpo.be/agenda/evenement.php?id=262 |
| 25th – 26th | La Vie En Bleu | Prescott, Glos http://www.prescott-hillclimb.com/la_vie_en_bleu.aspx |
| 28th – 31st | 2CVGB Annual (TOC members invited) | Newby Hall, Ripon, N Yorks. |

June

| | | |
|-------------|-------------------------------------|---------------------|
| 27th – 28th | 13th Festival des Belles Mécaniques | Roubaix, Paris. TBC |
|-------------|-------------------------------------|---------------------|

July

| | | |
|-------------|---|---|
| 11th – 14th | CTAB Brittany Rally | Pays d'Auge, Upper Normandy (info in FP) |
| 28th – 2nd | 21st International Meeting of 2CV Friends | Torun, Poland. ACI 'Event of the Year' http://www.2cvpoland2015.pl/en/news/2cv-meeting-supported-by-the-city-authorities-of-torun,5.html |
| 31st – 2nd | Annual TOC Rally | South Cerney Airfield, Gloucestershire (info in FP) |

August

| | | |
|------|---|------------------------------------|
| 16th | Wervik 15th International Classic Car Meeting | Wervik, Belgium. Details to follow |
|------|---|------------------------------------|

October

| | | |
|----------|-----------------|------------------|
| Date tbc | TOC AGM Weekend | Awaiting Details |
|----------|-----------------|------------------|

November

| | | |
|-------------|----------------------|----------------|
| 13th – 15th | NEC Classic Car Show | NEC Birmingham |
|-------------|----------------------|----------------|

TOC ANNUAL RALLY

31st JULY, 1st & 2nd AUGUST 2015

SOUTH CERNEY AIRFIELD, CIRENCESTER, GLOS.

This year's TOC Annual Rally will take place at the Gloucestershire Vintage & Country Extravaganza and will have a different format to previous years. This is a huge event over three days incorporating classic cars, steam driven vehicles, commercial vehicles, fairground rides, craft stalls and much more, so lots for everyone to enjoy. Please visit their website for more information. www.glossteamextravaganza.com

For Health and Safety reasons vehicles must be on the site before 10.00am and are not permitted to move before 5.00pm.

Friday is an optional extra day, we hope to have a Bar-B-Q in the evening (more details to follow). You will then have Saturday and Sunday to enjoy the event. Sunday will be our main rally day with the concours and presentation of cups.

There is a campsite on the airfield with shower and toilet facilities. There are plenty of food outlets at the event or you can bring a picnic. We will have our own space to display the Tractions with other car clubs (Panhard have their rally here every year).

We have also reserved a limited number of rooms at the nearby Four Pillars Hotel, where there will be a dinner on Saturday evening. There are also a number of pubs, B & B's and self-catering accommodation nearby, if you want to stay longer and explore. We are adjacent to the Cotswold Water Park which consists of 40sq. miles and 150 lakes offering a large variety of activities. Also nearby is Swindon Designer Outlet Village and immediately opposite the village the Museum of the Great Western Railway.

We hope this weekend will give everyone an opportunity to relax and enjoy the event. So please pencil the dates in your diary, more information and booking forms will follow shortly.

Philippe and Sue Allison



The Saturday night BBQ at last year's rally

DANIEL EBERLI is planning more Traction maintenance courses for the early part of this year. As many of you know, the location is in Switzerland.

March 27-28 he will be running a Maintenance & Repair course.

April 10-11 and **May 1-2** he will running advanced courses.

For full details go to: <http://tinyurl.com/leejwp9>

LA VIE EN BLEU

23rd & 24th MAY 2015

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

As in previous years, the Traction Owners Club have got together with the Citroen Car Club and 2cvGB to organise a joint Citroën presence at this event.

The three clubs will have a designated display area and Citroën UK have again kindly agreed to supply us with one of their mobile exhibition units, and possibly a current model for display.

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

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti Veyron. Over the weekend you will also be able to register to take your car up the hill climb in a non-competitive convoy and I understand that there will be a fee for this.

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.

As in previous years 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 or not you are displaying your car in the Club area.

On the gate Saturday - £20

On the gate Sunday - £20

Weekend Ticket - £35

Under 14's- Free

Advance purchase Ticket - £15

Advance purchase Ticket - £15

Advance purchase Ticket - £25

Camping:- Adults £5.00/night.

Under 14's £2.50/night.

You can purchase advance tickets over the phone on **01242 673136**

Email: **club@bugatti.co.uk**

Simon Saint



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Chris Wilkinson Senior Partner

WATCH OUT, WATCH OUT.....

And, if you know the rest of that slogan, then you can join my Old Gits club (Geriatric Infirm Tractionists).

The latest issue of Traction Universelle publicises the fact that a very nice TA has recently been stolen in France. I've heard it said in the UK that "Nobody ever steals a Traction", but there's always a first time, as the unfortunate French owner found out in this case.

The FBHVC is making special anti-theft marking kits available. Here is an edited version of their recent announcement.

Vol d'une TA dans le Sud



Cette Traction 11 B de 1956 gris clair a été volée à La Cadière d'Azur le jeudi 18 décembre. Elle appartient à Richard Morazzani, membre du club de La Traction de Provence, qui était à Chartres pour l'ICCCR de 1978. N° de série : 427 998, coque n° ES 10371, immatriculée 6171 RE 83. Reconnaisable avec pare-chocs de 15 Six, rares phares semi-encastrés, insigne de cache manivelle non conforme, avertisseurs extérieurs chromés et feux d'ailes avant accessoires. Sélecteur 4 vitesses Duriez au tableau mais boîte 3. Pavillon d'origine un peu déchiré, siège (assise) chauffeur neuf, moteur ID 19 P (trou pour la pompe à haute pression obturé par une plaque), antenne latérale deux points, galerie en alu, sabots d'ailes et enjoliveurs Robri, et beaucoup d'autres détails...

Richard Morazzani : 04 94 26 64 80 à St-Cyr sur Mer (83)
Mail : morazzanirichard@voila.fr
Jean-Marc Macri : 06 74 53 57 64 ou Alain d'Ollones : 06 60 83 17 64

Members are being offered one of the top vehicle security systems at a very special price. The Federation has negotiated a group discount with makers, Securit DNA, so that FBHVC affiliates can purchase their forensic marking kit for less than £30.

Each kit contains a bottle of fluid in which tiny microdots are suspended. The microdots contain a unique synthetic DNA code which is retained on a national database and which records details of you and your vehicle. Police forces across the country regularly use this database when they recover stolen property. They are alerted to the presence of the forensic marking by shining an ultra violet light on the vehicle's components. The product is very easy to apply and once purchased and applied it will protect the vehicle for its lifetime with the owner having no ongoing costs or subscriptions. Registration can of course be transferred to a new owner should the vehicle be sold.

David Whale, Chairman of FBHVC said "We know from Police sources that historic vehicle thefts are growing very rapidly so we consulted with the Police when choosing the right product for our members."

Owners can purchase as many kits as they require direct from the Federation at a cost of £29.90 each. All that is required to get this special price is to give your name, club and membership number, and of course a cheque made payable to FBHVC. An order form can be found at www.fbhvc.co.uk.

Classified Adverts

Classified Adverts – Members

Small adverts are free and are for the disposal of vehicles and parts that are their personal property.

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue although every effort will be made to publish in the next issue of Floating Power.

The Editor does not accept liability for printers' or clerical errors although care is taken to avoid mistakes.

Members must advise the Editor that publication is no longer required.

Adverts can be emailed to the Editor at the address below. For members sending adverts by post, please check current editor's address on page 3.

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

From 2015 trade adverts will be available in colour or black & white at 1/4 page only.

Cost of £60 plus VAT per issue.

Please note

All Cars and Parts for Sale adverts appear on the TOC website approximately one week after Floating Power is posted to members.

Please email adverts to:
editor@traction-owners.co.uk



CARS FOR SALE



FORCED SALE DUE TO BEREAVEMENT.

1953 LHD Paris Built Big Boot Normale Black 7800km. Extremely clean tidy condition, striped cloth interior, drives beautifully. Previous owner had enjoyed using car for last 18 years. Please Call Jasmin or John Gagen of Eastern Section, handling sale on behalf of family. £11,500 ono **01284 827039**

jasgagen@btinternet.com

(I have additional interior photos if required. Ed).

FOR SALE FROM CLASSIC

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

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

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

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RESTORATIONS. 1953 Big Boot Lt15.



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

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FOR SALE FROM CLASSIC

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

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FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot BL. Black. Rebuilt engine & gearbox. Stainless bumpers, 12 volts, seatbelts, CV drives. **£10,500**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot Lt15. Metallic Blue with red interior. Rust-free South African import. **£8,250.**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE: 1953 Black 15/6 FAMILIALE with Gregoire Suspension. New paint/chrome/reupholstered seats/new brakes. 6 volt, fitted with power steering. **£25,000.**

Contact Carol Bilney 0208 546 7071



FOR SALE: 1952 Big Boot Light 15. Old English White. Total restoration by John Gillard in 2000, inc complete new red leather interior. Virtually unused since and in excellent condition. **£13,250 ono.** Phone **Hilary Hardwick 01494 441019 Mobile 07951 004327** (or contact John Gillard).



FOR SALE: Big Boot Light 15 LHD. Maroon 4 Speed Gear Box and 12 volt conversion. For all details go to www.cit4sale.co.uk



FOR SALE: 1953 11BL, white, French built LHD, new battery, used weekly, reasonable condition for year. **£5000 Tel Howard 01937 834338 Evenings**



FOR SALE: Rare Paris built 1952 Citroën 15/6, Excellent condition in black, original good interior, Ryland mechanicals, too many details to list, genuine reason for private sale. **£22,995 for TOC members Phone 07966310335 or email rb@sanderum.com**



FOR SALE: 1953 11B Normale. LHD, Now UK Reg, Black/Grey. In last six years completely renovated interior and exterior including full service record, excellent condition, light steering and smooth running. Reluctant sale due to my advancing years. **£14,000 ono Dennis Kallend Tel. 01379 788 848 or email kally36170@gmail.com**



FOR SALE: LT15 Black 1955. Excellent Bodywork and Chrome. Good Reliable engine. Pilote wheels and 2 spares, with new Michelin tyres. Reluctant sale after 30 years ownership, due to my age not that of the car. The sale includes workshop manual and 25yrs F.P consecutive magazines. **£8,000 ono Keith Boyes, East Yorkshire. Tel no 01482 631088.**



FOR SALE: foldable caravan RAPIDO, type Confort, from 1978. New tyres, brakes and bearings. Condition O.K. Ready to leave for holidays behind a Traction. **500 Euros Ronald Knoth (France); Tel +33(0)5 53 73 31 12 r.a.knoth@zonnet.nl.**



WANTED

Private cash buyer is looking to purchase a Traction Light 15 in good condition. **Please contact Ralph Hickman 01395 515132 or mobile 07806 801055**

PARTS FOR SALE

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

continued

Classified Adverts

FOR SALE: Normale bumper. Complete with over-riders and rear dumb irons. Brilliant chrome. Excellent condition. Can email photos. **£120. Phone/email for details: Tel: 01934 824475. bill@rookeynook.plus.com**

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**



FOR SALE: Set of genuine Hepolite pistons. Plus 1mm. Still in original box. **£280. John Moon, 01256 354910. jemoon2002@yahoo.com. Basingstoke**

FOR SALE: Hub Puller £55-00 ono; Cylinder Head Gasket Set £35-00; New rear engine mount £8-00; Marshall fog or spot light model 670, 12cm dia. Lens etc., good. Poor chrome £8-00. All include P&P. Email: a.vickerstaff041@btinternet.com Tel 01209 921979

FOR SALE: Door Stay Rubbers. Size different to originals (see photo, original on left) but perfectly usable and much cheaper than CTA (54 euros for a set of 4 original size, plus p&p).

£6 per set of 4 plus p&p. Contact Den Hewitt. Tel: 01934 834274 or email: denhewitt@f1550.fsnet.co.uk



FOR SALE: 11 Various Traction books both English and French including 1934-1950 repair manual. **£150 plus postage £18.50. Please call Barry on 07967 343246 or bcurtis@btinternet.com**



FOR SALE: 6v alternator (CTA) with bracket and electronic regulator. Pair GRP Légère front wings. Légère radiator and cowl. Légère bonnet with good handles. Set of doors, complete or stripped. Pair Chrome headlamps with Wipac 55/60 halogen bulbs. All excellent.

I am dismantling my '49 Légère following an accident. Contact me if there are parts you need. When it's stripped the 'coq with rear end damage will be available free to any member who can use it. **Mike Wilcock. mikewilcock1862@gmail.com or 0207 703 9742**

PARTS WANTED

WANTED: Seat Covers for my 1953 TA BN. Front seats shredded and I can't afford the required full interior just yet. Does anyone have a set of usable seat covers for sale (fronts only will do!)?

Telephone Ken Jones on 01798 874050 email kjonas@starline.org

WANTED: 2 Pirelli Cinturato tyres 165 x 400, new or part worn in good condition.

Contact Dennis Kallend Tel. 01379 788848 email kally36170@gmail.com

WANTED: FOR MY LIGHT 15/1948

- Complete sliding roof mechanism.
- Complete "Rear luggage compartment door".
- Gas tank, must be in good condition. Please note it's a RHD Slough built car.
- Body of a Light-15 1948/1949. The body must be solid and can be totally bare, without papers

Offers please send to: herman.struve@amswood.com or call +31 621 246991.

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: Attached are two pics of the missing middle part of a hubcap. You will see a special boss, probably put on by Len Budgen to take this type of cap. If anyone has one please let me know. **Steve Hill steve@zutis.com**



WANTED: Cibié TP 349 brass headlamp reflector with 52mm diameter hole for the bulb holder.

Contact Den Hewitt by email at denhewitt@f1550.fsnet.co.uk or by phone on 01934 834274.

WANTED: for my Big 15 small boot (Onze Normale Malle Plate). I need the bodywork from below the back window to the rear bumper including the boot lid and the spare wheel cover. Buyer, armed with a hacksaw, can collect from anywhere or can take the complete shell. **Telephone Gerry on 01455 844648 or Email gerardcarolan@hotmail.com**

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.



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TOC SPARES HOTLINE

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester, W
Sussex, PO20 7LQ.

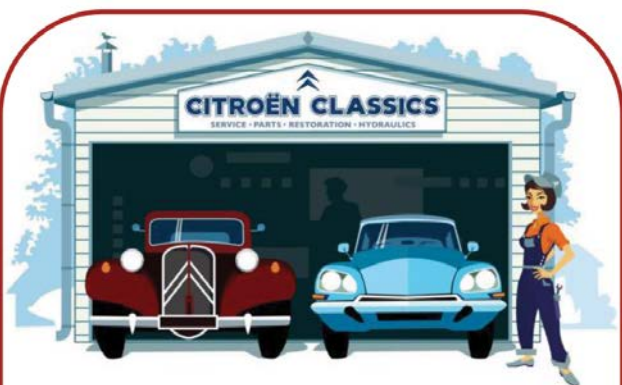
Email: chris.treagust@tesco.net

TOC SHOP

Remember, you can get **Traction Handbooks** and **Workshop Manuals** from Steve Reed at the club shop.

Also, a variety of TOC related items, included mugs and clocks.

Contact Steve on
shop@traction-owners.co.uk
01730 821792



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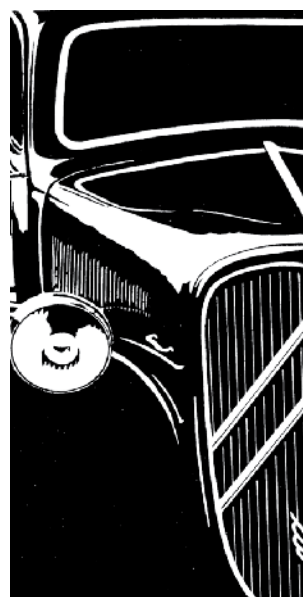
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