

Floating Power

May/June 2015



Editor's Epistle

Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

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Missing Magazine?

Please contact John Oates
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Be a part of Floating Power...

The closing date for input for the
May/June Floating Power is

Sunday 7th June

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

Cover Image

A trio of RWD Taxis, History on Wheels
Museum, Eton Wick. Photo: Ed.

Hello All and welcome to what is (hopefully) the spring edition.

I'm still here in the UK due to the old story of too much to do and not enough time. At least the house is now on the market, but I need more UK time due to the fact that there's a magazine to get out and my Normale has turned into papier-mâché. Plus, there are still quite a few old friends that I want to catch up with before leaving (yes, I do have friends, but can only see them during their visiting hours and we must use plastic cutlery – so what?!?).



*Putin approves first Russian
Darby & Joan Group (Russian
Name: ФЛДРЭЭПСГЯФЦР)*

FACEBOOK

Talking of friends, I've set up an 'Ed Floatingpower' address for our Facebook page and I'm glad to say I've had quite a few 'friend requests' from fellow TOC members who are now on Facebook. Of course, having a public Facebook name does attract a lot of people you don't want to 'friend' and I'd like to advise (if they're a reader) 'Slasher Killer of Old London Town' that I really don't want to be your friend and no amount of 'reminders' will alter the situation!

CAN OF WORMS

So, what's all this about my Normale then? (Did you notice that Ed Miliband 'ask-myself-a-question-and-then-answer-it trick' there?) Well, some intended work on the Normale seats meant stripping back the glued-down(!) carpet, which revealed a lattice work of brown tin-worm droppings, cunningly disguised with black gunk. A further inspection showed the offending material extended fore and aft and even into the suspension. My therapist told me not to go to work that day if I planned to fly a plane and suggested I call John Gillard, who might have the time and space to take on the mammoth repair task. John kindly came with his recovery truck and a box of Kleenex and the car (or what remains of it) is now residing at his Home For Distressed Traction. I hope he finds that new assistant soon!

OUT AND ABOUT

This issue's byline photo was taken at the History on Wheels Museum in Eton (<http://www.historyonwheels.co.uk/>) where the Surrey/Hants & London TOC groups and the West London CCC group met up for a Sunday morning visit. Helen and John, plus me and the missus posed for a rain-soaked photo in front of one of the military exhibits. Helen will tell you more about it on page 8-9.

STUCK IN THE MIDDLE WITH YOU

So, still here in the UK for the time being. Looks like I won't be off to France for a month or two now. It also looks like I'm going to be The Ed for the foreseeable future, unless someone sticks their head above the parapet. Thanks for your letters and articles. Please keep 'em coming.

See you all again in July!

P.S. We're running a bit low on cover shots. I work on the basis that something will always turn up, but if anyone wants to send in photos of their prized possession(s), I'll store them and use them whenever possible. Thanks in advance!

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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.

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President's Ponderings



2015 Retromobile in Paris was, as ever, a good show. The Citroën stand was very impressive but – and it is a big but – Citroën are now marketing the current DS range as a completely different brand within the PSA family and appear (to me) to be hijacking the original D range to give the new brand some instant heritage.

This resulted in a clearly divided “us and them” stand with the main (traditional) range on a white set bedecked with chevrons while the new DS range had a contrasting black set devoid of chevrons. Piggy in the middle was the traditional “D” range with one foot in each camp.

As usual the ACI AGM was held on the Saturday of Retromobile. The main business went to plan and, with no new candidates stepping forward, the board remained unchanged. The most important news for the TOC is confirmation of the location and dates of the 2106 ICCCR in Holland (details elsewhere in this issue).

In addition to the report from Marc-André Biehler, director of Citroën Heritage (the Conservatoire) the meeting was also addressed by Jean-Jacques Etchart, Director of Marketing, Communications & Sports. His aim was to explain and justify the formation of the new DS Brand and, more importantly from Citroën's perspective, have it accepted and embraced by the ACI.

M. Etchart was obviously more than a little taken aback at the reception his message received from the audience. Citroën had clearly misjudged the ACI members' depth of feeling for the Citroën brand and their passion for its heritage. Furthermore AC were not aware that the ACI statutes would need to be amended before the association could legally agree to embrace the DS brand. Following a lively (sometimes heated) discussion M. Etchart's parting message to the meeting was that Automobiles Citroën would not support two different ACIs in the future – read what you will into that!

Only a minority of delegates managed to attend the AGM so the feelings of all delegates will be sought before any decision is made. Meanwhile the Board will investigate the legal implications and determine precisely which statute changes would be necessary if the decision were made to accept the DS brand. I am personally of two minds – in the first place I cannot understand why Citroën want the ACI to accept a brand which is effectively walking away from Citroën – if we do that we might as well agree to take in Peugeot as well. But, on the other hand, the new DS started life as a Citroën and I do not want to see a rift in the family. This could be interesting – watch this space.

Meanwhile, back on home soil, we are still looking for an individual or group of volunteers to manage our NEC (Classic Car Show) stand. Applications should be sent in a plain brown envelope to Chairman, Cleve Belcher.

Locally, the Midshires have decided to support the local Air-Ambulance for Drive it Day and I shall be taking the Yellow Peril on the “Stilton Run” which, assuming all goes well, will be its furthest drive in one day since being put back on the road.

And finally – elsewhere in these pages you will find a full report following the quality complaint I mentioned in the last issue.

All the best; here's to another happy, trouble-free summer of motoring.

New Members

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

2447	Mr T A Ford	Hertfordshire
2448	Mr Carl Sadler	Norfolk
2449	Mr Frank Gogarty	Co Louth
2450	Mr Michael Meehan	Essex
2451	Mr Keith Leatherbarrow	Midi Pyrenees France
2452	Mr Michael Ward	Conwy
2453	Mr Julian Pratt	Devon
2454	Mr Karl Wilkie	Western Isles
2455	Mr Philip Begley	Wyoming USA
2456	Mr Gavin Whitehead	Leeds
2457	Mr Gordon Finnie	Aberdeenshire
2458	Mr Michel Valdes	Belgium
2459	Mr Simon Thiele	South Australia



OK, hands up I'll admit it! Yes, I have been caught in a random speed trap driving the Traction! With some irony I was actually test driving the ol' girl following completion of the winter maintenance and adjustment round, which included trying to assess how accurate the speedo was or in this case wasn't. Needless to say over familiarity with my standard test route played a part, since I was conscious that just around the corner the speed limit increased to 40 mph, so a modest application of pressure on the accelerator was applied in anticipation, when lurking out of sight around the corner was the dreaded mobile camera van!

I am sure the camera man must have had to rub his eyes, given the presence of a Traction, to check he was not hallucinating, but the full force of the law has now been applied and I have been cited for driving at 36 mph in a 30 mph zone. Fortunately, points on the licence can be avoided and the "Speed Awareness" course now beckons!

Needless to say the incident has caused much mirth within the family and at my local when the story strangely got out. So I have decided to come clean before the matter is discretely leaked to TOC members from an "undisclosed source close to the family"!

On the plus side it has caused me, with the aid of my good lady clutching a satellite speed device, to check how inaccurate the speedo actually was with the following results; 30 mph was delivered at 36 mph on the clock but the needle flicked haphazardly, 40 mph was delivered at 42 mph and 50 mph at 55mph. It was also apparent the car pulled happily in third at 35 mph, but that at 30 mph it was a bit marginal or face the prospect of dropping down to second. The net conclusion is that the speedo needs a good clean and the car was probably designed to cruise at a min of 35 mph; not particularly helpful for staying at 30 mph!

To add to the irony, my brother has also recently been caught for allegedly going through a red light. Basically, while waiting at a red light, an ambulance approached behind him flashing its warning lights on its way to or from a shout. As the road was a single lane one-way street he pulled over as far as possible to one side to let the ambulance through and in doing so crossed the line triggering the camera. Needless to say he pleaded mitigation to the Chief Constable, but received the curt response that he had contravened the Highway Code and must accept the consequences. One wonders what the family of the patient in the ambulance would have said if he hadn't moved out of the way and the care required was time-critical.

So if you live in Hertfordshire and are faced with the same situation, the decision is to prejudice the patient or accept 3 points on your licence! ***(There's been a big debate about this in the boring circles I move in for at least a couple of years. The general consensus is that, given the 'powers that be' take such an immovable view of the result of crossing the line (and the money they get as a result), you are perfectly entitled to wait for green. The ambulance driver will probably know this, so don't let yourself be bullied by lights and sirens – you'll regret it. Ed.)***

Aside from all this drama, the car is performing very well and is being used regularly. Drive it Day for me will be taking the good lady out for lunch in the ol' girl to celebrate another wedding anniversary.

Make sure you enjoy your Drive it Day. Don't speed and watch out for ambulances.

Have fun and I look forward to seeing you at some stage over the summer.

Cheers

Membership Renewal

With this issue of Floating Power you have received your renewal letter.

Please pay as soon as possible or the next FP could be your last copy..... and we don't want that do we?

Your letter explains all the different methods of payment.

**John Oates
Membership Secretary**



TOOLS

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

SCOTLAND

Northern Scotland

Well, it's that time of year again. Lots of things on the horizon and at least one member has been busy! Brian Garden has been doing a full brake overhaul on his Light 15 and fitting a new in-line brake servo, so looking forward to seeing the finished product. As mentioned in last issue, most of the usuals who go to the Spring Wetherby rally have booked into the Newby Hall one at Ripon a fortnight later and also booked into the Crainlarach Hotel meeting too. I think the hotel is now full and a waiting list has been created.

Drive-it day will have passed, but up in this area, there is the Forres Rally on 3rd of May, The "How Many Left?" Rally at Alford on 24th, then the Fraserburgh Vintage Rally on 7th June, the Kildrummy Rally at Dess on the 14th with many, many more in July and August. In the South half, there will be a good attendance at The Stirling Classic show on 17th May, the Fife Historic Vehicles Club rally on the 21st, then the Moffat Rally on the 28th June. Hope to meet up at some of them. Personally some of us fancy going to the CCC Irish Rally this year at Athlone. We have done two other rallies with the Tractions before; thoroughly enjoyed them with great Irish company. No Traction this time and instead hope to do a bit of touring over there.



Oops, Ed wanted a photo! Well, nothing new, but here is a photo of the line-up for a previous Drive It Day. The Green Commerciale is now in Dublin, and Smithy's old car, GVS 323 is now owned by Jim Lee, thus still in good hands! Bye for now!

Andy (for Smithy)

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: north-scotland@traction-owners.co.uk

SOUTHERN SCOTLAND

Peter Fereday has been away in Australia, but is now back and has written a piece (page 24) on the story of The Gnome from last issue's cover Ed.

south-scotland@traction-owners.co.uk

WEST OF ENGLAND

Forthcoming events in the West of England area are:

Sun 10th May. Mendip Vintage & Classic Tour. This superb prestigious event will start at Dobbies Garden Centre, Shepton Mallet and attracts vintage and classic car enthusiasts from all around the country. An interesting scenic route will take entrants to the lunch stop at Stone Easton Park and then to the finish on the lawns in front of Wells Cathedral. Limited to 150 entrants and often over-subscribed.

Fri 29th May midday - 4pm on Sun 31st May. Vintage Nostalgia Festival, Stockton Park, Stockton near Warminster, Wiltshire is a hidden gem in the heart of the Wylde Valley....."Sssh don't tell everyone!" The event focuses on the past and celebrates all that was great from before the turn of the century up to the 1980's. So whatever your interest - vintage/classic cars, veteran cycles, vintage fashion, antiques, rusty automobilia, dance and music - there is something for everyone at VNS, whether you're 8 or 80! With live bands, Ringwood Fine Ale Bar, cocktail bar and dance troupe, Vintage Village, Tiger Moth air display and traditional children's entertainment, it's not to be missed! The festival is run by enthusiasts for enthusiasts and is a wonderful opportunity to relax and enjoy the company of family and friends in beautiful surroundings. Camping onsite for pre-booked weekend ticket holders. We also have a Vintage Camping area....don't forget to get in touch if you would like to be in this area. There is a general / family camping area for modern camping units.

Sat 20th and Sun 21st June. Bath Festival of Motoring (previously Bath Pageant of Motoring), Walcot Rugby Ground, Landsdown. Like 2014 this Pageant is a charity event to raise funds for "The Wizzybug" and hopefully 2015 will prove to be just as successful and enjoyable.

Sun Jun 21st. Father's Day. Berkeley Classic Car Show, Auto Jumble, Antique & Collectors Fair. 10 am - 4.30 pm at Berkeley Castle (in the meadows) Gloucester, GL13 9QL.

Sat Jun 27th. 2.00pm - 4.30pm. Lympsham Village Show, Manor Gardens, Lympsham, BS24 0DT. Off the A370 near Weston-Super-Mare 2.00pm. Nice little

show this. Great family event with proceeds to the local church. Cream teas, stalls and games, beautiful gardens. The manor is an early 19th century gothic pinnacled, castellated Rectory Manor House with 2 octagonal towers set in 10 acres of formal and semi-formal garden surrounded by paddocks and farmland. The garden's main features are its carefully preserved, fully working Victorian kitchen garden and greenhouse, an arboretum of trees from all parts of the world, large stocked fish pond and a beautiful old rose garden.

Sun 19th July. Glamorgan Classic Car Club's Show, in the grounds of The National History Museum at St. Fagans. Also excellent for those who have no interest in cars.....! Free entry although you pay for the car park!

July date TBA. Catcott Open Gardens. The village of Catcott is near Bridgwater and this event is made unique by transport between the gardens being provided by vintage limousines. Approx 400-500 visitors enjoy 14 varied gardens whilst enjoying a glass of Pimms, home-made ice cream or even a cream tea along the way. A fantastic day for gardeners, car enthusiasts, children and 'Sunday Strollers'. Proceeds are split between the local village association for improving plantings, cleaning the village and putting on local events and also local charities. Plant sales, jewellery sales, bespoke furniture and local produce at the main reception area and teas and ice creams along the route. £6.00 adults including unlimited limousine travel and entrance to all gardens; children free. Buy tickets (event passports) on the day at Edington Village Hall. No entry to gardens or limousines without a ticket.

Fri July 31st, Sat Aug 1st, Sun Aug 2nd. TOC Annual Rally at The 41st Gloucestershire Steam Extravaganza, South Cerney Airfield, on the outskirts of Cirencester off the A419, Cirencester Road, Glos. It includes a Steam Arena, with non-stop steam action, Model Aircraft displays, both in the air and on the ground, a Countryside Arena, with ferrets to shire horses, The Timber Arena, where trees turn to tables, trade stands, licensed bars, a fairground, tractors, commercial vehicles, vintage bus and coaches, motorcycles, miniature steam, industrial trucks, classic cars, emergency vehicles, and so much more!

For details of future planned activities contact:

Den Hewitt

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NORTH EAST ENGLAND

What is it about going to France? The Traction sometimes comes back poorly but this time it was both.....me and "Fifi" (that's the Traction!). I drove back from the 80th celebrations and put Fifi in the garage only to find then she wouldn't start. Petrol starvation was the

problem. No fuel was getting past the pump. So I bought a refurbishment kit from Chris and was half way through it when I developed excruciating back pains. To cut a long story short, it was diagnosed as gall stones. Stone removed in January, but then had to have emergency open surgery to remove the gallbladder. So sorry folks, I've been off the track in the pits. Still not firing on all cylinders, but tootling around. Thanks Carol Bilney for your support.....but they couldn't remove mine with a teaspoon.

The NECPWA have published their programme for the year and you can effectively go to one of their shows every weekend. We have to a degree been riding on their backs to have our get-togethers and my proposed itinerary includes a lot of their shows because they are held at interesting places.

Drive it Day will have passed me by so the first get together is Wallington Hall on 17th May. Now there is a change of rule here so don't just turn up 'cos you won't get in. As an NECPWA member you have to pre-book by getting your Rally Season ticket from NECPWA Chairman Derek Cansfield. You cannot buy your Season Ticket on the day; you must have it before you go. To enable us to park together we need to enter Wallington in convoy. So please let me know if you are coming and we can arrange a meeting point.

28th-31st May - 2CVGB Annual Rally at Newby Hall, Ripon, North Yorkshire. It's also the CCC Northern Area Rally normally held at Wetherby. TOC have been invited as well and I hope some of you have pre-booked. It's an action packed weekend, details of which have appeared in FP and you can get more info on www.2cvgb.com

19th July - Newby Hall Show, Ripon. This is the North's premier Classic Car Show and Autojumble. We have taken a section again, specifically for Tractions as per last year, and I hope as many of you will come along again. I hope we can make more noise and put on a good show again. Now NECPWA members will have received their entry form and I would urge you to fill it in and return asap to Harry Fletcher. It doesn't cost you anything other than the price of a stamp and a return pre-paid envelope for your entry to the show field. In the section 'Club Name' put Traction Owners Club - Graham Handley. Non-members can come along too at a cost of £4 plus the postage bit. I have some spare forms so let me know asap if you want one. It needs your signature and must be returned by 24th June. **I got my wrists smacked after last year's show and no modern cars can creep into our section. If you can't bring your Traction or a Citroën registered before 31st December 1972 don't bring it or we will be banished from future shows.** It would help me if you could confirm you are coming and the year of your car, so we can place them in year order. Any other ideas gratefully received.

Section News

8th and 9th August - Croft's Nostalgia Weekend. It is the 70th year celebration of VE Day and Croft Racing Circuit near Darlington are putting on a special Nostalgia Weekend. Go to www.croftcircuit.co.uk/news/241/croft-nostalgia-2015 for full details. It looks an action packed weekend, but I can't do the Saturday, but fancy the Sunday because you join in on a parade around the circuit. OK so it's costing me £10 but I quite fancy driving the Traction on a race circuit, even if not at full speed. Any one fancy joining me?

Will keep you posted of any other event we might fancy going to. I know Dave Faulkner kindly posts on NE Section Facebook page details of events he comes across.

**For details of future planned activities contact:
Graham Handley Tel: 01661 843493
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NORTHERN SECTION

The few sunny days that we have had up here in Lancashire in the last week or so have brought out quite a few classics, amongst them a crop of (real) Minis including a very nice Clubman Estate that has been buzzing around locally. I too have been out and about in my Traction and apart from having to chase after a hubcap that flew off when I dropped a wheel into one of the local potholes, enjoyed finally being out in some decent weather.

The weather was not so bonny on March 30th and my thanks to the members who turned out on a wet and windy evening, for the first get together in 2015 of the 'renewed' Northern Section. There was a decent attendance and a lively discussion and it was agreed that we would aim to attend a series of North West events over the summer. There is a selection of possibilities to think about across the region in May/June. Some of these clash in terms of dates, particularly the weekend of the 23rd/24th of May, but we have put them all on the table with a view to making a final decision on a short list at our next meeting on the 20th.

The next meeting will be at the Bowling Green near to Charnock Richard at 7.30 pm on the 20th of April, (*Preston Road, Charnock Richard, Chorley, PR7 5LA*) which is a few days before Drive It Day and upon which we will also decide upon a route for a drive on what, for many, is the first serious outing of the year.

If anyone has any good ideas, then please bring them along, plus any feedback on the list of shows that has been emailed around.

Finally a selection of photos from this month's Corner House meet, with no less than five TOC Traction in evidence, including my own. Good to see you all.



Please all keep an eye on your inboxes.

Bryan Pullan

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SURREY, HAMPSHIRE & SUSSEX BORDERS

March 15th which happened to be Mothering Sunday saw eight members at the Intech museum for Science. I think we were, for some of us, reverting to our childhood. Although I did learn that if you have a problem with your car and suspect the battery, then try attaching a lady to the terminals; they have more electricity in them than men.....

29th March. We joined the Citroën Car Club for their outing to the History on Wheels Museum at Eton www.historyonwheels.co.uk. Our section of the TOC visited there several years ago, but as there was so much to see, a further visit seemed more than worthwhile. Of special interest were the Citroën B12 and B15 Taxis and also a B15g. The B12 Taxi featured a 'Crespelle of Paris' overhead valve conversion giving forty per cent more power over the standard unit. The first time we encountered such a conversion was in Lizeux on our way back from a 2CV GB World meeting at Vinadio, Italy, 2003. The beneficiary on this occasion was a very pretty 5HP with a two-seater boat tailed sports body in French racing blue*.

****We plan to do a small piece on the Crespelle conversion in the next FP. Ed.***



Section News



Photos Helen Shelley and Ian Crease

Reminders

17th May Picnic at **Michael and Margaret Rolfe's**. Please would you let me know if you wish to come as M&M would like to have an idea of numbers attending regarding food. **Bring your Boules sets.**

21st June Visit to Stanstead House nr. Petersfield. Again I will need to know numbers of cars attending. E-mail me or phone **02083 307216**.

Please contact **Helen Shelley 02083 307216** or e-mail surrey-hants-sussex@traction-owners.co.uk to book places. Also use this e-mail to keep you updated.

SOUTH MIDLANDS

As you all know by now, **La Vie En Bleu**, will be held on the 24th and 25th May (see full details on page 32). Since the publication of the last FP I have noticed that the BOC are offering a special discount on tickets purchased not later than the 8 May. For example a weekend pass can be purchased in advance for £17.50 against the normal price of £25.

A weekend ticket purchased by the 8 May will cost £17.50 and a day ticket will cost £10.

For information please visit www.prescott-hillclimb.com or contact me on 01905 454961.

For details of future planned activities contact:
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MID SHIRES

Nothing much to report in the Mid-Shires.

The monthly car meets at **Earls Barton** are on the first Wednesday of every month:

6th May, 3rd June, 1st July, 5th August, 2nd September

A nice drive out on a summers evening.

Mirabelle update: body now off the chassis, chassis off to the sand blasters. Slow progress due to the cold damp weather, but hopefully now progress will move on apace.

Sywell Pistons and Props 26th & 27th September is booked, there are only eight places on the club stand, so if you want to take advantage of a £5 entry fee, let me know asap.

For details of future planned activities contact:
Stephen Prigmore & Tina O'Connor
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EASTERN

19th May The Compasses Inn, Littlely Green, CM3 1BU catch-up and chat night 'All things Citroën'.

31st May Meet 'N' Mardle We are invited to join the CCC at Fairhaven Gardens, South Walsham, Norfolk NR13 6DZ, from 11 am until 3 pm. Candelabra Primroses and early summer flowers should be at their peak and 20-minute boat trips are to hand. Very much a family event, with cafe on site and a pub in the village. For more details, phone Bill on 01508 520226

Your Car is Welcomed reminder. Nick Proud has given me details of interesting events at the East Anglian Railway museum where our cars would be welcomed. Give me a shout if you would like details forwarded.

For details or suggestions for future activities contact Jasmin Gagen
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PEAK

Our report on Drive it Day will be in the next issue.
Our next meeting is on Sunday 7th June. We have arranged a visit to Haddon Hall, a privately owned Tudor House near Bakewell. Bev works as a Guide there so will be taking us on a Tour at 11.00 before the Hall opens. Following that we will have lunch at the Grouse and Claret in Rowsley. If you wish to join us then please let us know.

**For details of future planned activities contact:
Bev & John Oates
Tel: 01629 582154 Email: peak@traction-owners.co.uk**

LONDON

London Section joined up with Surrey/Hants/Sussex Borders to visit the INTCH Science Museum near Winchester on 15th March. A good day was had by all.

**Peter & Sue Simper
Tel: 0208 560 3267 (days) / 0208 891 1093 (evenings)
email: london@traction-owners.co.uk**



Photos: Sue Simper



IRELAND

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

Richard Sheil: ireland@traction-owners.co.uk

KENT/E SUSSEX

**For details of future planned activities contact:
Adrian (Phillips)
email: kent-east-sussex@traction-owners.co.uk**

SOUTH WEST

**For details of future planned activities contact:
Howard Speirs
south-west@traction-owners.co.uk**

REST OF WORLD (ROW)

Kindly note the new contact info for the RoW-section :
Phone : **Only this number** is to be used in future :
0032 471 860 979

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

Nothing else to report.....

Walter & Noëlla

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

You can contact us by email:

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

**FROM
RONALD
KNOTH***



*Trans: "I found the noise – a kid's marble in the ashtray!"

DINGS AIN'T WOT THEY USED T'BE

Hi Bob

Though I'm afraid that many years ago I butchered the doors of my Traction by screwing to their frames the plinths of my external mirrors, I liked the material in FP illustrating/publicising Mike Bigland's exterior mirror brackets that fit behind the door handle escutcheons. What a splendid design. (*See last issue. Ed.*)

Some years ago I suffered an experience somewhat akin to yours when, shortly after crossing the Channel and having arrived in Dieppe, I espied in that rather pleasant town a street-side space which I judged would just about accommodate my Traction (what time I could purchase from the adjacent *tabac* a carton of Gauloises to keep me comforted during the period of my *vacances*). Although a Traction owner for some twenty years, I habitually forget the extension to its length due to the bumpers. Hence, as I reversed into the space, I felt rather than heard a slight crunch, so exited from the Traction to observe that I had stove in and cracked most of the front grille and lower apron

of the ancient Peugeot 206 standing behind. Never the most robust of cars, this 206 was already in decidedly miserable condition, the sound of disintegrating plastics nonetheless exciting its owner to a frenzy. My French being just about sufficiently advanced to understand him to rage that it was not his transport but rather that of his wife, and what was she going to say, and how was he going to withstand her wrath, etc., etc. He quietened considerably though when I flashed before him a discreet bunch of larger denomination euros (possibly francs even, at that time). I was aware that this is not the way to handle a motor accident, but I am firmly of the view that circumstances alter cases and, in this one, both 206 man and I would judge that a visit to the local breaker's yard would see his wife's car newly equipped with grille and valance for very much less than he seized from my fist, the balance being available to him for several bottles of the *vin du pays*, or perhaps - there being not a great deal of that around Dieppe - several sessions with his mates accompanied with considerable quantities of Calvados.

My Traction was unmarked by the incident.

Kindest regards

David (de Saxe)

DOUBLE-TAKE!

Dear editor,

I got back to the car park after lunch and had to decide which one was mine..... (for your info, at the Crooked Billet, Stoke Row, Henley on Thames)

I heard it belongs to the restaurateur. It's quite a famous pub. The other car is a Rover. The Citroën has been there for many years, I certainly saw it 15 or 20 years ago. Amazingly, it seems mechanically complete, hasn't been robbed of anything.

John Joyes



AGENTS OF SHIELD

Hi Bob

In a discussion regarding the auxiliary shaft bearings on the Forum, Mick Popka suggested sending this info on to you.

When overhauling the water pump, a shielded bearing can be used for the front end of the shaft. Its number is BB 6302 SKF and the water pump/dynamo drive shaft bearing is BB 6204. I think this is also an SKF but it doesn't specify on my invoice from Brad Nauss in the United States.

When ordering from any bearing supplier, specify that it must be shielded on both sides. Often bearings will come that way anyway, but it must be specified.

I have done this on both of my cars and now there's no more nasty-looking grease on the water pump. I also replaced the grease fittings with grub screws for a cleaner appearance.

On the drive shafts, I've used shielded bearings for the inners but have removed the shields on the outboard side so they get their full ration of grease and after 30-some years, I haven't had a problem.

Regards,

Larry A. Lewis,

Toronto, Canada.

Your Letters

JERSEY BOYS

Dear Bob,

I came across these photos which are in the possession of our local newspaper, The Jersey Evening Post.

They must have been taken very shortly after the liberation of the Island (9th May 1945 – the day after VE Day, because they went to Guernsey first!). The photos show British military personnel inspecting German bunker and radar tower installations. One photo is clearly a Citroën and the other seems to have been taken through the windscreen of that same Citroën. Most of the many Jersey bunkers which formed part of the Atlantic Wall still exist today and some have been restored and are open to visit. For anyone interested I recommend www.jerseywartunnels.com and www.ciosjersey.org.uk

If you do publish the photos, I have been asked that you attribute them to the Jersey Evening Post.

With kind regards,

Roger King



TIME WARP

Hi Bob

Just returned from a trip to Cuba and guess what I spied? Slightly modified small boot Traction.

The owner would not let me see under the bonnet, he just said it was not original and that the car was 1936, but I'm not sure about that.

Maybe some of it is!

Fab old American cars though and the most Lada's and Moskvich's ever!

I even saw a 2 stroke Saab and 60's Panhard Dyna bombing about, God knows how they keep them going.

All the best

Tom (Evans)



LETTERS TO THE TIMES?

Reply to Nigel Dent's letter Mar/Apr 2015 FP

Nigel is fortunate to live in Southern France. France is a much larger country than the UK, its roads are such that there are many, many more opportunities to take a long leisurely drive and indeed to visit other parts of the country in a Traction than it is in the UK.

Yes the Traction was way ahead of its time but that doesn't mean that it can hold its own in the 21st century driving environment.

Power Steering. Some of us are older owners and may no longer find the Traction easy to manoeuvre. Some wives of Traction owners drive them; some may want but find them difficult to manoeuvre perhaps because they are petite ladies. Power steering is a viable alternative for those of us that wish to continue to enjoy our Traction into our old age and is reversible; replace the missing piece of the steering column or replace the whole column with another. You may have been forward thinking enough to have found one to put away in the garage.

4 Speed Gearboxes. Provided that these are installed in such a way, for example that the bulkhead is not changed in a rare Traction then I cannot see the problem. A gearbox crossmember could have been found and stored way before the conversion. We should enjoy our cars; after all if they are kept on the road then it increases the chances of interest in the Traction and hopefully new membership.

Air Conditioning and Heaters. If we wish to use our Traction in the winter months then air-conditioning or heaters can be a benefit especially as there is no means of demisting the windscreen if it is raining.

Electronic Ignition. 2 of my Traction are used for weddings and the most popular one has electronic ignition. Reliability is key when having a wedding car hire business and besides not all Traction owners are maintenance skilled, so what is wrong with them having peace of mind.

My third Traction is a cabriolet converted from a 1955 Normale by Rudolf Resell in Germany using Mick Peacock body parts. All mechanicals when I bought it were Traction and it came with Pilote wheels. I expect that Rudi bought a very commonly available Traction that was in need of extensive renovation but instead produced a Traction that creates a great deal of interest and I always tell people the history of the Traction and all of the body styles that were available.

This is the Traction that I like to use the most and needs to be suitable for driving on the UK's motorways and dual carriageways. To this end I have fitted a DS19 engine with cross flow head and an ID19 4 speed gearbox. I can now safely drive on motorways, comfortably cruise at 70mph and overtake without waiting for a very long gap when it is busy.

It is 12 volts, Rudi did that and it has an alternator. Since buying the car I have fitted the correct bonnet, grille and chevrons for a 1939 cabriolet. I have fitted a front fog and spot lamps, a rear fog lamp and a reversing light with warning beeper. Also warning beepers for the indicators so that I do not forget to turn them off. I have also fitted more visible indicators. All lamps, switches and ignition coil are Marchal.

Nigel then has the gall to stick 2 fingers up at us UK owners

and sign off by saying "off now to poodle around the French country lanes at 60kms an hour".

I am not sorry if Nigel is upset by my reply. I offer no apology.
Den Hewitt

Dear Bob,

I had to smile when reading Nigel Dent's letter from France in our last issue of Floating Power. A provocation if I ever saw one! My smile broadened the further I read.

Almost every modern improvement we may add to our Traction increases the safety margin of a road-going car. Yet most of those improvements can be removed and reverted to its original specification after an afternoon's work in the garage, if one is of the persuasion that someone, 80 years ago, knew best, or coped with what was available.

Nigel himself confesses he has started down the slippery slope, fitting modern, supplementary indicators, "for safety purposes". Although it seems to defeat the object, fitting discreetly placed indicators - but moving in the right direction!

Every time I attend a TOC meeting, I feel a guilty twinge that 99% of Traction drivers are males. Ask a cross-section of the women passengers why they don't take the wheel and the reply is: "The steering's too heavy, for a start!" The second reason is often that they feel the brakes leave something to be desired. Now, if all women had arms and legs like a female Olympic weight-lifter, there'd be no problem in steering and braking a Traction, for both sexes! However, there are mechanically easy ways of alleviating the steering and braking difficulties, but then selfish men may have to take the passenger seat!

As we all know, the Traction gearbox started life as a last-minute lash-up, in the panic to meet the production date, and had to be sorted out subsequent to the launch. 80 years later, the occasional 'Black Museum' photograph in Floating Power shows that in some circumstances, it wasn't sorted out properly. In the few, short years before WW2, several firms in France offered alternative, four-speed gearboxes for the Traction. Contemporary British car manufacturers were censured for their attitude of "Why improve things - it's still selling?" Perhaps that indictment could have been levelled at a certain French car producer, too!

We are all quietly in love with Traction - their remarkable body shape, the combination of so many advances in mechanical design brought together in the production car milestone which is a thing of beauty, admired by many. In some circumstances, the life of your Traction can be safer, and extended, by the judicious addition of what Nigel Dent correctly describes as "improvements for safety purposes." Don't deride them - embrace them, as a way of bringing the joy of driving our Traction to everyone!

You've started down the road of improvements, Nigel. What's your next move?

Best wishes!

Jim Lee.

RECORD AUCTION PRICE FOR TA CABRIOLET

Many of you were active on the Club Forum and in other locations, talking about the record price attained by a TA 15/6 Cabriolet in March. Here are a few pictures of the wee red beastie.

It cost 612,440 euros in an **Osenat** auction in Fontainebleau and is the most expensive Citroën ever. It earned 60,000 euros more than the Chapron SM Cabriolet Mylord 1975, which held the previous record and belonged to Pierre Michelin's wife. The other two examples of "The Red" as this car is nicknamed, were built for the ex-French ambassador to the USA and Countess de Portes.

For those of you who want a little bit more background on this, (other than you can get from various eminent Citroën history books), here's the English version of the description that was put up by Osenat, pre-auction. Excuse the sometimes odd English usage; I'm sure you can get past that for the main facts.

The history of Citroën 15 Cabriolet is a novel that is eaten with relish. Indeed, before war the Michelin family issues a special order to the Citroën factory: a 15/6 in convertible version. It seems that 3 or 4 bodies were then produced in 1939. Unfortunately the war slowed the project and only one would be assembled that year, the other two being stored in the basement of the factory (well known vintage photos of Citroënistes). After the war, in 1946, our model is assembled and begins its life with its first owner. It should be noted that it is then equipped

with a motor that turns right, the most advanced version of 6 cylinders. Then she continues her story arriving in the hands of its current owner, who was a Citroën dealer in the 60s, which will keep until today, almost 50 years!! It rolls regularly with and participates in numerous rallies and meetings (eg Paris-Nice 1969). You should know that in the early 50s, some bodybuilders begin to make copies, which is why there are several convertibles on our roads. Nevertheless we are able to confirm that our model is actually part of the authentic 3 out of Quai Javel because it is referenced in the books of the historian Citroën specialists, Olivier de Serre. This work of art is a car as rare as the Bugatti Atlantic to Ralph Lauren

Following on from that, Chris Bailey (our resident journalist on The Citroënian) let me have access to his piece for the latest copy, which includes a reference to 'The Red' and a few anecdotes about his current attempts to work on his TA. Thanks Chris.

Ed.



RECORD AUCTION



Last month I mentioned a certain 15/6 Cabriolet that was up for auction. I had no idea what this might fetch and asked the auctioneer for an estimate but he didn't offer one. Given that decent four cylinder cabriolets seem to fetch around £100k or more, I would not have been surprised to see this one making over £200k. It went for more than double at 612440 euros. No career in the car trade for me.

The cabriolet had been restored and was apparently as original. Being such a rare version I hope that the new owner will keep it that way. But if I had paid that much for it I would think I have the right to do just whatever I like with it.

Above is a picture of a less well preserved 1937 cabriolet with a funny nose.

If you fancy a drive in a nicer cabriolet, a humble but decent looking 1937 11B can be hired from Vintage Roads for 500 euros a day or 1,000 euros for three days. You'll have to go to Paris to pick it up. If you like it you could keep renting it – after 5 years you still would not have got to the purchase price of the 15/6 cabriolet.

You might want to do this before July when Paris will apparently be banning older cars except at weekends.

Today was Fix it Day.

First on the list was to fix the gear linkage which had once again got itself tangled up whilst driving to work. When it has happened before I have been able to jiggle the rods around and get it all back to normal. Not this time though and I had to drive home from work in top gear. Luckily I only had to stop once – but pulling onto a busy roundabout in top is not a nice thing, for car, driver or anyone else nearby.

I've been meaning to order some new springs for the striker but of course haven't got around to it yet. So, today's job was to see if I could recover operation without any new bits. Taking the striker box apart was not helped by being unable to get the knob off the mustard spoon gear lever. I wonder if Loctite has been used – I gave up rather than risk breaking it. So I had to dismantle the striker box under the dash – a very awkward performance but ultimately possible. You can see from the photos that one spring is quite distorted and the other

has lost its end completely. The distorted spring is the problem one, the broken one is actually



working quite well. The gate looks pretty worn – I haven't yet worked out if that's part of the problem but it can't help. Anyway after a little reshaping of the bent spring it has all gone back together again and seems to work. But the spring that I reshaped has a crack and will soon break like the other one. Next job – order new springs!

I mentioned my headlight switch last month and I fixed that too. Thank you to Martin Vickerstaff for advising that a 2CV headlight switch is a direct replacement for the Traction item. CTA have that for 80 euros whereas the commutator (the component CTA call the "touch roller") for the original switch is available for 170 euros (including a temporary 15% discount). They also list reconditioned original TA switches at 80 euros (out of stock). It's good to have options but I didn't want to pay that kind of money if I could avoid it. I was happy to take the switch apart knowing there would be a Plan B if I needed it.



The switch is actually very easy to remove and disassemble. I left all the wiring connected and no parts were ejected so nothing was lost and it all seemed in good condition, just needing a bit of a clean.



So that's what it got and it now seems to work just fine. A little bit of originality preserved. Now that the surfaces are cleaner it should run a little cooler but I will add relays at some point because the contacts in the switch seem a little puny for the 9 amps that the headlights draw. My super-bright halogen bulbs are not the culprit here; at 12 volts the current is a couple of amps lower than the 6V system would draw with standard bulbs, but the increased voltage may have accelerated the problem by causing arcing on some dirt that may not have happened with 6 volts.

So that's relays and springs on the shopping list.

I have only recently started visiting the new TOC Forum and the CCC Forum and haven't yet posted much (well just one thing). The value of these forums grows exponentially with people using them. When they work, they work really well. I have learnt everything I know about my old Chrysler from a very well supported forum called ForwardLook.net which currently has 460,000 posts in 55,000 threads and of which about 30% is really useful.

Currently both the TOC Forum the Traction Avant section on the CCC forum are much younger and smaller and need building up. The only way information gets posted is if the people who know it post it and the only reason to do that is if people who need to know ask questions. So one way or another I guess that's us. Hopefully somebody there will be able to tell me if my gear selector gate wear is normal – if I can work out how to upload a photo of it. See you there?



CHRIS BAILEY

Sunroof Surprise

The roof of my 1937 Slough built Traction (Tintin) seemed to be simply a big hole surrounded by lots of little holes and a few dents. “They’re all like that” I was told by the Great and the Good of the club. “Some were just filled with a frame covered by material and others had a sunroof”.



I contacted the previous owner, Robin Murray. Did it have a sunroof? “Oh yes, but it leaked so I took the top off an old Citroën that I found in someone’s back yard that had been used for stock car racing and riveted it on over the top. It didn’t leak after that.” And thus I found my first design feature, later to be confirmed by all I spoke to: the leak!



So what was the original “hole filler” like? Walford Bruen had an old photograph of the wooden frame from his car when he’d removed

it some years back and John Gillard had some scraps of rotten wood held together with metal brackets and what seemed to be a rectangular brass moulding around the aperture. We’ll call this design part 2.



Hans-Peter Duerr kindly sent me pictures of his sunroof of the right age in action (I soon found out that cars just a few years later had a different roof with metal panels). Sadly once in the car you can’t see any of the mechanism as it’s covered by the waterproof material outside and the headlining inside but it did show me a ‘T bar’ handle inside and the moving section sliding between the outer roof and the inner headlining: design feature 3.

And finally Brian Wilson, with a car just a few months younger than mine mentioned that when you turned the handle then the front of the sliding panel raised up (and by extrapolation I assumed that this meant that the back edge of the same went down): design 4.

And that was it. Now all I had to do was to build a sunroof. After all how hard could it be? And, as my friends kindly pointed out, faithfully replicating ‘the leak’ shouldn’t be that difficult!

So now Citroën purists, or those of a nervous disposition please move on and read the next article in Floating Power and purge my ‘sunroof surprise’ from your minds. For others all I can offer is an assurance that no original parts were in any way harmed, or even involved in what happened next.

A mock-up of the wooden frame seemed to be called for. Newspaper templates of the oval shape were transferred to some convenient lengths of four by two that I happened to have lying around and the process started. It looked like the purpose of the wood was to change the oval hole into a rectangular one and to provide something like a wide recessed lip onto which the brass moulding (and whatever friends it originally had) could be mounted.

The result was a disaster! But I learnt three important things. Firstly that everything was a lot more curvy than it first appeared, Secondly, that if the frame were to be made of solid wood I’d need to start with huge lumps of it and there would be masses of waste, and thirdly that I seriously needed to sharpen my long disused carpentry tools!

The experiment was consigned to the fireplace one cold wintry night thus obeying the first law in the great world of ‘make it up as you go along’: be prepared to scrap and start again. I went and bought a big sheet of plywood and some waterproof wood glue for my second attempt.

This worked much better. I could stick layers together for the thick parts and carve layers off where needed, to end up with nice smooth profiles. By laminating layers together and letting the glue set while clamped to a former I could even get curved bits. And so it came to pass that I ended up with a

frame, complete with replica metal brackets that supported a rectangular platform.



Now, perhaps it would have been sensible as a next step to go and beg steal or borrow one of those brass mouldings, but spurred on by the challenge of the thing and 'encouragement' of 'friends' which ranged the whole spectrum from 'just cover it up: you've got a frame for the material now' right through to 'of course you can do it, after all you've done the hard part' I decided to 'make it up' some more.

But not in brass. I don't have the wherewithal to braze. But steel, now that's another matter. Having practised and honed my welding skills on the floorpan, sills, battery tray, doors, wings, windscreen surround, those rivet holes in the roof, in fact almost every panel on the car I was reasonably confident about that. But I couldn't work out why the form of the brass part was a rectangle. And where was all that rainwater that was bound to come in around the edges of the opening panel going to go? I decided to try and beat feature 1 and have internal gutters. Out came a big sheet of steel.

I practised making 'u' sections. I tried making a section similar to the brass one. Then Martin Vickerstaff sent me some pictures of his later car where the metal surround to the hole acted as runners for the moving panel. That seemed like a good idea. So I settled on two right angle sections welded offset to each other to form a runner combined with a rain gully (below). I made enough to form a big horseshoe to lie



inside the rectangular wooden aperture, although the bit across the front that runs from side to side in the car was 'interesting' as it had to be curved to match the roof profile. Finally I added pipes at the corners so the water can drain away through those to the flexible ones that end up over the rear wheels and below the front floorpans. Design part 2: done.

And now it was time to tackle the sliding part. With no information about how this was originally constructed it felt like a case of "to boldly go". I decided to start with a rectangular frame made of steel bar, curved in the front and rear members to match the curve of the wood frame and curve of the runner-gutter (by the way, did I mention that everything turned out to be a lot more curvy than you'd think?) My second attempt seemed to do the trick.

Now, this had to have some sort of mechanism to lift the front and drop the back when opening (and conversely drop the front and raise the back when closing). And just to make life difficult it also seemed to need some sort of something at the front and sides to stop rain getting in between the top and the runner-gutter and at the back something attached as guttering that would slide with the opener. Sounded complicated. It was time for the make it up as you go along advanced programme: a trip to the temple of such things, the local pub.

Over the next few days I received many ideas, some simple, some complex. One friend even turned up with a drawing he'd sketched of how it all could work. There seemed to be an awful lot of parts in his design. Several suggested (again) covering up the hole and forgetting the sunroof idea altogether. It seemed more attractive now. In the end though none of the so called designs seemed to fit the bill so I abandoned (almost) all hope and went into the workshop and made something.

It turned out to be a rod with a lug welded to it so that the handle could rotate it. At either end were cams that lifted and lowered the front of the panel. I welded some guides at the side of the frame to stop it skewing and a 'u' shaped channel at the back of my frame to catch and channel water into the gutters. I was quite chuffed with it. It even sort of worked, although gravity tended to make the cams rotate and the frame fall down. I also didn't have a way for the back to raise when the roof was shut. Back to the pub.

I experimented with a lug on each side to act as a pivot a few inches in front of the rear such that the height of the back would be right when the roof was closed but so that it could tilt when the front was lifted. That worked better, but as the contraption (we had other words for it by this stage) slid back under a bar I'd put across behind the opener to mimic where the final roof line would be (design point 3) it was too high and got stuck. Guess where we went next!

Actually we seemed to need quite a lot of trips to the pub at this stage but finally we got the breakthrough we needed. In the true spirit of the project it evolved in stages. The first part involved the thought that perhaps Brian didn't know his own strength and design 4 was a red herring. Maybe when he turned the handle he accidentally lifted the roof at the same time, then, if the runner-gutters sloped from front to rear, once the movement had started the front could be lowered again and the panel would slide nicely down to where it should be. Apply first law, take everything apart modify, adapt, rebuild and get rid of those rotating cams, whose stupid beer-fuelled idea were those?

And then it became obvious how it worked and I owed Brian a big apology. He was right after all. The turning of the handle does automatically raise the front and lower the back and the solution is very simple. Any ideas? I'll let you know in the next mag thus providing you with the opportunity to visit that temple of creativity yourselves in the meantime.

Oh! I've just been instructed to spill the beans now.....

So there I was, playing around with where exactly to mount that pivot to raise the back and suddenly realised that if you have it near the front and not near the back then the catch will hold the front down when closed, but when released the panel will automatically tilt the way required (meerkat moment!)

framework inside to attach the headlining and handle. For the rest of the roof I've put metal plates over the wooden frame. Some have questioned the need for the armour plating but there was one section showing in Walford's picture and they seem to have been all around the edges of the hole so that the material could wrap round them and be sandwiched between them and the car forming a seal. I've made mine rather wider than I suspect the originals were as, dare I admit it, my woodwork was perhaps not as accurate as it could have been and by using shims (OK posh name for washers) between the wood and metal I've managed to get nice curves that follow the roof line.

And finally, I added that all important and rather amusing chicken wire.



I've put a metal sheet over the frame for the moving panel to give something nice and flat to attach the roof material to, although perhaps it's not needed, and I've made a wooden

So, although not original by any means I believe that my creation has fully satisfied points 2, 3 and 4 of the design brief and I've been told to say that it was a lot of fun. So, what about design requirement 1, the leak? Well, that's the surprise. Poor old Tintin is far from ready for the great outdoors and so we will probably need to wait another year or so to find out the answer to that – unless someone happens to have a spare 1937 interior in good condition – all of it!

Tim Newing

Tech Torque

Following my mention of the new Tech Torque facility on the TOC web site, here is further information from Mick Popka and Den Hewitt on how it works. Ed.

Having downloaded and unzipped the files you need to follow these instructions:

Run the program "TOCIndex_4-3.exe"

The following screen should be displayed:



Click on the "Click Here to Continue..." and the following screen will be displayed:



You can then select:

- **Help** - Explains everything you need to know about the program and how to use it

- **Table of Contents** - Listing of each magazine and the subjects covered in "Tech Torque"

- **Document Search** - select the Volume or Issue or enter the keyword(s) of what you want to find

The results are shown in the results box and the article will be displayed when selected.

Mick

webmaster@traction-owners.co.uk

Den Hewitt adds:

Multiple keyword searches need to be entered without spaces.

The most relevant searches will be at the top of the results list.

The keywords list is work in progress. If any is having trouble finding an article then ask them to contact Mick in the first instance or me, if you wish.

Den

denhewitt@f1550.fsnet.co.uk

TOC Spares - Quality Investigation

As BS mentioned in the last issue of FP, 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.

The initial correspondence was addressed to the President and stated that some TOC reconditioned parts were “not fit for purpose” but did not identify specific items:

Can you let me know what the TOC's policy is on the supply of spare/reconditioned parts please?

How do the TOC select their 'reconditioners'? Is there a specification to work to and check made whether the reconditioned part complies with it?

I have seen numerous parts supplied by the TOC spares that are not 'fit for purpose' and ask why checks are not made on what they are supplying?

In a comprehensive reply BS confirmed there was no policy “written in stone” and stated that the aim of the Club (and hence those responsible for such items) has always been - and always will be - to supply affordable and serviceable parts. He confirmed checks were made on reconditioned items. He had been unaware of the implied level of poor parts and therefore requested specific details of the “numerous” unsuitable parts of which this member had personal experience and, on behalf of the TOC, BS promised an investigation into the allegations.

As a result we received the following list of items - purchased at various times by several different members for engine rebuilds. It was claimed they were all either “not useable” or “in need of modification” before use:

- Locking plate for flywheel – 457016. The recess is pressed only 2mm and it needs to be 4mm.
- Cork/synthetic strips for sealing bearing caps to sump – D113-11&12. Too big and do not seal properly.
- Water pump shaft – 456904. Made from mild steel but should be case hardening steel and ground.
- A reconditioned oil pump that had the original gears in and a defective relief valve.
- Splined pins 426689 - loose fit in the silent blocs.
- A set of top and bottom ball joints which had just been turned and then hardened without being ground afterwards
- A set of new oil pump gears which, when fitted, still allowed the oil light to come on at tick-over.

Meanwhile, before attempting to answer any of the quality points Chris Treagust was also asked to supply a full list of all quality rejects he had received over the last five years. It was surprisingly short:

2009

- 5 No “123” electronic ignitions returned. 3 had apparently failed when fitted and two subsequently.

2014

- 1 No “123” Chinese (Nitou) electronic ignition equivalent was returned showing signs of shaft wear (CT no longer stocks these items).
- 1 No. clutch thrust bearing. This was returned to supplier (CTA)
- 1 No drive shaft seized due to being under greased - returned to CTA

The total cost of the faulty goods was approximately £1,750 which indicates a rejection rate of less than 1% (0.55%) against the £315,693 turnover in the same period. The TOC would have preferred zero rejects but nevertheless 0.55% would normally be considered to be well within commercially acceptable limits.

Interestingly the general rebuild items in the member's list do not feature in Chris's list of quality issues. However, CT did identify that additional “issues” had arisen with returns (as opposed to failures) where one or more parts had been requested and correctly supplied to a customer but then did not fit correctly. This was almost invariably due to other components on the vehicle having been modified. Such modifications included machined flywheels and replacement drive-shafts which were not made to the original sizes. In each instance the owner had either been unaware there had been a modification or had not appreciated that the modified parts no longer matched the original specification. As a result the parts supplied by the TOC were assumed to be incorrect and returned for replacement and, in one particular case; three sets of bearings were supplied before the owner discovered his driveshaft was not standard.

On other occasions members have returned whole or part orders after being advised by a third party that the parts supplied by the TOC were inferior. As a result they subsequently purchased their parts elsewhere. In such cases

CT was not alerted to things like a locking plate being too shallow, all parts were returned to stock and the TOC continued to stock the items in question without any subsequent failure/quality complaint regarding any of them.

In general parts such as water pump spindles, oil pump gears, gaskets and other Traction specific items of hardware are sourced from a small number of reputable European companies specialising in the re-manufacture and supply of these items worldwide. It is therefore not unreasonable for the TOC to assume their parts are of serviceable quality and, as long as the vehicle for which they are intended has not been modified, they will fit. Any quality issues can only be taken up with the respective supplier.

The situation with reconditioned parts is not so straight forward. Over the years the TOC has had work done by a large number of companies on a variety of parts including clutch and brake re-lining and oil and water pump overhauls. The TOC is clearly not set-up with the facility to check working pressures of oil pumps and, in cases like that we are obliged to rely on the reconditioner. If there are any complaints they will always be addressed with the supplier. However, all reconditioned parts are checked visually on receipt and, in the case of brake shoes every pivot bearing is tested with a go/no-go gauge and replaced with new parts if necessary. CT has also confirmed that he no longer supplies refurbished clutch plates because new plates are little dearer than the cost of a refurbished item today.

In addition the following points were also raised by the correspondent:

- A 'reconditioned' original style pressure plate slipped badly. Any pressure plate has to be set to the friction disc and this should be explained to member.
- There are parts that the Club sell, i.e. diaphragm pressure plate conversions that assume the flywheel is exactly as original. This is often not the case. There are proper ways of doing a diaphragm pressure plate conversion which entails setting the diaphragm pressure plate and friction disc to a specific flywheel.

These are not examples of bad quality but they do highlight just how important it is that anybody undertaking jobs of this nature should have sufficient knowledge and/or experience or else they should seek more expert assistance. The TOC cannot be expected to know if a member's vehicle is not standard and it is can only be the responsibility of the person doing the job to determine if there have been previous modifications that might render standard parts unsuitable.

We know there are some owners who wish to make improvements and upgrade certain components. In the early days it was mainly driveshafts but today there are a lot of companies catering for that niche of the market and offering anything from power steering to floating brake shoes and even complete "roadster" conversions. As long as the owner is aware that making a change may preclude the fitting of "off the peg" parts - and he is prepared to accept that he may need to have some parts specially made at some time in the future – that is fine.

However, it is important to appreciate that the TOC's primary objective is to provide parts which match - or are reasonably equivalent to - the original specification of those incorporated within the average member's vehicle although, if a member can identify a modification having taken place, it may occasionally be possible for the Club to supply parts for certain variants.

It is true we shall never please all the people all of the time but the feedback received over the years suggests we are nearly achieving the impossible. In addition to the quality issues addressed above we have occasionally been made aware of members' dissatisfaction with the service they have received from "Spares". However we are aware of no more than five such complaints in all the time Chris has been responsible for the TOC spares whereas there have been literally many dozens in praise of his speedy response, patience and helpfulness.

The President & Chairman remain confident that the "TOC Spares Dept." - and particularly Chris Treagust – continue to offer the level of quality, availability and service that **the majority of TOC members** require and expect.

Perhaps this will generate some interesting correspondence? The TOC needs feedback and input if we are to continue to offer the services the membership requires. For instance it has been suggested that the "Spares" does not really need to stock many of the items now available from the many professional suppliers but others prefer the fact we can offer a comprehensive range to those less au-fait with international dealing. This is just an example and members' thoughts on anything, whether spares, social, FP, or whatever, will always be welcome and reviewed. So, if you have an idea, comment or criticism please let the Committee know.

B.Shaw & C Belcher, April 2015

NAINS* DE TRACTION

Bizarrely the owner, Rénate, told me that her original intention was to cut off the front end and use it as a bar in the house. Yes, really. It appeared that she had done a similar thing with a previous car and was keen to repeat the experience. I remember some Minis being converted in the 1970's and even saw one once in a rambling antique centre in Hull. You know the kind of thing – lift the bonnet and take out gin, tonic and glasses to fix a drink. Very nouveau riche.

Anyway, for whatever reason this mercifully never happened to the traction and it now stores spades, pea sticks, fencing and other gardening paraphernalia. Rénate is also now very concerned about keeping the external appearance of the car complete – it still has headlamp glasses and even a sought after Robri style starting handle cover. It has to be said that the car has a superb patina of faded paint and rust but is very corroded – you could push your fingers through the scuttle. Doors and wings are beyond salvation.

However she did agree that I could have a few engine parts; so on my next visit I removed the dynamo, carburettor, water

pump, inlet/exhaust manifold and regulator. All came off very easily, considering how long the car had been standing there and Rénate seemed very content with the bottle of Grand Cru St Émilion in exchange.

However, no happy ending. When I went back in November to see if I could make an offer for the front brake drums, I found that she had got married; her husband was very proprietorial and there was no way he would let me take any more bits off the Traction.

I know what you're thinking. Was he 2 feet tall with a long beard and a pointy hat? Well not really, but now that I think of it.....

So there you are; the gnomes have it.

Peter Fereday

* *'Nain De Jardin'* is French for *'Garden Gnome'*



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 Club Stand before 10.00am and are not permitted to move before 5.00pm. If you arrive during these hours you may be refused entry to the club area and will have to park in the public car park.

Friday is an optional extra day; we will have a Bar-B-Q in the evening. There will be a guest appearance by "Verity" a showman's engine. 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. This year's concours will be judged on people's choice with points for the best dressed car and points for the best dressed occupants.

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 gala dinner on Saturday evening, you are encouraged to "dress to impress" in period costume. We have been extremely lucky to interrupt a comedian's journey to the Edinburgh Fringe for a guest appearance at our dinner. 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.

To request an additional booking form please email sue.allison@whitewaterfinance.co.uk.

If you would rather receive this by post please phone 01256 765040 and leave your address. PLEASE NOTE - WE ARE ON THE PERIGORD RALLY FOR THE FIRST 2 WEEKS IN MAY SO WILL NOT BE CONTACTABLE BETWEEN THE 3rd AND 18th MAY!

PLEASE HELP US BY BOOKING EARLY!

We look forward to catching up with everyone at the Rally and hope you will all enjoy the weekend.

Philippe and Sue Allison

Hello Bernie

Greetings on behalf of the Panhard et Levassor Club GB.

Being a long standing Traction owner (member no. 363) I was delighted to receive my latest copy of 'Floating Power'. I was equally delighted to learn that the TOC annual rally will be held at the 'Steam Extravaganza' at South Cerney in Gloucestershire.

As a small club it is not practical for us to hire a venue for our annual meeting, so for the last few years we have used this event for our annual rally and AGM. We usually manage to field about 10-12 cars and are there for the weekend.

Now, being a 'Traction' owner this puts me at a slight quandary, but as I am President I will be turning up in a Panhard.

It will be good to meet up with all my old Traction colleagues and we look forward to seeing you there.

Best wishes,

Richard Vick. President/Secretary. Panhard et Levassor Club GB.

TOC Rally Booking Form

TRACTION OWNERS CLUB SUMMER RALLY 2015

BOOKING FORM – PLEASE COMPLETE IN BLOCK CAPITALS

Friday 31st July Saturday 1st August and Sunday 2nd August 2015

Gloucestershire Steam & Vintage Extravaganza South Cerney Airfield

Driver's Name:.....

Address:.....

City/Town:.....Post Code:.....

Tel. Home:.....Mobile:.....Email:.....

Number of Passengers:.....Passenger Names:.....

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

Hotel Room £84per room per night including breakfast	Number of Rooms	£84 per Room Friday Night Saturday Night Sunday Night	£ £ £
Friday Night BBQ	£10 per person	No.	£
Saturday Night Dinner	£40 per person	No.	£
Rally Attendance Fee	£15 per Person	No. Max £30 per Car	£
		TOTAL	£
		Add 3% for PayPal	£
		GRAND TOTAL	£

Please note that the "Grand Total" does not include the following:

*Meals purchased at the Show site *Drinks on Friday and Saturday evening *any other refreshments

PAYMENT

You can pay in the following ways:

- By Sterling Cheque. Cheques to be payable to "Traction Owners Club"
- By BACS Transfer Sort Code 20-20-62 Account Number 40617679
- By EuroZone Transfer direct to Tony Malyon
- **Paypal, please add 3% to the Total cost and "send money" for the Total Amount to paypal@traction-owner.co.uk**

Conditions of Entry:

1. All vehicles must be covered by a valid third party motor insurance policy.
2. Vehicles must not be driven or left in charge of any person who does not hold a current UK driving licence.
3. All vehicles will be at owner's risk and the Traction Owners Club cannot accept any liability whatsoever.
4. FOR HEALTH AND SAFETY REASONS VEHICLES MUST BE ON THE SITE BEFORE 10.00AM AND ARE NOT PERMITTED TO MOVE BEFORE 5

PLEASE RETURN ALL APPLICATION FORMS BY: **FRIDAY 26th JUNE 2015**

To: Sue Allison, 12, Frouds Close, Hook, Hants. RG27 9NE **PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE** you will then be sent, by return, details of the rally, vouchers for Friday night's Bar-B-Q (if applicable) and wristbands to allow you entry to the show.

TOC Autumn Weekend Event

Friday 9 to Sunday 11 October 2015

Best Western Moore Place Hotel, Aspley Guise Village, Bedfordshire MK17 8DW

Visit: bwmooreplace.co.uk

This year we are planning a different format for the autumn weekend. We plan to meet up on the Friday night as per usual and then go for a run on the Saturday, finishing mid-afternoon at the hotel. We then plan to hold the AGM, very briefly, late afternoon followed by the usual drinks and natter going on to the evening meal at 7.30.

We then plan a small visit on Sunday morning to a local railway museum, finishing lunchtime on Sunday which will give people plenty of time to get home.

So please save this date in your diaries and I will be in touch later.

For further details please do not hesitate to contact me on **01992 890 975**

Or by email: events@traction-owners.co.uk

See you all soon

Paul De Felice

MIRROR HOLDERS (Vol 39 Issue 2)

When we ran this article in the last issue I promised you I'd let you have any feedback (including my own) on how well they worked. Ed.

Roger Gullen wrote: *Re the mirror brackets in FP, I have bought and fitted them together with the mirrors from the link provided. They are very good – I can now pull in to the inside lane without that nasty feeling I may not have seen someone. In France it will be even more useful. In addition to the clip-on pillar mirrors, my Traction was also fitted with wing mirrors – hopeless to adjust and use, as one is so used to door mirrors on modern cars. I have removed them and have blanked off the holes at the same time creating a pennant holder!*

A small amendment to the fitting instructions could be useful: When removing the door handle, ensure that another door is unlocked or a window is open. If the door happens to close during the operation it is impossible to depress the inner handle to replace the outer one and get back in. Reaching through the boot to unlock a back door was necessary. How do I know this?!

Ed writes: For my part, I took my Lt15 down to Citroën Classics for the fitting, as I knew that the 30 minute journey and fitting time would be much shorter (and less painful on the knuckles) than trying to fit them myself. **Darrin** told me that, actually, he already has sets of mirror

holders available and the mirrors themselves – all in pre made-up form –but was interested in the new ones, as the ones he has have a thinner plate on them. He fitted

the mirrors and mirror holders in a very short time. 'We' encountered a couple of small problems. My own driver's door (Slough-side) handle apparatus had already been 'bodged' with one of the screw holes made a lot bigger by somebody. So (and this is why I go straight to an expert!) Darrin managed to find a bigger screw that would fit the enlarged hole and then did a lot of jiggling around (the lock – not him) and finally got it all into place.

The other problem we found was that the rubber handle gaskets on my Lt15 came with a lip, so accommodating the standard door plate and allowing a little extra rubber to keep the water out. The new plate wouldn't fit properly over this lip (presumably the plate is marginally bigger than the standard door plate), so Darrin had to get the Stanley knife out and make an 'adjustment'. As per the instructions from Mike Bigland, Darrin also had to saw a bit off the end of my spindle (Titter Ye Not!)

As to how they work, I'm very impressed. I think it might be because they sit lower than the clip-on ones I was using, but I seem to get a better view of traffic behind me. The other benefit, of course, is that when my bodywork is re-done next year the unsightly marks left by the clip-on mirrors can be eradicated for good.



Book Review

Title:

FRANCE: THE ESSENTIAL GUIDE FOR CAR ENTHUSIASTS

200 things for the car enthusiast to see and do

Author: Julian Parish

Publisher: Veloce Publishing Ltd., Veloce House,
Parkway Farm Business Park, Middle Farm Way
Poundbury, Dorchester, DT1 3AR, England
Tel: +44 (0)1305 260068, www.veloce.co.uk

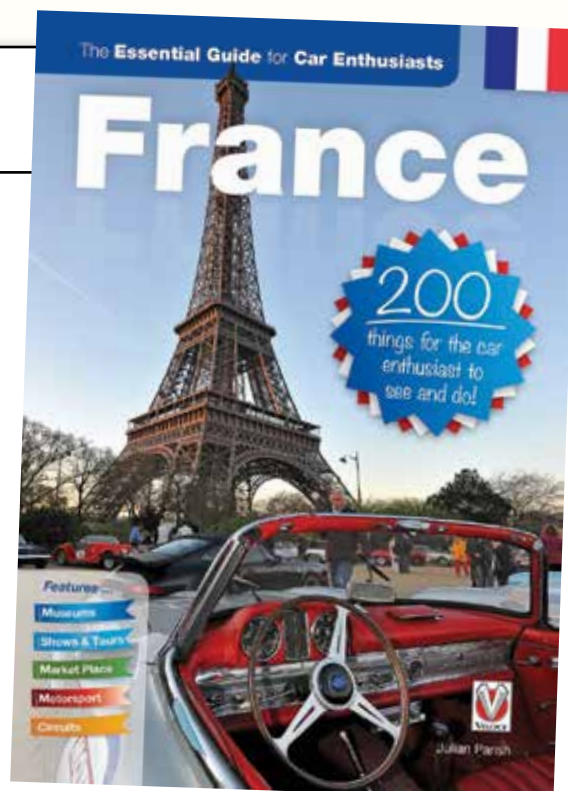
Price: GBP14.99 (UK), USD24.95 (US)

ISBN: 978-1-845847-42-5,

UPC: 6-36847-04742-9

BIC classification: WTD + VSG

Specification: Paperback, 210 x148 mm 248 pages



Most years, the Marsh family either holidays in France or travels through France to a destination in another country. As a committed Citroën enthusiast, this meant poring through guidebooks or latterly, searching the net for Citroën-related attractions to visit (or inflict on the other members of my family who are less than enthusiastic about looking at and talking about cars). The trouble with the former approach is that all too often, the smaller motoring-related attractions are not listed and the latter approach presents too much, non-specific information. And for those who do not speak the Language of Angels, the search results will be next to incomprehensible since few French websites are translated into English.

Using a book might seem like a Luddite approach but in many ways, this makes much more sense than using the internet since access to the net can be a bit hit and miss in rural France. However, those who are suspicious of old-fangled technology like books and maps can visit <http://www.driveguide.guru> where there is a wealth of extras including downloadable POI files for most satnavs; an events calendar; a list of automotive websites, and lots of other information. Furthermore the guide is also available as an eBook and as a series of smartphone/tablet apps, with live links, zoomable maps and extra photo & video content.

So how does one set about reviewing a book like this? It is certainly not the kind of book that one reads from cover to cover. The approach I took was to look at museums and shows that I have visited and to see how easy it was to locate them and to read the entries and look at the pictures and see how they stack up with my recollections. Given the limited space available for each attraction, I thought the results were excellent; in a few words and with a few colour photos, there is enough information to whet one's appetite.

Helpfully, the book is divided, using colour coding at the top of each page, into geographical locations and thereafter, again using colour coding into Museums; Shows & Tours; Market Place; and Circuits. Furthermore, at the beginning of each geographical section, there is a map showing the locations of each of the attractions mentioned.

To sum up then, this is an excellent book and every car enthusiast who visits France should buy a copy.

© 2015 Julian Marsh

Steve Reed Appeal Result



FRIENDS OF
ROYAL BROMPTON HOSPITAL

Sydney Street, London SW3 6NP

Registered Charity No. 278058

Mrs Sue Allison
Tall Trees
12 Frouds Close
Hook
RG27 9NE

24th February 2015

Dear Mrs Allison

Thank you so much for your letter enclosing the very generous cheques and Gift Aid forms. It is such an amazing donation for us; we are a small charity and have many projects that we wish to fund this year. We are delighted that Steve has been able to make his recovery. Please could you pass on our huge thanks to all Steve's friends for their support for us and him, it is an act a true kindness.

Best wishes

Elizabeth Henderson

£830 - 00 Raised.

CHAIRMAN:
ADMINISTRATOR:

Mrs G Crawford, Friends Office, Royal Brompton Hospital, Sydney Street, London SW3 6NP
Mrs E Henderson, Friends Office, Royal Brompton Hospital,
Sydney Street, London SW3 6NP Tel No. 020 7351 8272
Email address: E.Henderson@rbht.nhs.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

May

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. (see Jan/Feb FP)

June

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

11th – 14th	CTAB Brittany Rally	St James, Lower Normandy (info in FP page 33)
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
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October

9th – 11th	TOC AGM Weekend	Best Western, Aspley Guise, Beds. See Page 28
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November

13th – 15th	NEC Classic Car Show	NEC Birmingham
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The TOC has a deal with P&O

5% discount off all routes.

Bookings need to be via the
Sponsored link on the
TOC Website



TOC SPARES HOTLINE

01243 511378

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

Email: chris.treagust@tesco.net

LA VIE EN BLEU

23rd & 24th MAY 2015

Since the publication of the last FP I have noticed that the BOC are offering a special discount on ticket purchased not later than the 8 May. For example a weekend pass can be purchased in advance for £17.50 against the normal price of £25. A weekend ticket purchased by the 8 May will cost £17.50 and a day ticket will cost £10. Simon Saint.

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

FHBVC NEWS

I've now received the FBHVC News 2-2015. Here are the main points.

Implementation of the EU Roadworthiness Directive. Bob Owen writes: *I am happy to be able to tell you that on 3 March we had a meeting with Claire Perry MP, Parliamentary Undersecretary of State at the Department for Transport (DfT). The meeting was attended by Sir Greg Knight, chairman of the APPHVG and our vice president Lord Steel from the APPHVG, together with David Whale, our chairman, and myself. The meeting was also attended by Duncan Buchanan from the DfT. The meeting went well and was most useful.*

We presented the Joint Paper to the Minister. It was accepted as a valuable contribution to assist the DfT in its decision process regarding the treatment of historic vehicles. It provided an opportunity for the Minister to understand both where we are starting from and the issues surrounding exemption. The DfT was clear that no decisions on exemption or its extent have yet been made. We were promised that there will be a further formal workshop later in the year when the Department is nearer to making decisions but there is no doubt that an ongoing informal dialogue will now be easier.

Chrome Plating. Bob Owen writes: *Discussions are progressing in Brussels to try to ensure that in future there will be a presumption that spare parts will be able to be manufactured and maintained in the condition they were originally made. As regards chromium trioxide, this is a matter of considerable concern to current motor manufacturers, so the ACEA (the European motor manufacturers' trade association) is prominent in the discussions. The ACEA currently appears to be focused on the technical requirements for chromed parts in some engines and components.*

We are currently working both directly and through FIVA to engage with motor manufacturers with a significant heritage interest. Our aim is to ensure that ACEA bears in mind, and makes sure are included in, any final agreement, not only technical needs but also the extensive market in and need for replacement and refurbished chromium plated parts for vehicles, where the purpose is aesthetic and the preservation of authenticity, rather than technical.

Number Plate Retention on Exported Vehicles. Those of you repatriating a Traction back to the UK will be pleased to hear that DVLA has confirmed that the original number plate (unless previously sold on by a previous UK owner) will be available for allocation.

Quote from this issue: *The front cover of Floating Power from the Traction Owners Club never disappoints. The latest edition has a very topical photograph of a group of skiers being towed by a Traction Avant down what appears to be a very busy main road! And for something completely different, there is an illustrated feature on the Challenger, a 1931 ocean going steam tug that played an important role in the Dunkirk evacuations and which is now part of the National Maritime Collection. (Thanks to Martin de Little. Ed).*

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

CTAB RALLY 2015 – LATEST NEWS

Hi All

The CTAB have now confirmed that the rally will start at St James, on the morning of Saturday 11th July; probably around 09h00.

<http://www.france-voyage.com/cities-towns/saint-james-17759.htm> , for general information.

We will then head for **Pont-l'Évêque**, and the campsite at: <http://www.lacdepontleveque.fr/> where the rally will be centred for the nights of 11th, 12th and 13th July.

We will depart on 14th; probably around 09h00 for the rally finish at Pocé les Bois. Google Pocé les Bois for further info.

The rally entry fee, which has still to be confirmed, includes camping pitch fees and breakfast on the campsite (as well as entry fees to places of interest; 3 dinners with wine and a roadbook and rally plaque). It does NOT include hotel costs, picnic lunches or fuel.

CAN I PLEASE ASK ALL THOSE WHO HAVE REGISTERED AN INTEREST, TO ADVISE ME ASAP, IF YOU WILL BE CAMPING. IF I HEAR NOTHING I WILL ASSUME YOU WILL BE STAYING IN A HOTEL.

If you are staying in a hotel, now is the time to think about booking. This is your own responsibility. Check out www.Booking.com or any of the other on-line searches or contact the hotels direct. There are no specific recommendations for hotels, but just remember that the rally starts each morning from the campsite, so you won't want to be too far away!

Martin Nicholson vicmarnic@gmail.com

GAMES CORNER

CAPTION COMPETITION

We had a real avalanche of responses to the latest Caption Competition and they were all equally deserving of a first place. But **Enda Gavigan from Dublin** had the idea that our 'gnome' might actually be a Leprechaun, so I think that wins on the basis of lateral thinking.

GRUMPY OLD MEN AND WOMEN

We don't have anything appropriate for a Caption Comp for the next issue, but now you're all getting into the swing of sending in your ideas, here's a new game I thought we might play. I know many of you are intellectual titans, under those rough-hewn, Sun-reading exteriors. So, here's something to let you show your cerebral, highbrow side.....

I don't know about you, but I get fed up with the repetitive clichés that politicians and pundits use every day in our newspapers and on TV. I was chatting to **John White** at a recent Surrey/Hants day out and he said he gets fed up with 'talking heads' starting nearly every reply to a question with 'Clearly'. (In my day, we said 'obviously' and used it sparingly).

So, let's start a **cliché corner**. It's a bit like Room 101, where you get to tell everyone what your pet cliché hate is, specifically the currently fashionable '*expression du jour*'. **The only thing is, you have to drop it into a sentence containing the word 'Traction'.**

Here's an example from me with one of my current pet hates: "*If I pour cold water into the rad of an overheating Traction, will it have a **chilling effect?***" Are you getting the idea? Okay, here's another: "*To anyone who doesn't own a Traction, it **beggars belief** that some members spend so much on their cars.*"

I think we'll call this new game **Cliché-Sous-Bois**, after the well-known Parisian *banlieu*. You can send your entries to me by email, headed CLICHÉ. Looking forward to receiving tons of grumpy entries.

By the way, there will be no 'winners' in this new game. Every entry gets to have its place in print! Yippee!!

Ed.



"Fiachra, would ya pass me the collets and the big breaker bar so I can crack this thing open"

EBERLI AND IBULEVE

A discussion on the Yahoo forum regarding a sticking clutch resulted in Daniel Eberli disclosing that he will be running two more advanced maintenance classes this year.

Daniel writes: *The topic of the advanced courses I am offering this year is the removal and re-installation of an engine. - Ideal for solving clutch problems. Since the interest is extremely high, the course will be repeated on **June 19/20 and October 23/24.***

See http://www.tractionavant.ch/Garagen/Daniel_Eberli/RepKurse.php

Ed.

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

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. **£12,500**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC RESTORATIONS. 1955 11C. Sound but scruffy. Technical work done, bodywork done. **£6,950**
Tel John Gillard: 0207 358 9969 (24 hours)



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: 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: 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



continued

Classified Adverts

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: 1954 Normale RHD. Tried the rest? Dissatisfied, jaded? Well now! 1954 Normale RHD in wonderful condition and a delight to drive. Too many advantageous details to list here, which make it a driver's car rather than a Show Queen. Part-Ex considered. **£15,500 ono. Email/phone: jim.lee.leek@gmail.com Mobile: 07773190527. (Staffordshire).**



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



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

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item. **£300 plus postage. Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: A pair of SU carburetors 1" 1/4. Late 1960's recently rebuilt. Jetted on a rolling road to suit the Traction. Includes inlet manifold and linkages. Price £470. **Contact James on 07783 259874. james.geddes62@tiscali.co.uk**



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

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

FOR SALE: Books - All plus P&P

Toutes Les Citroën	£10-00
2CV Ugly Ducking	£5-00
Original Citroën DS	£10-00
Pitmans DS/ID	£4-00
Brooklands DS/ID	£8-00
Brooklands Traction	£8-00

Manuals All plus P&P

Original Traction Repair	£20-00
Original Traction Spare (French)	£5-00
Original DS19 pre 1962	£20-00
Original 3CV AM 162	£20-00
Haynes 2CV Manual	£5-00

Phone: M Vickerstaff 01209 821979 or email: a.vickerstaff041@btinternet.com (Cornwall)

PARTS WANTED

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**

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
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