

# *Floating Power*

July/August 2015



## Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

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

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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  
Sep/Oct Floating Power is

**Sunday 9th August**

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

## Cover Image

The Traction of Roger & Mary Gullen and John & Bev Oates high on a hill at the 2014 AGM weekend. *Photo: Roger Gullen*

# Editor's Epistle

Hello Again!

Crikey! I think we should call this The Letters Edition! So many of you have written in this time that we have about half a magazine's worth of letters. Still, I'm not grumbling. It's your magazine and I'm gratified that so many of you want to share your thoughts with the rest of the membership. That's healthy and I'm pleased to give everyone space for their comments.

## STILL HERE

Over the past few weeks I've learnt what it must have been like for Mark Twain after his death was wrongly reported (according to Twain himself, who liked to tell a tall tale). It seems every club member I meet greets me with "You're still here then?" I warned you all some months ago that I was off to France 'soon', so you could bicker amongst yourselves and choose a new editor (a task at which you singularly failed). Unfortunately, 'soon' is not a word to be used lightly if you put your house on the market anywhere in the UK that's not central London. A local surveyor friend tells me I'm likely to have to wait around six months to find a buyer in this part of the world. Still, at least that means I should make it to another AGM!

## SALVE

I'm pleased to report that Chris Bailey, our recently-appointed TA correspondent on The Citroënian, has agreed to give us an edited version of the same material, for the benefit of TOC members. I've said here before that he writes an excellent column, full of surprising snippets of little-known Traction history and pieces of current sales info gleaned from a wide variety of sources. I also like the fact that his writing is aimed at an audience who are mostly unfamiliar with TAs and, as we have lots of new members joining each year, it will be good for them to read a contributor who takes no pre-knowledge for granted. Chris's first column can be found on page 20.

## VALE

I never bring personalities into my little piece here on page 2, but this is an urgent exception. Roger Williams (as you will see inside) has regrettably resigned his membership over this (silly, in my opinion) disagreement concerning the matter of spares quality. When I joined the club Roger was one of those 'Big Beasts', whose name was associated with amazing leaps forward in Traction improvement and many club members will own a Roger Williams drive shaft (or two, hopefully). He and I have had many enjoyable phone conversations about technical issues and he was responsible for locating a rare part for my own Lt15, which he modified years ago to make it go like a rocket. So, I want all Roger's close club member friends to form a posse, go round to his house, get him drunk and get him to sign a letter rescinding his resignation. And, yes, you can put the bottle of whisky on my tab!

Well, that's yer lot for this time. See you all in a couple of months.

**P.S. Thanks for all the calendar photos you've been sending in. We still need more to give Martin de Little a wide choice of material for the 2016 calendar. Please take your cameras out and about with you over the sunny(?) season.**

*\*Photo: Sue Simper*



**DE LITTLE  
& LARGE SHOW**

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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



*The Yellow Peril wins best in Pre-War Class at Olney Motorama (Sunday 14 June)*

**Despite a cold start Drive it Day went well. Stephen Prigmore and I joined over 300 vehicles of all types on "The Stilton Run" from the Falcon Inn in Uppingham to the Bell at Stilton. The event raised much-needed funds for the local Air-Ambulance and the Yellow Peril performed admirably covering over 80 miles on the day.**

That said, I have known all along that the oil thrower on the gearbox output shaft was far from efficient and the transmission brake was becoming oil-contaminated so I recently commissioned a very neat modification (which incorporates a modern oil seal) from a fellow owner. Unfortunately I did not have time to fit it before DiD but last week I took the bull by the horns and removed the gearbox to do that plus a couple of other jobs. I was astounded to discover just how much oil there was in the brake drum – almost as much as in the gearbox. Despite that, the transmission brake had worked relatively well so I shall have to be careful not to put myself through the windscreen now it is oil-free and 100% (?) efficient!

Slightly further afield, the TOC Perigord rally was excellent thanks to Ronald and Helene Knoth and their assistants, Mary and Michael Bromley. Mme. and I took our time (in the Traction, of course) to meander to and from the meeting. We visited friends and fine dining places en-route and over the three weeks we clocked up just over 2000 miles in all. Despite the distances covered by most attendees, there were very few incidents and a jolly good time was undoubtedly had by all.

Club events still to come are the Annual Rally and the AGM/Autumn Weekend and the format for both events is slightly different this year. The annual will take place within a much larger public event and, although movement of our own vehicles will be restricted, we shall have access to the full event. Other car clubs will also be present so it will possibly be a good opportunity for anybody who shares my inability to see beyond two chevrons to acquaint themselves with other marques and alternative technology.

Details of the plans for the AGM were first published last month. The change is that we shall hold the actual AGM on the Saturday afternoon which will allow another "organised" outing on the Sunday morning.

Not long after the AGM is this year's NEC Classic Car Show. We have just learned that we have been allocated a stand and the theme for this

year will be "She's a Beauty" which gives plenty of scope for thought. Although we always have a number of volunteers willing to help with the show we are still looking for one key person to coordinate our efforts and "manage" the TOC stand. All offers of help will be greatly appreciated and should be addressed to Cleve Belcher.

Since the last issue of FP some of you may have heard that the Dutch organisers of the 2016 ICCCR were experiencing various problems and there was even a suggestion that the event might have to be relocated if not postponed. I am pleased to say that, with certain assurances from the site owners and a refreshed team of organisers, all such fears are now dispelled and the event is back on course. I for one am looking forward to it.

As expected/hoped, the article about spares quality issues generated some responses and I am particularly grateful to John Moon for his comments because he was one of those affected. I have subsequently corresponded with him and, armed with his additional information, I hope we may soon shed a little more light on his particular issues. I am less happy to report that one person has subsequently advised he will resign his membership on the grounds "*the article in Floating Power by the President and Chairman makes it crystal clear that there is no place for me within the TOC*". In my mind there is a place for every- and anybody in the TOC – especially those who think outside the box. The only truly necessary qualifications is tolerance of the views of others and understanding that Club Officers sometimes walk a difficult line in order to cater for the needs and wishes of the majority of members.

On the "admin" front, when you renew your membership you will discover we have upgraded website security by issuing new individual user names and passwords for the "Members Only areas. The new user name is simply your membership numbers and the new password is now "for life" so, unless lost or forgotten there should be no more changes in future. I emphasise that this log-on change applies only to access of the "Members Only" pages of the website and there are no changes planned for user names and passwords currently used by members accessing the Forum. The Forum is limited to members only but, at the discretion of the webmaster, non-members can be given trial access for a maximum of one month in the hope that what they see will encourage them to join.

And finally, still on the subject of the Forum, the "Web Team" would particularly like to thank one contributor for an excellent blow-by-blow account of the renovation of his 1955 11BN barn-find. M. Tripyrenees' words and pictures make interesting and informative reading and, being a classic example of what a forum is about, will almost certainly have helped others with their own projects.

Happy motoring .....

## New Members

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

2460	Mrs Jolanda Rocklin	Norfolk
2461	Mr Mike Plumb	Norfolk
2462	Mr Perry Roberts	New York
2463	Mr Mike Giese	Florida



**Following the last issue's revelation, needless to say, I have now extracted the offending instrument from the dashboard, removed the workings and soaked them in meths to soften up/dissolve the accumulated dirt/grease etc while taking care not to immerse the dial face or any other character faces for fear of inadvertent removal. Having then cleaned up all accessible components, I then used some watchmaker's oil to lubricate moving mechanical parts and then replaced the instrument with an element of hope that it might now function more accurately.**

Immediately following fitting, I noticed that at some stage prior to my acquiring the vehicle, the speedo cable had been replaced with a modern cable. As luck would have it, following a concerted rummage at the back of the garage, I located the original cable which, on inspection, looked to be in a robust condition and operating correctly, unlike the newer one, where the pvc covering was frayed and the plastic collet at the instrument end was split! So I elected to reinstate the original drive.

Initial testing for accuracy was inconclusive, but after a few hard driven miles the speedo settled down and while I would not claim the accuracy of a nuclear clock, the speeds indicated were at least representative and, when compared with a satellite speedo, indicated that the Traction speedo overstated the real speed by perhaps 2 mph increasing slightly at higher speed e.g. 50 mph. Hopefully this will preclude any future errors of judgement!

I must say I was quite touched by some of the messages of support and suggestions for technical solutions that I received as a result of the earlier article. For this I thank all those who got in contact, it has been most heartening.

The touring season is clearly well underway. I gather that the Perigord trip was a great success and by the time of publication some of you will be on their way to or even at the Brittany event. We should also not forget the Annual Rally to be held at South Cerney Nr Cirencester this year. As I am sure some of you will have noted, we have the opportunity to meet up with our friends from the Panhard et Levassor Club, which for me will be a first that I am looking forward to. If you haven't already booked, it's time to do so! Come and join the fun.

Finally, many of you will know, and almost certainly will have spoken to at some time or other, Mick Holmes. Mick together with his good lady Moira have for many years been the focal point of the TOC Helpline. They have decided that with advancing years it is time to cede this role to another enthusiast, so we are in the market for a volunteer to take on this function. In terms of qualifications, clearly some practical mechanical knowledge of the Traction would be useful or at least knowledge of the membership to enable them to identify a "man (or woman) who can" and pass on the query would be an advantage.

This is an important role which I am aware has provided considerable comfort over the years to members stranded in some isolated spot at the roadside or suffering a panic attack having disassembled a key component and been left staring at the pieces on the garage floor!

If you think you can take on this role, *please* get in touch with me.

Until next time then. Enjoy the Rally season and I look forward to catching up with you at the National in South Cerney.

Cheers

**Are you reading your last copy of Floating Power?**

**On 14th June 181 members had not renewed their membership.**

**Please pay before the end of July if you wish to remain a member of the TOC.**

**John Oates**

# Section News



## TOOLS

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

### SCOTLAND

#### Northern Scotland

Quite a few things to report. First, **Peter Fereday** has “lost his drive”!!! Well, not really him, but his Traction, in that it sheared the key on his driveshaft and knackered both the driveshaft and the drum!! To make matters worse, he decided to check the other side, and found that although still working, that side also needed another driveshaft and hub. Needless to say, Peter meantime has the loan of the Section’s special tool kits to have all finished before the holidays over to France. Really bad luck, Peter, to have both sides to do. But at least we were able to get the driveshafts and drums for you locally. Peter may well do a piece for us on the job in the future!

Locally, there was a “How Many Left” event held at Alford, which was aimed at cars and models which were now very rare and attracted well over 100 entries from a very wide area. The Big 15 was entered, as it was now fairly rare, and according to their check on the National Data Base, there are only 12 registered. We also offered rides to the public, taking them round the circuit a couple of times, free of course to help the organisers as an attraction, and, wow, just shows how Joe Public loves our Traction!! Lots of other cars offering rides, but the queue for the Traction was full all afternoon!

Lastly, we attended the big Citroën meeting at Newby Hall, Yorkshire, along with other Traction owners and great to meet up with them again! Also collected some smashed-up gearboxes to play with over the winter during the trip. So now back home to sort out gardening, garages’ clear-ups and sort out our forthcoming trip to Eire to “do” the Athlone meeting with the Citroën Car Club, and know we will meet up with other Traction owners there!! Enjoy your summer with your Traction meantime!

Andy

**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

#### Drive it Day 26th April

Drive it Day was, as ever, organised by the intrepid **Bill and Susie Wright**, and involved the usual coming together of CCC – Scottish Section, 2CV Ecosse and TOC members on a trip into the unknown.



*Peter Fereday's Traction returning home*

This year we met up at Dobbies in Stirling and set out into the beautiful Perthshire countryside for a 60 mile run, thankfully, for a change, not involving mountain passes, hairpin bends and other Traction taxing routes – the old car is 60 years old this month. Mine was the only Traction – again; although there was another Traction owner – **Hugh Savage** of Edinburgh, albeit in his DS.

We had a great day out, stopping off at Gloagburn Farm

Restaurant for a splendid lunch, then later on for tea, biccies and Citrochat somewhere near Crieff.

Thanks to Bill and Susie for organising it, as they have done for the last six years. Next year we are looking for someone else to put the day together and they have set the bar very high.

## Riverside Museum

This year we are returning to the Riverside Museum – Glasgow's Award Winning Museum of Transport. On two previous occasions we have put on a display of Classic Citroëns on the concourse outside the museum which were hugely popular with visitors. We will be there on Sunday 27th September from about 11am, please let me know if you would like to attend

[south-scotland@traction-owners.co.uk](mailto:south-scotland@traction-owners.co.uk)

## WEST OF ENGLAND

**Drive It Day Sun 6th April 2015.** We did not manage what you could call a good representation of the TOC West of England at any one event, mainly due to the fact that this section's members are spread across 10 counties, however: **Liz and I, Ian Griffiths and Julian and Mary Taylor** took part in the Brimar Drive It Day Run from Cadbury Garden Centre, Congresbury to Clarks Village, Street. The event, which attracted nearly 200 vehicles, is in aid of the Children's Hospice South West and £11,000 was raised for them.

**Mike Roberts**, in his 1953 11BL, lead an assorted collection of vehicles from his village to the Royal Oak at Bishopstone, Swindon (the pub owner was on Desert Island Discs in May, if you collect useless info). The photo was taken by **Steve Kendall** whose DS is in the convoy.



And **Ralph Hickman** took his 1949 11BL to The Den at Teignmouth, a very friendly event - worth a visit (wonderful bacon sandwiches).

A couple of weeks later Ralph took part in the Collaton St Mary show and his Traction was voted Best in Show by owners of cars entered.



Forthcoming events in the West of England area are:

**Sun 5th July 2pm - 6pm.** 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.

**Thu 16th July.** The Redhill Club Classic Car Evening Gatherings at Redhill Village Hall at 7pm.

**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!

**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!

**Thu Aug 20th.** The Redhill Club Classic Car Evening Gatherings at Redhill Village Hall at 7pm.

# Section News

**Sun Aug 23rd.** Thornfalcon Annual Classic Car Meet, The Parklands, Henlade, Nr. Taunton, Somerset.

**Sat 19th Sept.** 4th Sidmouth Classic Car Show, on the cricket ground (5 minutes from Sidmouth town centre).

**Thu Sept 17th.** The Redhill Club Classic Car Evening Gatherings at Redhill Village Hall at 7pm.

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

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## NORTH EAST ENGLAND

There is an area in Northumberland called the Wannies. This is the Upper Coquetdale where, in medieval days the Scots and English fought and Border Lords and the masterless cattle bandits called Reivers caused bloody mayhem. This area is called "The Wild Hills O' Wanny". The picturesque Wallington Hall with its 13,000 acre estate was once owned by the Trevelyan Family and, now under the management of the National Trust, sits on the edge of the Wannies. So on a blustery Sunday on 17th May a group of four tractions (owned by **Michael Broadbent, Tony and Pauline Mather, Ray and Margaret Andrews and Wendy and me**) made our way up to Wallington Hall for the annual Classic Car Show run by the NECPWA. **Dave and Mary Faulkner** also attended but this time in their newly acquired and restored DS. No Border Reivers were encountered but the wild Wannies lived up to their name from the weather point of view. It didn't rain but boy was it cold and windy. The hardy northerners enjoyed their day out and a birthday celebration was sprung on us. HSO was 60 so Michael Broadbent produced a bottle of bubbly and heh ho we sang "happy birthday" and toasted its next 60 years.



*Michael Broadbent's and my Light 15 at Wallington Hall. Tony Mather's 7A peeping out at the back.]*

Tony Mather brought his newly restored 1936 7A and has done a fine job as you can see from the photo. He's "running" it in and having already climbed over Kirkstone Pass (in second gear!) I'm confident he'll enjoy his and Pauline's plans to do a 1000 mile UK Rally before



heading off to the Alps. I've asked him to give us a brief resume of his restoration so hope, if he finds time, to put pen to paper for a future edition of FP.

Talking of rallies, we all enjoyed our run to La Ferté Vidame so much that we have decided to go over to the west coast of Ireland in 2016. **Richard Sheil** duly contacted and he has given us a "spectacular, interesting and fun" route. Thank you Rich, much appreciated.....4 victims volunteering so far and hopefully there will be a few more. Dates, times and details yet to be put in place.

**James Geddes**, in between setting up his Traction garage in Morpeth, has put us in touch with two Traction (Familial and Légère) owning guys near Durham. Well if one does happen to run a pub we just have to go and find them and see these examples. So we are going on July 12th at 11.30am for Sunday Lunch at the Stables, West Herrington, DH4 4ND...if you haven't already told me, please let me know you are coming and how many. Parking is difficult so arriving before 11.30 is essential. Well, at the time of writing we are still awaiting summer. But it didn't put a few of us off going to the 2CVGB Rally at Newby Hall. All things 2CV of course and we were well and truly swamped by 2CV cars. A small band of 5 Traction's grouped together on the Saturday and finished the day off by giving a cavalcade parade around the show field and camp site.



*Left to right....John Dawes' Light 15, Ali's Commerciale, my Light 15, Ray Andrews' 6H. Mick Popka's Roadster hidden at back (sorry Mick)*



And finally, we are putting on again a separate special Traction display this year at the North East's biggest Classic Car Show and Autojumble at Newby Hall on Sunday July 19th. At this show you will find about 1,500 Classic Cars of all shapes and sizes, so it is a good day out with over 100 Trade Stands. We are using the Club's marquee and sail flag, so please come and visit us. If you haven't already booked, I'm afraid you will be parking in the visitors' car park, but don't let that put you off.

**For details of future planned activities contact:**  
**Graham Handley Tel: 01661 843493**  
**Email: north-east@traction-owners.co.uk**

## NORTHERN SECTION

I had held off writing an update for the website until the Heskin Country Fair had passed and hopefully yielded some good photos. However some good lusty spring weather had intervened and the fair descended into something resembling Glastonbury Festival underfoot and on the second day, the show closed early. I certainly wouldn't have committed my favourite classic to the field in that condition and **Ian Gardner**, who was booked in for Sunday, took exactly that view and did not even attempt to go in. By lunchtime, the main entertainment was watching some of the old Commercials being towed off the field by either a giant tractor from one of the local farms or one of the classic recovery vehicles that were exhibiting.

Perhaps if you have one of these in your garage, then you might have been in with a chance.



Tatton however, seems to have hit the spot and this picture shows that dog again, in front of the Longden Traction and amongst some good company.



Fingers crossed for the 14th at Houghton Tower and, of course, the upcoming Classics Display and Cavalcade at the Pierhead in Liverpool, in July!

On the home front, I have managed to get a set of original Slough wheels for my car, from **James Geddes** in the North East. My own wheels are fine, but are a modern 15" rim grafted onto Slough centres with a modern Toyo tyre. They don't look quite right when put up against the real thing. I put out an appeal for some originals on the Forum and after some emails and messages, I now have a set of wheels undergoing refurb. This shows one of the potential benefits of a well-subscribed forum and I would encourage all members to log in and join in with what will increasingly become a database of useful information, as well as being interesting in its own right.

Next monthly meeting at the Bowling Green is on Monday June 15th, and there is, of course, the regular Corner House breakfast meet on the first Sunday of each month.

**Bryan Pullan**

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## SURREY, HAMPSHIRE & SUSSEX BORDERS

Our picnic at **Michael and Margaret Rolfe's** home was, as before, a wonderful excuse to be lazy and just chat, in pleasant surroundings. Unfortunately it was rather chilly, but we braved it out until pudding time, when we did find refuge in the conservatory. Michael led an afternoon walk around the stream and fields. The sun came out and teas were served in the garden. Thank you Margaret and Michael for having us invade you again.



# Section News

Events reminder: **19th July** we will be visiting Stockbridge Water Gardens, which were Speden Lewis's private gardens. Owned and maintained by the John Lewis partnership. Admission £5p.p. For a Charity. They will give us an area opposite the gardens for a picnic. It is not far to walk from there to the nursery. Let me know if you want to come. We will convoy from the Fairmile at 10.30a.m.

**16th August** meeting at the Fairmile, Cobham from 12 noon. Please phone the Fairmile if you are going Tel.01932 868141 and mention you are TOC. John and I will be having this TOC Sunday off.

**20th September** visit to Loseley House.

## PHOTOS FROM RECENT EVENTS

**April 19th Butser Farm**



**DRIVE IT DAY Sunday 26th April (organized by Sue & Peter Simper)**

**Basildon Park, near Reading.**



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

## SOUTH MIDLANDS

**La Vie en Bleu. 23rd and 24th May 2015**

*Report by Simon Saint*

My impressions of this event are that it goes from strength to strength and that it is always well attended whatever the weather, which fortunately was generally dry and sunny this year, the Saturday being particularly pleasant. So, no mud to test the Traction's traction. As I live only 24 miles from Prescott, I travel each day rather than camp on site, so Mrs P (our cars have names) gets a good run sometimes on the motorway and sometimes on those lovely winding back roads. Every time I drive her I ask myself why I don't do so more often but of course I know the answer, I also have a 2cv (Flossie) which I also enjoy driving and I will soon have my H van (Henry the H) back on the road after a period of neglect and then there won't be enough miles to share between them.



Anyway, the event was most enjoyable with plenty of opportunity to get close up and personal in the paddock with the competing cars and then to watch them from several excellent vantage points as they race up the winding hill, practice on Saturday, competition on Sunday. Plenty and varied sustenance is available

from the restaurant on site and the catering vans which for several years now have included an H van. However I did miss the excellent tea room that was on site last year run by 2cvGB members. I shall have to apply some pressure in the hope that they may reappear next year.



Once again, as in previous years, we shared a stand with the Citroën Car Club and 2cvGB and had the joint use of the Mobile Exhibition Unit loaned by Citroën UK and organised by **Brian Drummond**. This is a well established feature of the Citroën presence at this event and is something that I wholeheartedly approve of, being a member of all 3 clubs.

Unfortunately the Traction contingent was down this year but it was good to see **Andrew York, Keith Duncan and Colin Crawford** with their Tractions (Colin's recently comprehensively refurbished after a ladder fell on its roof!) and **Jonathan Howard** with his Rosalie. I also had an opportunity to speak to **David Boyd** who was there with his 5CV which was in the display area next to the paddock. This year for the first time the TOC presence was marked by one of the club flags which I managed to track down. It is now safely stored in our spare bedroom/office if anybody wants it.

Altogether this is still a very enjoyable event which, as I say every year, is well worth putting in your diary. See you next year?

**For details of future planned activities contact:**  
**Simon Saint**

**Tel: 01905 454961**

**Email: south-midlands@traction-owners.co.uk**

# Section News

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## MID SHIRES

For details of future planned activities contact:  
**Stephen Prigmore & Tina O'Connor**  
Mobile: 07759 372242  
Email: [midshires@traction-owners.co.uk](mailto:midshires@traction-owners.co.uk)

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## EASTERN

For details or suggestions for future activities  
contact **Jasmin Gagen**  
Tel: 01284 827039 [eastern@traction-owners.co.uk](mailto:eastern@traction-owners.co.uk)

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## PEAK

The weather before **Drive it Day** was dreadful and we were getting into a panic as fitting 20+ adults into our little sitting room for coffee would be cosy to say the least.

However, on the day there was beautiful sunshine and a bright blue sky, so Peak Tractionists were able to wander outside.

Following coffee we had a lovely drive through Chatsworth Park, then up to Monsal Head where we stopped for photos and on to Eyam. Following a good lunch at the Miners Arms we were able to explore this famous plague village and some visited Eyam Hall, a National Trust property.



In total we had 11 Tractions and 22 people – 2 cars didn't make the coffee start but joined us later and both had credible excuses! **Baza** was so busy cleaning Grace, his Traction, that he forgot to keep an eye on the time. As for **Brian** – well it took a while to track down the burning

smell in his engine. No, the car was not on fire – just a screwdriver handle melting – it looked like a toffee apple by the time he discovered it.

Our next meeting is delayed until **Sunday August 16th** and will be at the Jug & Glass in Lea.

On October 4th we will make our annual pilgrimage to the Yew Tree in Caudon.

Bev & John

## HADDON HALL VISIT 7th JUNE

A lovely day in Derbyshire, an exclusive visit to ancient Haddon Hall, and all us usual suspects present! The site inhabited since at least 1,000 A.D., the rambling, many-roomed Hall had some furniture a 14th century Crusader would have recognised and more modern stuff which the Tudors had carelessly left about. Overall, the interior was a wonderful history lesson on how the haves, and sadly the have-nots, enjoyed earlier days.



Finally we were let loose in the delightful gardens. Lawns, and many diverse flowers in their beds, terraced and sloped down to the river Wye - magical! All organised and described, feature by feature, by a volunteer Haddon Hall Guide - our own Secretary, Bev! The sun still shining, we all adjourned to the excellent "Grouse and Claret" restaurant in nearby Rowsley, for a sustained (and noisy!) vocal free-for-all amid replete TOC members!

Jim Lee.

For details of future planned activities contact:  
**Bev & John Oates**

Tel: 01629 582154 Email: [peak@traction-owners.co.uk](mailto:peak@traction-owners.co.uk)

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## LONDON

**Peter & Sue Simper**

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

email: london@traction-owners.co.uk

## 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

All SW TOC members are cordially invited to Trewithen "Country & Classics" on **Sunday 26th July, 2015**. With an entry fee of £10.00 per vehicle, this huge event helped raise over £8,000 last year for Marie Curie Cancer Care and is a classic car spectacle par excellence! For more information on the stunning house and gardens visit [www.trewithengardens.co.uk](http://www.trewithengardens.co.uk) and email Howard Speirs at south-west@traction-owners.co.uk for entry forms. Hope to see you there!

## 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**



*Perigord Rally: The Traction waiting in a garage in Spain for repatriation. And we - and our bags - were waiting for a taxi to bring us towards the Dordogne*



*Clive Hoskins' and Martin Vickerstaff's Tractions at Trewithen 2014*

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

Howard Speirs

south-west@traction-owners.co.uk

**Could You  
Run The  
TOC Helpline?**

**Please contact**

**Cleve:**

**chairman@traction-owners.co.uk**

## IN PRAISE OF OLDER WOMEN

### THE PROSTITUTION OF A GODDESS

In Ancient Greece, the hetairai were female servants who allegedly practiced sacred prostitution in honour of the goddess Aphrodite. The goddess herself was not a prostitute.

Peugeot-Citroën seem to have ignored this latter point and have decided instead to turn the goddess into a prostitute. The goddess in question is the DS and her name has been attached to a new marque which, name apart, has absolutely nothing in common with the original.

Now I have no problem with Peugeot-Citroën choosing to create a new marque but I find it profoundly depressing that they chose the name 'DS' for a range of utterly conventional mainstream cars which represent the total antithesis of what the DS, stood for. In 1955, 'utterly conventional mainstream cars' were rear wheel drive, cart sprung, drum-braked, cross-ply tyre equipped, un-aerodynamic machines built on a chassis. The DS represented a quantum leap (to employ an old but still appropriate cliché) in automotive design – something that is unlikely to ever happen again.

Rather than admit that this is the case, Peugeot-Citroën pretend that this new marque harks back to the DS when self-evidently it does no such thing. Had the decision been made to equip all cars in the marque with hydropneumatic suspension, then an argument could be made for such a hypothetical range of cars to be viewed as some sort of successor to the DS – in which case, why not retain the name Citroën? The DS range could – indeed should – have been given another name Panhard perhaps? (Although I believe that PSA no longer has the rights to that name) Or Talbot? Or maybe something totally new?

And not only was the DS technologically ahead of the competition, it looked like nothing else on the road. The DS range looks to my eyes just like every other marque.

A few years ago, in CAR, Gavin Green quoted the late Geoff Matthews who said, "A new Metro went by me the other day and, to tell you the truth, I thought it was a Citroen AX. And that upset me, because if I can't tell them apart then what chance has the average motorist got? After all, I designed the AX."

Geoff went on to say, "It's pointless asking the general public properly to judge an advanced car. These are people with today's eyes; what do they know about tomorrow's cars? They don't have the vision to see one step ahead. I know from experience that, if you clinic potential small cars buyers in France, many will be Renault 5 owners: if your new car looks like a Renault 5, you're flattering their tastes and they'll probably like it. They feel more comfortable with a car that looks like their own. Clinics can slow progress. Some clinics, of course, are run more professionally than others. You should only take so much notice of a clinic. Some makers take too much." I suspect that at Peugeot-Citroën, the ultimate clinic is a very conservative Board of Directors and despite most of the 'Chrysler Europe Gang' being retired, the paradigm believed by senior management at Peugeot-Citroën remains that the unusual loses money.

Geoff Matthews was fired by Luc Epron for defending a left-field design. Carl Olsen told me "...the expressed goal of marketing and the Direction was to kill off the traditions of the Citroën design philosophy. This gang, from Chrysler Europe, believed that entry level design cars had to be non-challenging aesthetically. As you went up the product range, models could become more challenging - hence the XM which appeared as radical in the market at that time..."

In Stalinesque fashion, only a sanitised version of the past is permitted. This allows images of the DS to be used for marketing the new marque but without any mention whatsoever of how revolutionary that car was – presumably because the majority of people would then realise that the new marque bears no relationship at all to the star of the 1955 Paris Salon.

All of which begs the question, should my website, Citroënët cover the DS range? If the DS range is to be included, should my site extend its coverage to all marques owned by PSA? Clearly, those DS models which bear the Citroën name and chevrons should be included.

I have decided to provide only minimal and relevant coverage on my site – if the company surprises everyone by launching a hydropneumatic DS or some other equally revolutionary technology or styling, I will cover the story – although my take on it is likely to be 'What a pity that this couldn't be used on a Citroën.'

Julian Marsh  
[www.citroenet.org.uk](http://www.citroenet.org.uk)

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Hi Bob

In the last edition of FP, Bernie Shaw reports on the ACI AGM, which was addressed by M. Etchart, Director of Marketing at Citroën. M. Etchart evidently attempted to explain and justify the formation of the DS brand as a marque distinct from Citroën. This sort of thing may be appropriate for such as the Lexus brand, which is intended to differentiate a range of cars more upmarket than the humdrum Toyota, but to reuse the name of an iconic and revered model quintessentially part of an international marque's heritage to indicate a fresh division is as scatterbrained - and insulting - as it comes. A similar gaffe was made when the M.G. "TF" model was launched in 2002. MG's marketing wallies were heedless of the fact that arguably the prettiest MG ever - nowadays much sought after - bore the same model name and was in production five decades earlier. One must imagine that Citroën's marketing people are equally careless. Of the ten most iconic cars the world has produced Citroën spawned three - our Traction Avant, the Deux Chevaux and, of course, the incomparable "Déesse". What on earth are the marketing dunderheads at modern Citroën thinking about?

Best wishes  
David De Saxe

## IN PRAISE OF OLDER MEN

Dear Bob,

Just to say I think Chris Treagust does a terrific job running the spares dept. I recently had to renew a rear brake hose on my Légère, emailed Chris and the part was in the post the next day. Unfortunately it didn't fit, so I phoned Chris who explained that there are three different lengths of rear brake hose, so sent me the other two the next day for me to see which one fitted, and I then sent him the other two back.

As was suggested in the article, my car must have been altered from the original specification at some point, but I didn't know that and obviously Chris couldn't have either, so it seems extremely unfair to criticise Chris in any way, but rather praise him for his extremely prompt, courteous and efficient service.

Turning to Nigel Dent's letter, I'm afraid I couldn't disagree with him more. Perhaps he and others of similar nervous disposition should stop reading now. I bought my 1955 Légère from John Gillard 26 years ago, and for the first 24 years was used regularly as an almost everyday car in London, trips to France and up and down the A303 to Somerset and back. I too had John fit a DS 19 engine and 4 speed gearbox, which made journeys on motorways both here and abroad infinitely more relaxed and safer, for precisely the reasons Den Hewitt suggests.

It runs on 12 volts with an alternator because it seems foolish not to, frankly. It also means I can run Halogen headlights, bright and visible indicators, phone charger and a discreet invisibly mounted CD player and Radio, simply because I enjoy listening to the radio when I'm driving. I must try and stop it tuning itself into the Home Service, though.

I first had it re trimmed in original French cloth, but I wore the driver's seat out first and had that re-trimmed, and when the entire interior needed re-trimming I had it done in leather throughout. I know it's not original, but it looks and smells wonderful, and I'll never have to have it re trimmed again.

It has a Clayton heater because it's bloody cold without one, and I use the car all year round. It also has Pilote wheels which I know are incorrect, but look wonderful. Besides, they were my 50th birthday present from my wife!

I retired to Sidmouth in Devon 2 years ago, and I know that when I become even more weak and feeble than I already am, I shall have no hesitation whatever in fitting EZ Power Steering, simply because that will enable me to go on using and enjoying the car even longer.

I am fully aware that many people might throw up their hands in horror at what I've done to my car, but it is after all MY car, and I'm very happy that all the modifications have made it a much more comfortable, usable and safer car in modern traffic. By the same token, I wouldn't dream of suggesting purists such as Nigel are wrong and misguided in their view; they simply have a different point of view, to which they are obviously perfectly entitled.

Finally, Cleve's story of a speeding traction reminds me that I too was stopped for speeding, but in France on the Champagne and Chocolates Tour in 2000 for driving at 88kph in a 50kph zone.

I thought I'd be drummed out of the club, my gear-lever snapped in front of me and the chevrons ripped from my epaulettes; but on the contrary, I was given a special commendation for being the first Tractioniste to be stopped for speeding in France, and a toy Gendarme as a prize, which I cherish to this day.

With kind regards,

Dante Mansi

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### Re TOC Spares - Quality Investigation

Dear Mr Editor,

Having digested the comprehensive report submitted by Mr Shaw and Mr Belcher, it would be remiss of me not to reply.

Although I have been an (overseas) member for many years, I have not had the pleasure of meeting club officials or members; all rallies I participate in are in France. Thus my views cannot be interpreted as bias or influenced by individuals.

I do not wish to make any comment in relation to the "complaint" that caused the investigation. However, I do take umbrage at the unwarranted and personal attack on Chris Treagust. I have never met Chris; my only dealings have been over the phone in relation to my requirement of "spares". Over many years of ordering spares I can state unequivocally and without exception that I have formed the solid and unmoveable opinion that Chris Treagust is one of life's true gentlemen; always exceptionally helpful, diplomatic and extremely knowledgeable, polite and helpful. A great ambassador for our club.

As an "overseas" member I am very dependent on Chris and the spares department.

I can report and firmly claim that I have never had cause to return any spares, which should clearly indicate the professionalism and effectiveness of Chris.

I accept we live in a world of free speech and thank God we are permitted to express our views. However, I do ask that persons who choose to make constructive criticisms think very carefully before doing so.

I am certain that at this moment Chris must feel a certain amount of pain and lack of appreciation. I wholeheartedly request that all club members be grateful for the outstanding contribution Chris Treagust makes to our wonderful club.

Brian Follain (Jersey)

## IN PRAISE OF OLDER MEN - CONTINUED

Dear Bob

I read with interest the article concerning the quality of spares, particularly because I have experienced several of the problems listed. The faulty oil pump listed was mine. I had to have my flywheel lock washer modified because it had the fault detailed and also I could not fit the sump cork seals, they were simply too big. These experiences lead me to suppose that the other issues raised may not be isolated either.

I was therefore disappointed that although the article went on to make valid points about fitting standard parts to modified components, it did not address any of the specific issues raised. I would be very interested to learn of any findings concerning these issues.

Personally, I was pleased to get my money refunded for the pump (although less happy about the amount of work it caused!) but did not report the lock washer or cork seals because these issues seemed common knowledge among other club members I talked to. I got round the problems by getting the lockwasher modified to fit and bought an excellent pump and cork seals that fitted correctly from Roger Williams.

Part of the problem may well lie therefore with members like me not reporting all faults and simply finding ways round the problems. Perhaps they will write to you, as I am doing, so the club can assess the scale of the problem and investigate specific issues in order to get back to the suppliers.

Finally, I would like to thank Chris for his excellent service, it is not his fault that some components are not fit for purpose and it is difficult to think of a simple way he could check for all these faults, particularly items like the oil pump. Chris is always helpful and has got me out of trouble quickly on many occasions.

Regards

John Moon

Dear Bob,

### **TOC Spares – Quality Investigation: What investigation?**

I contacted the Chairman in February 2014 and, when there were no answers forthcoming, the President in August 2014 and was assured that a full and thorough investigation would be made. The subsequent report in Floating Power did not address any of the problems raised let alone provide any answers.

The article states that the TOC source their parts from 'reputable European companies' yet do not make any tests on the suitability of the parts they buy. My experience is that these parts are made to a 'budget' not a 'standard' and furthermore that they are made to the original size despite the fact that many of them are fitted into worn components thus making the repaired part little better than it was before.

The service exchange oil pump, where nothing had been done to an expensive and critical part, was not mentioned. I wonder how the President or Chairman would have felt if they had installed such a faulty part and it had ruined their run metal main/big end bearings. The TOC mantra that the Members will not pay anything more than the absolute minimum for a spare part is not tenable as quite often the cost of the part is dwarfed by the cost of fitting it.

The article states that *'TOC Spares.....continue to offer the level of quality, availability and service that the majority of TOC members require and expect.'*

There are spare/replacement/service exchange parts available that are made to an Original Equipment specification at prices little more than ones currently supplied by the TOC Spares.

One wonders if the majority of TOC members had been made aware of this that they would agree with this statement.

Best wishes

Roger Williams

## SPOOKY NOISES

The cartoon in the last F.P. depicting the marble in the ash tray reminded me of an incident some time ago on very similar lines.

I had treated myself to a new John Deere ride-on mower. After only a few hours use the twin cylinder engine developed a tremendous racket. Fearing the worst I called the dealer. After much dismantling, a tiny stone was found in the air cooling duct. Tiny stones do not feature in guarantees, hence a large bill.

Bernard Crockford

## GOOD DAY SUNSHINE

Dear Bob,

I saw Tim Newing's report on his sunroof and the hoops that he went through to get the thing right. I also note that he went to Hans-Peter to have a photograph of his car.

As several people in the Club know(!) I was the second owner of AOW 702, the 1936 Light 12, which I subsequently sold to Hans-Peter. The sunroof was a very good attempt by Dennis Ryland to get the thing right, which as there was virtually none of it

left, tried him - and me - rather a lot.

John Gillard subsequently had AOW in his workshop for several weeks after I sold the car.

The roof is not totally original - there's a large piece of aluminium, rather than wood, beneath the cloth top.

Oh, and AOW won the car of the year at Blenheim, which was more years ago than I like to remember!

Sincerely,

Tim Walker



## BIG 6 Q&A

### QUESTION

Hi Bob, the "Lighting up a Traction" spread looked good, have you had any feedback from it?

What I am writing about is converting the generator in a Big 6 to an alternator using the Dynator units made by WOSP and Dynalite which are alternators that look like the original generator. I was wondering if you had seen any correspondence amongst members in TOC or anywhere else for that matter regarding such an upgrade. I know these units are not cheap (what's new), I have contacted AES who are one of the agents in the UK for WOSP and while they have the Lucas C45 Short unit there currently isn't one for the Taction Big 6 (there is for the Light 15) . I'm sure I saw the code for one three years ago by Dynalite but so far haven't had any luck tracking it down. AES say it is no problem to make one and have given me a price, ideally what they would like is a generator in their hands to get dimensions from to ensure an accurate copy is made (I have sent them photos and the diagram out of the manual). This is where I thought TOC might be able to help by loaning one for this purpose. If you have any info that may help me in this endeavour I would be grateful.

I have just returned from our annual Easter long weekend CIT-IN which this year was in the Barossa Valley South Australia (prime wine growing country), the round trip clocked

up another 2000 miles in the Traction, all went well. We had a good turnout, about 160 delegates attended with their Citroën of all models represented, keep an eye out in the COCOA web site for photos.

All the best,  
Peter Stringer

### ANSWER

Hi Peter,

I own a 1954 6H which has been converted to use an alternator (and an electric fan). I do have the original dynamo and fan unit that I could loan out to AES in the UK if need be. Are they intending to produce a unit that has the drive pulley on one end and can take the fan at the other end, if so how much are they likely to ask for such a unit.

The other alternator I was looking at was one from a Volkswagen that has a pulley at one end and a shaft for the fan at the other (approx. £100.00 I believe).

<http://www.tractionavant.ch/Berichte/Technik/15CValternator/umbau.php>

Best Regards  
Steven Wright

## MORE EXOTIC BEAUTIES

Dear Bob

I don't know if these would interest you and Floating Power readers, but I took these photos while on our travels in SE Asia.

The Familiale has been living in Luang Prabang, Laos, for many years. I first saw the car 10 years ago on our first visit there. The car is now owned by a boutique hotel there - Auberge les 3 Nagas - and they have stuck a bit of information on the front passenger seat which I hope you can read. You will not be surprised to learn that this Familiale was originally painted black.....

I know very little about the convertible, except that it sits in the forecourt of the Café Indochine in Siem Reap, Cambodia.

Best wishes  
Ray Collingham



## LETTERS TO THE TIMES (2)

Hi Bob,

I feel a little like a salmon fisher, casting out the bait, and two Tractionists hooked straight away. Isn't that what democracy is about – everyone entitled to their view. Perhaps more letters will follow and then we can see the members' opinions on their Tractions. Who knows? Someone might agree with me...

I certainly was not offended by Den's remarks and, having been a consultant to the Pharmaceutical Industry, have dealt with far worse comments from Prima Donna doctors. If I was to take offence Den: I did not "*stick two fingers up at the Membership*" (your words not mine) and we are not fortunate to live in the South of France; it is something we worked for, saved up for and decided it was a better quality of life. Could happen to anyone if they really want something.

Thanks Jim for your comments and to clarify "*discrete indicators*" are quite visible but, mounted on the rear parcel shelf, not those hideous silver and amber monstrosities hanging off bumpers or screwed into the wings ( I expect more comments to follow).

Finally, I thought when first reading Den's letter, our dear old Bob had combined Den's letter with the new TOC Spare Parts list from Chris Treagust, then realised it was the history of the Hewitt collection!

Off to do two laps of the pool, **fingers crossed!!**

Nigel Dent

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Dear Ed

I know I am new to the Citroën Traction but I jumped in with everything I had, taking a scrapyard car, sitting in a barn since 1970, back on the road fully legal in the past 6 months. I know every nut and bolt on the car and have learnt the hard way but taking on everyone's advice, tips and experiences so I can drive the car in comfort knowing it works and performs perfectly (well near enough). I must say that André must have been slightly drunk on some of the design as it is not an easy restoration project, but as an engineer, most of it is superb engineering for sure.

Yes, along the way I changed it to 12 volts. I re-wired the complete car so why not "modify it: with electric fuel pump, light/horn relays, temperature sensor, electric fan, oil pressure gauges and even..... electric power steering. I had to replace the complete interior and the original owner (from new) had put in tartan door panels and red seat covers.... but why should I stick to the "standard" grey seat covers available from all the spares outlets. We wanted something slightly different that when someone opened the door, would say, "oh.... that is different" and I took inspiration from a few other Traction owners who dared to steer away from the norm (and there are not many out there).

What worries me with the Traction is who will be the next owners. Who is going to take on these cars after the current owners are driving through the clouds? Take one look on Le Bon Coin or Les Anciennes and there are 500 Citroën Tractions for sale, all black, with grey interiors and cream hubcaps. I am not young, but I feel it when driving my Traction. Many other classic car organisations have a vast range of styles from the classic resto to the modern custom mods. The spares are kept up to date, with new modified spares coming through, keeping these cars on the road and safe and allowing them to become more "cool" to the younger generation and possibly more affordable too. I am talking of the Mini, the Beetle, the 2CV and 4Ls; all cars I have owned where at the shows there is a vast spectrum of types, models and levels of restoration and modification, a field of colour. In my opinion, and keeping in mind I am new to the Traction world, this needs to creep into the Traction sooner rather than later, without the wrath of the purists and of the clubs. It should be encouraged without doubt and not "tut tutted" at. There is plenty of room for all.

I would love to drive down the motorway at 140Kph in my Traction and I love driving it down the lanes at 60Kph and there is no difference between the two as long as it keeps the Tractions on the roads and the spares on the shelf at affordable prices for the enthusiast in his garage.

Now where is that bright red metallic paint and chrome wheels..... only kidding.

Ian (Wright)

Also in France

## RONALD IN SCOTLAND

Notre Traction "Blossom Noir" rend hommage aux Commandos de la Seconde Guerre Mondiale, parmi des "hommes de l'ombre" qui ont participé à la Libération de la France.

Stèle se trouve dans le Nord-Ouest de l'Ecosse.

De la pluie comme dab.

Amicalement,

Ronald et Helene



## NEW MEMBER

Hi

Thought I might send you this photo of a Traction owned by Frank Gogarty (a new member to your club) and myself. It's a 1954 model bought in Oxford (originally VWL 777). We have joint owned now since about 1980.

Best regards

John Gaskin



## NOTICES

### DRIVING LICENCES

If you didn't know already, the 'paper counterpart' of the driving licence is now officially dead (from 8th June) and the government says drivers should destroy it. However, the FBHVC and other bodies are advising drivers to retain their paper part, as the replacement, totally-online, system is still not completely in place. The paper part may still be needed when hiring cars abroad and can be used as back-up should the UK online service encounter problems. For more detailed information on this, search online.

### LORRY SPEED LIMITS

The FBHVC is warning its members that HGVs can now travel at 60 mph on dual carriageways and 50 mph on single carriageways. Older vehicles may have trouble keeping up with these speeds, so please be aware.

### JAMES SIMKINS

Sad to report the passing of club member James Simkins.

### CAR SOS DOES A TRACTION

Many members will be aware of the excellent TV programme CAR SOS, which just finished its third series with a complete restoration of a TA. CAR SOS is shown on National Geographic, but is later repeated on Channel 4. I watched the programme on the night it aired (June 11th) and it was a very good plug for TAs in general and a good plug for the ease of finding parts. There was a good article on the programme in Classic Car Weekly, which I've passed to Mick P to put up on the TOC site.



***As mentioned in my Epistle, Chris Bailey has been writing 'our' TA column for The Citroënian for some time now and, with the kind permission of the editor, Adrian Chapman, we can now regularly enjoy an edited version of Chris's offerings from the past two months. Ed.***

**I drove my Traction on Drive It Day and although I didn't go to any events or see any other Tractions, I know others also got some exercise. The CCC Forum has a nice picture of eight tractions and a 2CV at Bagshot Park in Hampshire. That's local to me and I would like to have gone to make it nine but I had more mundane things to do that day – at least I did them “en Traction”.**

A week earlier I did spot a couple of Tractions on the M25. They would not have spotted me as I was sans-Traction that day. The first, a silver Slough big boot car was on the back of a truck and just a few minutes later I spotted a black French car on the other side. I had a plane to catch and photography was out of the question so I didn't investigate further. Since good things are supposed to come in threes I was on the lookout for another one but it didn't appear.

Quentin Wilson and Jodie Kidd's Classic Car Show really is rubbish. I don't even know why I'm giving it a mention here – except that they claimed the Aston Martin DB Mk III was the world's first hatchback. If Aston Martin had made the first hatchback it would have been the 2/4 from which the Mk III evolved. WE, and Wikipedia, know the Traction Avant claims that title. The 2/4 came out in 1953 whereas Citroën announced the Commerciale in 1937 with deliveries starting in 1938.

Ironically the car that became the world's first hatchback started out just four years earlier without any bootlid at all. The luggage space was there, accessed by tipping the rear seat back forward. In 1936 the Traction Avant was amongst the first cars to sport an integral boot with an opening lid. At first it was an option and quickly became standard. Seemingly obvious and normal now, it was a big step forward in those days. In gaining an opening boot, the Traction lost its second fuel filler cap – a good trade I would say. I could not say which was the first car to have an opening integral boot but it is surprising how many later cars still expected you to stretch through from the front to retrieve your stuff. Oddly, some cars even, having

adopted opening boots later lost them; Standard 8s and Chevrolet Corvettes being examples. In 2008 I rented a C6 Corvette ZHZ and whilst everything else about the car was just fine, I remember stowing luggage was a pain. I have never rented a Standard 8, but suspect it would struggle to keep up.

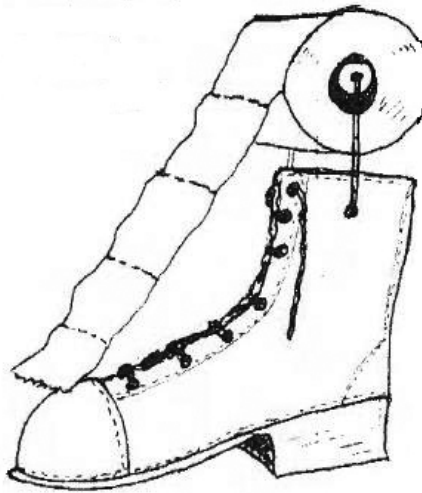
So, having adopted the opening boot in 1936 Citroën quickly went on to show us the hatchback in the form of the Commerciale the following year. This, being in the era of the Malle Platte, had the spare wheel mounted on the outside. The bootlid was 2-piece affair like the later DS Safari and Range Rover. The lower half was hinged at the bottom and its opening was supported by chains – the further you opened it, the heavier it was to close as you would be lifting the spare wheel. For maximum access the lower lid could be completely removed. Should you wish to roll a barrel into the rear, ramps could be attached. The top half of the tailgate was in some way self-supporting. Commerciale production ceased in 1940 for the duration of the war.

The Commerciale was reintroduced in 1954 after the Malle Bombée had been introduced. This meant that the spare wheel moved inside the car and the tailgate became a single piece hinged at the top. When you opened it – there was the spare wheel, right in your way. Perhaps Citroën was anticipating the current fashion for having no spare wheel at all as the publicity brochures omitted to show it in the pictures. Citroën ahead of their time again? To me, it seems the earlier design was more practical – but I could be biased. I have always preferred the looks of the Malle Platte cars with their curly bumpers and exposed spare wheels.

Having given the world the hatchback one might have expected Citroën to push forward with it – but I guess they saw it as being of use to commercial customers rather than domestic. Maybe labradors and garden centres were not foreseen at that time. Certainly the publicity material showed the intended customers to be “Le Boucher”, “Le Laitier” and “Le Boulanger” – (quoi,

pas de Fabricant de Chandelle?) and I guess calling it the Commerciale is also a clue as to who they had in mind. BMC and Renault developed the format for the family market with the A40 Farina and Maxi and the R4 and 16. Citroën's 2CV, GS, and CX could all have been hatchbacks and of course all their successors were. Jon Pressnell mentions in his book that the pre-war Commerciales had a drain hole to allow animal urine to be washed out – not a feature offered on any current hatchbacks.

In the beginning, with no boot lid, there were of course no rubber seals and no leaks. With an opening bootlid came the need for seals. The Malle Platte does not have a seal along the lower edge of the opening (mine doesn't anyway). The Malle Bombée on the other hand does and replacements are available from the excellent TOC spare parts service. The TOC Spares list used to call this item the Big Boot Bottom Rubber – which caused a gentleman called Rik Blote to provide the January 1997 edition of Floating Power a drawing of what he presumed such a thing should look like. I am sad to see this item is now called "Big Boot Lower Sealing Rubber" which may be more accurate but is not amusing at all.



And now, a bit about safety – wait, come back... it's all about the Traction.... Really!

We all know the Traction was way ahead of its time when it was launched – 58 years by my reckoning using the Mondeo as a reference (Pulling Power, Citroënian June 2014). There are however a few areas that do remind one of its 1930s origin and safety might be top of the list. The list of safety features it hasn't got is somewhat longer than those it does have. I was going to write "far longer" instead of "somewhat" – but then I listed them out. As you can see here, Tractions and Light Fifteens do have a few safety features and some of those missing can be added. I would however expect a zero Euro NCAP score.

## Safety Features missing

- Through flow ventilation
- Heated rear window
- Crumple zones
- Collapsible steering column
- Padded dash board
- Laminated windscreen
- Seat belts
- Air bags
- Padded sun visors
- Anti lock brakes
- Dual circuit brakes
- Disc brakes
- Brake servo
- Rear hinged front doors
- Anti burst door locks
- High intensity rear lights
- High level brake light
- High speed wipers
- Front and rear indicators
- Hazard warning lights
- Pedestrian friendly smooth front

## Safety Features present

- Radial tyres
- Rack and pinion steering
- Indicators – one per side
- Headlights - dim
- Tail lights - dim
- Brake lights - dim
- Wipers – with manual override
- Horn
- Hydraulic brakes – excellent ones too
- Front wheel drive
- Telescopic dampers

It's the crash safety items that are probably both the most significant omissions and the hardest to do anything about. Adding seat belts properly is not easy, let alone crumple zones.

Which reminds me of something funny – I've been visiting South Korea for 25 years during which time a lot has changed. In the early days I had a Korean techy colleague (Mr Kong) who was given to pimping his Hyundai ride. Modifications he made included a 6 inch TV mounted on a spike on the dashboard, a

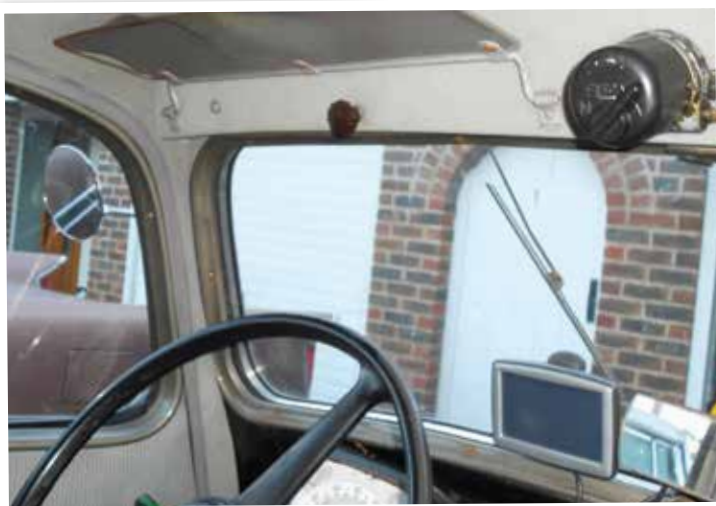
# Bailey's Banter

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sound system that would make your ears bleed and multi-coloured flashing high level brake lights which would certainly get the attention of any following car or aeroplane. No plane ever ran into the back of him so they obviously worked fine. Then he added a driver's air bag. He never tested it and you had to hope it would work well because if not the apparatus sitting about 4 inches from his forehead looked horribly sharp and hard. These days all Koreans drive new cars with everything factory fitted. They don't tinker much and really don't understand my preference for the older stuff.

And given the list above, I can see their point. Is it bravado, rebelliousness or just stupidity that makes me think it is ok to drive this thing on the A24, (which, north of Horsham must be one of the most dangerous roads in the country)? And it's not only me – I subject my family to this madness as well. Maybe they have not spotted the lack of crumple zones.

In my defence, the brakes are good, the steering and roadholding are good and the noise and vibration tend to keep the speed down. But as I look at the wiper motor above the windscreen and the manual wiper knob in front of my forehead, I am reminded again of Mr Kong's crazy Hyundai.



When the wipers on my Triumph Herald failed in torrential rain on a motorway, I would have been very pleased to have been able to operate them manually from inside (yes, I did reach out and use a rag – it was a long time ago). A benefit of the small boot traction with the top mounted wipers is that you get this handy feature – at least on the driver's side. This was lost

when the wipers moved to the new-fangled lower mounting position. (*Erm, well I have them. Ed.*)

Who needs this you may ask? – Well, I did, just the other day. I use a 12 volt to 6 volt converter which to run the wipers and the fuel gauge. It's not the most reliable thing it seems, and I have now learnt that the fuel gauge not only tells me what's in the tank, but also whether the wipers are likely to work. Of course, a zero reading could mean the car is out of fuel. That happened the other day too – a different other day when it wasn't raining.

I need to relocate the voltage converter to a cooler place – it sits high up on the bulkhead in the engine bay, probably the hottest place and I don't think it likes it there. A job for the to-do list.

As I write this, there is an enormous recall of cars with Japanese air bags. No Traction are involved.

In the early days of the Traction there were recalls of sorts – I have read of surreptitious reinforcement of the shell when the car went in for a service. But despite the original weakness there is that famous video clip of the Traction being pushed into the quarry to demonstrate its strength. If you haven't seen it you should. (Look for "Traction crash test 1934" on YouTube). Nobody was in the car when it made its descent. Men in overalls came along to put the bonnet back on, start it and drive it away. If there had been a driver in it during the drop they would have had to drag his corpse out of the way first. I don't think he would have been ejected through the windscreen as it is too small. But I suspect he would have made intimate contact with the wiper knob and the steering column.

Well, that's a bit gory – let's talk about something else.

My gearchange is working nicely again but for how long? I now have the new parts to fix it properly. Comparing them with those I put back in my car show just how worn they are. Another job for the to-do list.

A few things no longer on said list –

- Changing the oil – I must have changed the oil a hundred times on various cars so wasn't expecting a problem when I did this yesterday. I undid the drain plug and it dropped straight into the hole in the top of the receiving can. It's a perfect fit, I never knew that before. Result – oil everywhere, except in the can. As I mopped it up I had a perfect opportunity

to inspect every millilitre of it for metal content. None found.

- Grease points are greased – I always notice the difference.
- I have fitted the exhaust stay bar – missing when I bought the car 18 years ago. I read on the TOC Forum of the risks to my manifold and ordered one immediately.
- I was going to relocate my turn indicators from above the bumper to below it – I tried it and decided otherwise. Not that I like them where they are, but I liked the other place less.

Elsewhere in the issue you can read an excellent piece by **Dave Withington (page 24, Ed)** about a left hand drive Slough Light Fifteen. Now the Light Fifteen as you know had that most British of things – the trafficator, semaphore or flipper as we knew them. Dave is proposing to supplement them with flashing indicators discretely integrated into the existing lights. Here's how he proposes to do it.

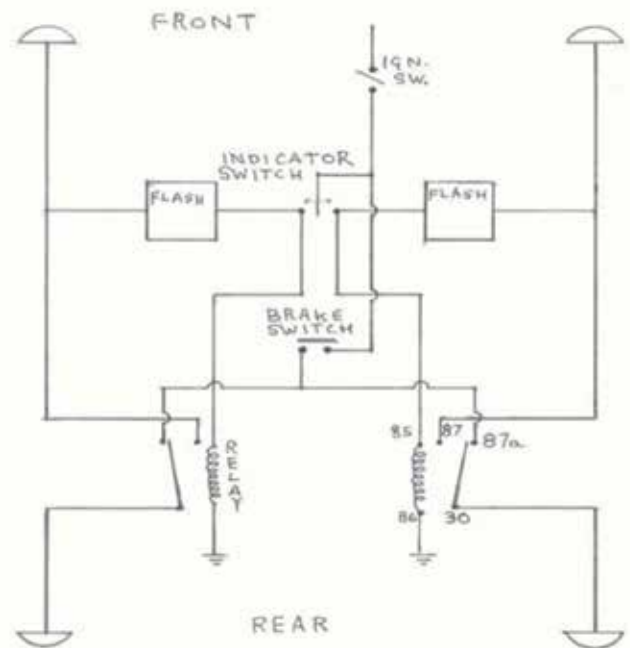
***My idea is to use the brake lights as flashers, as used by many American vehicles, and virtually every British car of the fifties which didn't have semaphores. Morris Minor, Frogeye Sprite, Jaguar Mk7 and others. This would require an interrupter circuit, (which was a Lucas DB10 relay in the fifties) which you will find attached below. On a Traction, I would take an actuation feed from the trafficator switch, activating a feed relay for each flasher unit.***

***For the front flashers, Stafford Vehicle Components do a conversion kit for the Lucas 1130 side light unit, as fitted to the Traction, which squeezes two bulbs into each unit, one white, one orange***

***Link: <http://www.s-v-c.co.uk/product/1130-conversion-kit/>***

***Just using the SVC kit to replace the unsightly***

***flashers on the front would work, but I like the simplicity of using the vehicle's own lights.***



My Chrysler, being a piece of 50's Americana does the same thing, albeit using a very complex column switch instead of the relays.



The actual lens is really quite large so you can see the difference between tail light and indicator / brake quite clearly. Nice and safe – but I suspect the big pointy fin above it will lose a couple of Euro NCAP points.

## The Story of Cyril

It all began really, in 2007 when my old friend Alastair Carter started looking for a Traction, possibly Slough built, but basically whatever came up. Having heard of a couple of promising cars in Newcastle on Tyne at a dealer, we went up one Sunday to look at the Light Fifteen this chap had for sale. A deal was struck, and the car came down to Crewe. The unusual thing about this car was that it was left hand drive, though Slough built. We didn't know until then that Slough made LHD cars – there were only just over 300 made.

Alastair used and enjoyed the Traction for a few years, but there was one niggle. No chassis plate! Not unusual for a Traction so I'm told, but it can cause problems. The car had had a number change at some point – there was a tax disc bearing another registration number in a door pocket, and the numbers on the log book had been changed during its life in the UK. I volunteered to find the chassis number if I could, but the life of old cars can be varied and colourful, and that was the case with this car (called Cyril the Citroën by the way). All we knew really was that he had been first registered in Jersey, and I played with it for a year or two, until I was made redundant last year. Having some time on my hands, I set in earnest, just to see if the history of Cyril could be unravelled

In the collection of paperwork which came with him, there was a typed note that he had been on the stand at the Motor Show in 1952, and been bought by a chap who took it back to Jersey. I had the bright idea to e-mail the Jersey Evening Post, asking if they could put a letter in an edition, asking for help from the residents of the island. I was amazed after a couple of weeks to have a mail from the editor of the motoring section of the JEP, saying that the last owner of Cyril had been in touch and giving me the chap's phone number. This was Michael Vautier, a lifelong resident of the island, and also a bit of a car nut too – he had a Morgan 4/4 and Rover 3500S at the same time as the Traction. Ok. I phoned Michael, who's now 81, and he told me the history, which is.....

The first owner of this car was Edouard Hamon, a Merchant Seaman, who visited the Earls Court Motor Show in 1952, looking for a replacement for the Citroën which Edouard had bought direct from Javelle in 1928 or 1929.

From the description, it sounds like an AC4 taxi, as it had four doors, a fold down leather roof at the back, and jump seats.

This car was on blocks in Edouard's garage for many years. Might still be on Jersey somewhere. I'll have to see if I can find it.....

He purchased one of the Light Fifteens exhibited on the Citroën stand, left hand drive as he was used to this configuration, and insisted that he had the actual car on display (he believed that the show cars would be finished to a higher standard than normal). We know from records that survive that Cyril was made in October



1952, the 13th LHD made at Slough that year, so he could have been at the show.

Anyroad. The car was imported into Jersey and registered on 14th March 1953, Jersey registration J14188 and was used by Edouard until his death in 1966. He only took the car out in good weather and if by chance it was wet, he leathered it off before putting it away. The car was then offered to a young nephew for £100, but it was rejected as too old-fashioned! Michael Vautier heard the car was on offer and bought it from Edouard's widow, using it sparingly until about 1981. The children of the family called the car "Jessie", and it was only used on fine days.

Came the early 80s and the Vautier family were becoming more and more interested in genealogy, and so the

cars were put onto the market, the Traction being sold to a chap from Yorkshire who came over, saw the car and paid cash on the spot. Before driving away, he lifted the bonnet and removed the chassis plate, then changed the number plates for a pair he had with him. So now we know where the chassis plate went. Seems it still only had 22,000 miles on when Michael sold it.

I'd also been in e-mail conversation with Michael's daughter Jane, who gave me the last Jersey registration number J715. Jersey is one of the few places in the British Isles which retains its old registration records, at Jersey Heritage, so I was able to get a scan of the last record card bearing J715, with the all important chassis number. Just for you doubting Thomases out there, the engine number matched the engine which is still in the car, so I thought we were fairly safe in saying this was the car, especially as it was LHD. This card gave the previous registration number, J14188 and the date of transfer to the mainland, together with the number with which the car was registered in the UK.

We now had the complete history of the car from 14th March 1953 until present. Oh, apparently Edouard didn't tax his cars in winter,





# The Story of Cyril

only using them from March onwards, which explains the March registration date. Could well have been in storage from late '52. Alastair was delighted with the result

Late December, we were chatting, as you do, and he casually asked if I'd been to Jersey. You can see how this is going can't you. You can't? Ah, well then, I looked into holidays in Jersey with a car. B&B for three (my wife Jane went too), with the cost of the ferry included was a quite amazingly modest sum, so we booked up for May this year.

The day of departure dawned. We set off from Stoke on Trent at 5:05a.m on the 20th May, early because we were heading for Poole, which is 200 odd miles south of Stoke, and Alastair was under strict instructions to keep the speed down. He was in the habit of cruising at 70, yes in a Traction, which we all know will do it, but tends to blow the head gasket (replaced just before Christmas folks). Arriving in Poole after a leisurely trip at around 50 mph and 29 mpg, we boarded the ferry. I'll confirm here and now that 200 miles in the back of a Light Fifteen is no hardship.

The next day we visited Michael at his home, having arranged with him the night before. Let's just say it made his day, seeing a car he'd always loved after 30 odd years, and in decent condition. He pointed out one or two things which he'd had done, confirmed other things and generally made us completely certain we had the right details. This is him reacquainting himself with the drivers seat.



All his neighbours turned out to have a look – they remembered the car as well.



We were made very welcome, with tea and cake on the best china, and after seeing more photos of the car, we bade farewell for a while, until Saturday evening when we had been invited to dinner with the whole family. Both Jane and her brother John wanted to see the car again, happy childhood memories you know, and

maybe reproduce a photo they have which shows both Vautier children with Cyril, or Jessie as they knew him. This is the original



And the reproduction



They've grown a bit in thirty years – and the conservatory is new! Jane and John were astonished that the car still smelled the same.

While we were on the island we were amazed at the number of people who came up to us and said they'd had a Traction, plus one chap on the ferry who'd owned a 1939 Slough-built 15/6 with P100 headlamps. All in all a fascinating short break. Love the island, love the food, and doing it in a Traction, especially meeting a former owner, just gave it that extra dimension. I should say that we still can't confirm that Cyril was indeed at the '52 Motor Show, or indeed if there was a Left Hand Drive Light Fifteen without sunroof on the stand, so if anyone has old magazines with information, or even better some photographs I would be interested to hear from you. Also, I'd like to thank Michael Vautier, his wife Nancy and daughter Jane for their help and generosity.

Dave Withington



## The TOC of Great Britain tours THE PERIGORD May 2015

Locals and tourists alike were treated to the wonderful sight of 24 Citroën Traction Avants as they made their way along the roads and lanes of the Dordogne Valley on a four day tour from the 7 - 11 May.

The aim of the rally was to discover a little of the history and gastronomy of the Perigord region and, as the period of our visit coincided with the 70th anniversary of the end of the Second World War, it was thought appropriate to participate in a few of the commemorative events taking place across the region.

The Club received a very warm welcome from the staff at the Chateau de la Vitrolle, our home for the duration of the visit. The Chateau itself bears a plaque

commemorating the lives of André Malraux and Jacques Poirier, both famous and much-decorated Resistance workers.



On the evening of our arrival day we enjoyed some wine tasting. The following morning (8th May VE day) took us to Bergerac where we participated in the ceremony to honour all victims of war and especially to remember the part played by the Resistance Movement.



# The Perigord



After Bergerac we drove to Chateau Bridoire for a delightful picnic in the sunshine and a visit to this very pretty and recently restored chateau. The day ended with some beer tasting at a local micro-brewery.



On our second day, we made a visit to La Ferme de Bardenat, a foie gras farm near the village of Marquay. This family run business still operates in the time-honoured way and club members were treated to delicious samples of foie gras, rillettes, etc from the farmhouse kitchen.



# The Perigord



After the farm we drove via the pretty back roads to La Roque Gageac where the Tractionists picnicked by the Dordogne river. In the afternoon there was a visit to Chateau des Milandes. This pretty chateau was once the home of the celebrated chanteuse Josephine Baker, who was herself a Resistance worker. Many of her show costumes are exhibited here, as are photos of her time as a revue singer and dancer. There are many pictures of her life at the chateau with the twelve children she adopted.



That evening at dinner Jan Reece gave an impromptu talk about the voluntary work that Teresa Forrey regularly undertakes in India with poorly children. The magnificent sum of €200 was donated by the club members.



Our fourth day was a free day for the club members to wander through the region and visit the many beautiful sights that the Dordogne Valley has to offer. In the evening we parked the cars in front of the abbey in Cadouin, where our day concluded with a gathering around the memorial to the American servicemen dropped there by parachute on 11th August 1944. A poignant moment for the club members and for a grateful nation.



That evening we enjoyed our last dinner together. Period dress was de rigueur. There was a live band and plenty of dancing. The TOC rally supported the French Cancer Organisation (La Ligue Contre le Cancer, Comité Dordogne) with a raffle for a high quality interpretation of Jean Claude Monet's (The Coastguard's Cottage at Pourville - 1882). This picture was painted by and very kindly donated to the club to raffle by Ms Cindy Fernyhough.



Ronald Knoth



## IN COMMITTEE

Brief notes on the TOC Committee meeting held on Sunday 31st May at Flitwick.

**Editor** – Bob reported that all is going well with the magazine.

**Treasurer** – Tony Malyon presented the latest financial report, which indicated a reasonable projected profit for the 2014/15 tax year. Mike McDonald has kindly agreed to take over as Treasurer from the next AGM.

**Shop** – New grille badges were discussed. The original supplier has not responded to requests, so a new supplier is being sought. There has been little demand for club clothing recently, but it was suggested that new lines should be investigated. A notice in FP was requested, for members to give their thoughts.

**Spares** – Chris is experiencing strong demand for spares and net turnover so far for 2014/15 is over £60,000. A stocktake in April shows a reduction of £3,000 from last year. There was a discussion about the value of proceeding with the E-store idea. It will be put on hold and Bernie to write a short piece for FP. In any case, an illustrated parts catalogue is still going ahead. New wings are still difficult to obtain.

**Social** – Paul reported the Perigord rally had gone really well. Bookings are still coming in for the Annual Rally on 31st July – 1st August. A rally is being organized for Guernsey in May 2016. Limited numbers. The 2016 Annual Rally will be in Kent

in mid-June and a small number of cars from the Brittany group are expected. This will coincide with the 40th anniversary of the TOC and be based at the same hotel as the first ever rally, thus it was proposed to look at extending the event from the current 2 days to include the Monday as an option. We are still looking for someone to oversee the NEC stand later in the year.

**Media** – The Facebook page is going well and the TOC Forum, also, is gathering pace.

**Webmaster** – There was a discussion about improving the look of the website. Martin de Little will liaise with Mick Popka.

**Membership** – Club membership stands at 635. The new overseas membership option is now available. Direct Debit will be considered and current costs for this will be investigated. PayPal still costs the club a lot of money and we need to think whether we can offer this for every type of service.

**Helpline** – Mick and Moira Holmes are standing down and were thanked for their many years of service. A new coordinator is being sought.

The next committee meeting is on Sunday 9th August.

The Ed.

## EVENTS DIARY

For up to date information on events, please check out the Events Page on the TOC web site.

[www.traction-owners.co.uk](http://www.traction-owners.co.uk)

### July

28th – 2nd	21st International Meeting of 2CV Friends	Torun, Poland. ACI 'Event of the Year' <a href="http://www.2cvpoland2015.pl/en/news/2cv-meeting-supported-by-the-city-authorities-of-torun,5.html">http://www.2cvpoland2015.pl/en/news/2cv-meeting-supported-by-the-city-authorities-of-torun,5.html</a>
31st – 2nd	Annual TOC Rally	South Cerney Airfield, Gloucestershire (info in last FP)

### August

16th	Wervik 15th International Classic Car Meeting	Wervik, Belgium.
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### October

9th – 11th	TOC AGM Weekend	Best Western, Aspley Guise, Beds. (See last issue)
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### November

13th – 15th	NEC Classic Car Show	NEC Birmingham
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# THE FUTURE OF THE SPARES E-STORE

**At the recent committee meeting Bernie Shaw was tasked with writing-up where things have got to regarding the long-planned introduction of an e-store facility for ordering spare parts. Here is his article. Ed.**

**Some time ago, in an effort to drag ourselves into the 21st century, it was proposed that we consider making our Spares available via an on-line “e-store”. The thinking was that it would reduce the load on those responsible for the “spares operation” and hence speed up order processing and the overall service.**

For trial purposes it was decided a very simple version of an e-store should be created allowing non-members to join the TOC and current members to renew their membership on-line. As there are a number of possible options to membership application or renewal an on-line “catalogue” of options was created to allow “shoppers” to select the appropriate transaction. Of course there were various gremlins and teething problems initially but the system has now been running for some time and appears to be working well when it is used.

Attention therefore turned to enlarging the model to accommodate the stock of spare parts. Clearly the first step had to be an on-line “catalogue” which members could browse and then select from. Compared with the few Membership options, cataloguing all the spares items was a far more daunting task – especially as it was considered imperative that a picture of every single item would be necessary to assist selection and minimise incorrect ordering.

Some years ago work started on a cross-reference of TOC to Citroën part numbers based on the original Citroën spare parts catalogue and that has been available for internal use for a while now. It is a useful document but the format (basically that of the 1934 parts catalogue) is not best suited to the purpose now envisaged.

We did start taking photos but that is an onerous task as almost every picture had to be processed, reduced to size, etc etc. Then somebody had the bright idea

of approaching one or two of our suppliers to ask if we might use their catalogue as the basis for our own. We struck gold first time with CTA who very kindly supplied a disc of pictures and descriptions of all their catalogue items.

Meanwhile we continued to consider the other aspects and, in particular, the order fulfilment and invoicing/payment processes and, on those fronts, alarm bells started to ring. Concerns were rightly raised about how we would handle parts incorrectly ordered, incorrectly supplied, no longer required, ordered and paid for on-line but not in stock, etc, etc, etc.

If we were a professional business we would undoubtedly have thrown money at the project and engaged professional advisors to come up with a working system at this stage and then employed the necessary personnel to implement it.....

....but, at the beginning, middle and end of the day, we are a bunch of well meaning amateurs and we neither have the resources for a professional investigation nor the “staff” to operate what would almost certainly become a giant sledgehammer to crack an uncertain nut.

We therefore revised our thoughts. The current plan is to continue with the catalogue as that is independent of the ordering system, a lot of the work is done and it is considered likely to benefit all in the long run. However, at this point we have also decided to put an e-store ordering facility on hold and take stock of whether this level of complexity is either necessary or actually required by club members and whether, once in place, it would actually be used any more than the current system of email and phone ordering.

Members' feedback on this will therefore be greatly appreciated.

## FBHVC NEWS

Due to parliament 'closing' during the election and its aftermath there is very little new for the FBHVC to report.

### NEW ROAD TAX PROCEDURES

The FBHVC points out that, although the DVLA refers to what must be done upon the sale of a vehicle, it is actually the date of the change of ownership that counts. This means that if you simply transfer the ownership of the vehicle to another family member, the taxation responsibility passes to the new owner in the same way it would if the car were sold. So, watch out for this effect, even if you only change ownership and don't actually sell the car.

Read the whole news release in detail at: <http://tinyurl.com/k2fj69j>

## ICCCR 2016

---

Re. ICCCR 2016 in August Thursday 11th - Sunday 14th in **Landgoed Middachten**, De Steeg/Rheden, Gelderland, the Netherlands.

Reservations for accomodation are starting.....

Already one hotel Avegoor in Ellecom of 73 rooms is fully booked.

When you subscribe for the event, you may be interested in making a booking yourself soon, and/or spread the news.

We found a few hotels and B&B's quite close to the event:

**Landgoed Rhederoord, Rheden**

<http://www.rhederoord.nl/>

**Villa Veertien, Dieren**

<http://www.villaveertien.nl/>

**Sandton Hotel De Roskam, Rheden**

<http://www.sandton.eu/sandton-hotel-de-roskam/en/#hotel>

**B&B Terre Neuve, Velp**

<http://www.terreneuve.nl/index.html>

In this region ("Arnhem" or "Veluwezoom" or "Rheden") you can also find bigger hotels, such as Best Western, Holiday Inn, NH, Vander Valk, which you can easily find on booking.com.

And small B&B's, look at: [www.bedandbreakfast.nl/en/bed-and-breakfast-gelderland](http://www.bedandbreakfast.nl/en/bed-and-breakfast-gelderland)

And campsites, look at: <http://www.anwbcamping.nl/nederland/gelderland.html>

Kind regards,

**Walter & Noëlla**

**Section Co-ordinators - Rest of the World**

You can contact us by email [rest-of-the-world@traction-owners.co.uk](mailto:rest-of-the-world@traction-owners.co.uk)



# CITROMOBILE 2015

Here are some wild and wacky photos from this year's Citromobile. You can see the full panoply on Julian Marsh's Citroenet. [www.citroenet.org.uk](http://www.citroenet.org.uk)



Photo Credits: Christina & Julian Marsh and Arthur Fryling.

## TOC RALLY JUNE 2016

(The date is not a typo!!)

Yes, I know – the 2015 Rally isn't until the end of July this year, so why am I plugging next year's rally this early?

Well, next year the club plans something a little special: it will be the club's fortieth anniversary year and it is planned to have a rally in the same location as the first ever club rally (1978). The location is planned as Peasmarsch, near Rye, on the Kent/Sussex borders (again, the same location as the first rally).

A contingent of the Brittany Club would like to attend as well, so we will be even greater in number than usual.

At this stage it looks like it might well be 17th/18th/19th June, with an extra day (Monday) for those who wish to make it a real long weekend. More details to follow, but please pencil these dates into your diaries.

Ed.

## FANCY A SUMMER TRIP TO DENMARK?

The Danish Traction Club is holding its Summer Rally on 21st – 23rd August in Svendborg (a pretty coastal town on one of the Danish Islands). For info contact Eugenio Lai  
[Eugenio@traction.dk](mailto:Eugenio@traction.dk)



## Have you booked yet for this year's annual rally on 31 July - 2 August?

All info in the last FP or on the web site.  
Booking forms available from  
[sue.allison@whitewaterfinance.co.uk](mailto:sue.allison@whitewaterfinance.co.uk)

## NEC COORDINATOR

The club needs a  
coordinator for this  
year's NEC Show.  
Contact Cleve at

[chairman@traction-owners.co.uk](mailto:chairman@traction-owners.co.uk)



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



**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](mailto: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.



continued

# Classified Adverts

**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:** 7c Traction, Paris built. Reg. number. ESK518 LHD, 63000km, Restored 18 months ago. Black, chassis number 089944 believed to be 1936, new 6 volt battery, MOT, bought by present owner in 1990. Very good condition **£11000 ono** - contact **Lloyd 07989 622520 Dorset.**



**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 .**



## 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:** 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:** 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:** 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)**

**FOR SALE:** Assorted Badges. Citroën (early flat), TOC, TU, TAN, AA (old), RAC (very old). **£12 each plus postage & packing. Tel or SMS - 07860 531770 Email – nym200@btinternet.com**

## 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:** 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.**

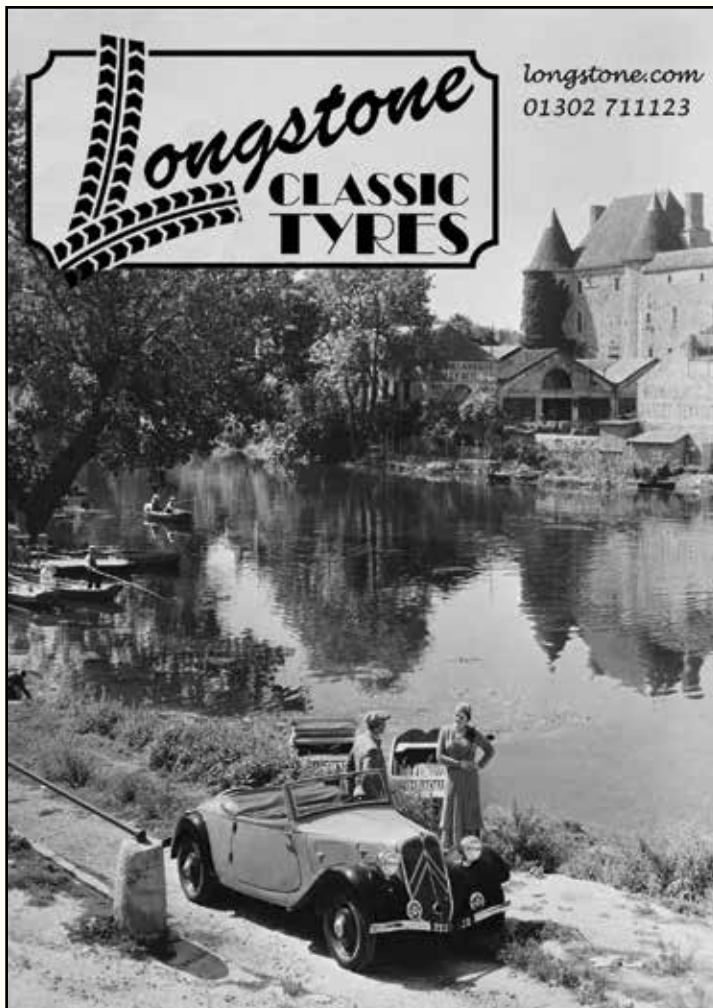
**WANTED:** for my Big 15 small boot (Onze Normale Malle Plate). I need the bodywork from below the back window to the rear

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**

**WANTED:** A higher top gear ratio, either another gear box or the necessary cogs, to make my 1950 light fifteen even more enjoyable to use. **Tel. Bernard 01986 782347**

## MEMBER SERVICES

**Traction bodywork and paintwork.** Club member. Hull area. **Steve Thompson 01964 533433 stevethompsonmotors@rocketmail.com**



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longstone.com  
01302 711123

## TOC SPARES HOTLINE

# 01243 511378

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

# TOC SHOP

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

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

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



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