

# Floating Powers

September/October 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  
01629 582154  
membership@traction-owners.co.uk

## Be a part of Floating Power...

The closing date for input for the  
Nov/Dec Floating Power is

**Sunday 11th October**

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

### Cover Image

*Wiljan Cats's Big 6 getting  
close to nature*

# Editor's Epistle

Hi Everyone!

It was great to see so many of you at the Annual Rally and to get so much positive feedback on the way the magazine is going these days. I've decided we now have what might be called an editorial team here at Floating Power (not as a result of any great strategic thinking on my part – just random good fortune). So, on page 6 I'm 'unveiling' the people who now create the magazine, so they get the chance to shine, rather than you all thinking this bi-monthly event happens solely as a result of my efforts.



*The Editor going round in circles (as usual)  
on the display ring at South Cerney*

### WHOA! IS ME

The Street Fleet is either in dry dock or about to go that way, so you won't see me around in a Traction for a while.

As I recounted a few editions ago, the Normale turned out to have a soggy bottom and John Gillard kindly took the pile of scrap metal away, to see if he could do anything to salvage a car out of it. It's now with **James Geddes** up near Newcastle on Tyne, who has been hacking away at all the rust (I'm hoping I may end up with at least a wing mirror left after he's cut it all out). Word is that a floor may be procured in the near future and then we can move on to putting things back together.

As for the Light 15, well, Darrin had been badgering me for a while to replace my top hose, but he warned me it would be like seeking the Holy Grail, since nobody makes them any more (I have a DS19 engine, so the original, custom hoses were only made in batch form). This expected difficulty meant I put off doing anything about it until one day the inevitable happened. As this was two days before we were due to leave for the Brittany Rally, it meant the trip had to be cancelled and I spent the next week ringing around trying to find any member who knew the whereabouts of a replacement top hose. Apparently, no such animal now exists (and if they did, there's a dentist in the States who would pay good money to come and shoot it!).

Martin de Little provided me with a temporary fix, which allowed me to attend our own rally, but the seepage is starting all over again. I've now spent quite a few bob ordering hoses that don't fit, but Darrin pointed me at an H Van top hose, which at least fits the 60mm opening which comes off the water pump. When I finally get something lashed together I'll have enough spare piping to start a plumbers' supply shop! Anyone else out there got a DS engine in a Traction and had the same problem?



### HOUSEKEEPING

Word reaches me that, following the recent committee meeting, someone has volunteered for the Helpline position. This will be ratified at the AGM (unless anyone else hankers after the position). I believe we are still looking for someone to manage our stand at the NEC in November.

That's it! See you in a couple of months.

**P.S. Entry for photos to the calendar closes on 30th September. Thanks to everyone for your submissions.**

Photos: Chris Bailey

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## Committee

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

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**Vanessa Plumpton**  
**Tony Hodgekiss**  
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# President's Ponderings



Thanks to a combination of excellent weather and an extremely interesting venue, the annual rally was most enjoyable. My fears of being “trapped” in a field for the duration turned out to be completely unfounded and it was actually very good to have a break from the usual format and try something different for once. The TOC was only a small fish in one of the biggest ponds of its kind and there was something to please everybody including vehicles, animals, steam, a fun-fair, aircraft, autojumble and so much more. Nevertheless, the impressive TOC display attracted a number of visitors and very complimentary comments from the majority of them.

The next big club event is the AGM weekend in October - also with a revised format which we hope will make it more of a social occasion so please book soon. In the meantime there are two Mid-Shires events in September, both of which are open to all members. The More the Merrier BBQ on 13th will also have a revised format (due to building works) and then “Pistons & Props” at Sywell is on the last weekend of the month. The contact for both is Stephen Prigmore and details are elsewhere in this issue. We shall also have a stand at the Footman James Classic Car Show on 19/20th September in Manchester and, of course we shall be at the NEC for the Lancaster Insurance Classic Car Show in November. Manchester is well in hand but, ideally, we would still like somebody to step forward to coordinate the NEC event and help spread the workload. If you think you may be able to help, do please contact Cleve Belcher as soon as possible, thank you.

On the Citroën front, PSA have now created the third Brand and “DS” figures equally prominently alongside “Citroën” and “Peugeot” in their portfolio. On 15th July a press statement was released containing the following paragraphs:

“.. today, PSA Peugeot Citroën unveiled plans to develop its Heritage activity....

Heritage encompasses PSA Peugeot Citroën's rich history, with its brands, products, and industrial and technological expertise. It offers a way of preserving the past and showcasing the different facets of the Group's identity as well as those of the Peugeot, Citroën and DS brands worldwide.

Building on the existing *Aventure Peugeot* association, which was founded more than 30 years ago, and expanding its areas of focus to include the Group's two other brands, PSA Peugeot Citroën is breathing new life into its history and that of its brands by creating a new association called *Aventure Peugeot Citroën DS*.

The association will remain faithful to each brand's identity by continuing to organise special events for the general public and car enthusiasts alike under the *Aventure Peugeot*, *Citroën Héritage* and *DS Collection* banners.”

To me this sounds like potentially good news in that it appears to contradict what was said at the ACI AGM when we were told very clearly that PSA would not be prepared to offer financial support to two organisations should the ACI choose not to embrace the DS Brand. The ACI has yet to make their decision and, as one of the UK representatives, I shall be pleased to pass on any UK feedback on this matter.

Back in-house again, the TOC Spares quality investigation continues. I have had a little (but only a little) feedback to add to the melting pot but you will see in the Chairman's Chat that we also face changes to European Legislation (via FIVA). The proposed changes are likely to not only redefine historic vehicles but also specify which components may or may not be altered without compromising the historic status of a vehicle. This will almost certainly add yet another dimension when it comes to deciding which spares the TOC should be considering stocking.

And finally – as the TOC will celebrate its 40th “birthday” next year, Committee Members have agreed it would be fitting to commemorate the milestone with a special logo as we did for the 25th. Members are therefore invited to submit suggestions for a design which can be used on items of TOC clothing and other Club regalia next year. This is a competition open to all members and there will be a prize for the winning design so good luck to all.

As ever, happy motoring .....

## New Members

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

2464	Mr Ralph Morgan	Wiltshire
2465	Mr Adrian Moore	W Midlands
2466	Chris King	Norfolk
2467	Mr Zbigniew Kunicki	Conwy
2468	Mr John Waynam	Glos
2469	Dr Kingsley Chadwick	W Sussex
2470	Mr Rodney Pick	California
2471	Mr Barry Plows	Cambs
2472	Mr Kenneth Gordon	Midlothian
2473	Mr Barry Bullimore	Essex





First of all can I offer my heartfelt thanks to Sue & Philippe Allison, their son Luke and Paul & Pat de Felice for the time and effort they put into organising a great Annual Rally at the Steam Extravaganza at South Cerney. While a slightly changed format from some other years (Vive la difference!), the scale of the event was truly mesmerising. It took the good lady and me at least two days to investigate all the activities at the Event and this was not simply the result of lengthy delays in the bar tent! A particularly lasting impression was the number of younger members of society, both boys and girls clearly heavily involved in helping to build, run and drive huge pieces of historic machinery, especially steam traction engines and rollers. We were clearly peering into a parallel universe the full extent of which we were previously unaware. The image of, at a guess, one 12 year lad driving a smaller version of a traction engine up and down relentlessly with skill and commitment close to the TOC stand such that, after several hours, his face was jet black with soot, will remain with us for years, especially given my daughter's continued attempts to wrestle our grandson away from his games console and iPod.

The car behaved impeccably completing the journey without incident, although I must say that Highways Authority's attempts to catch me out once again by cunningly hiding a red traffic light in dense foliage at the side of the road produced a string of expletives. Even the good lady said it wasn't my fault, so that's how bad it was!!

We live in changing times and even the world of historic vehicles is not exempt. As I sure many of you are aware, our friends in the EU have changed the definition of Historic Vehicle.

It is now defined as one which fulfils all the following conditions:

- It was manufactured or registered for the first time at least 30 years ago;
- Its specific type, as defined by the relevant legal acts of the Union on type approval, is no longer in production;
- It is preserved and maintained in a historically correct condition, and therefore has not undergone major changes in its technical characteristics.

The words in red are an issue in that at present the precise extent of changes or alterations that can be carried out to a vehicle and maintain its "Historic" status are unclear. Along with other Historic Car Club representatives I will be attending a discussion forum with DVLA reps in Swansea in September when hopefully we may get some direction. Depending on where they decide to pitch the line, this could have consequences for some in terms of Vehicle Excise Tax, MOT's and Insurance and we are seeking to understand the nuances so that, hopefully, we can provide some form of guidance to our Members.

I am sure many of us would wish this issue would just simply go away, but, sadly, we cannot ignore it; since inevitably, depending on the outcome, it may have an effect on the Club, ranging from say the level of information we may have to hold on members vehicles, through to spares supply and vehicle insurance.

I will let you know what happens!

Cheers

## CALENDAR CLOSING DATE

**Please note that the closing date for photo entries to the calendar is 30th September. Please send photos direct to Martin de Little at [rwd@traction-owners.co.uk](mailto:rwd@traction-owners.co.uk)**

## 40th ANNIVERSARY LOGO

**Feeling creative? (No, me neither, ha ha!) Anyway, the Pres and Chair invite you to enter your idea(s) for a 40th Anniversary TOC logo, ready for the 40th Anniversary of the club next year. Please send your confections to either Mr Pres or Mr Chair, or both. (According to the President's Ponderings, there is 'a prize' for the winner. Intriguing.....)**

# The team who put the magazine together



About thirty months ago I took over as editor of the club magazine and some of you will remember my first, pitifully thin, edition (I know I do!) Many members rallied round and started writing in with letters and articles and the magazine soon began to look a lot more rounded. And so, two and a half years later – with your encouragement - we have a full colour magazine containing lots of letters and a wealth of articles. I think that we can be proud of the quality of our magazine and I'm grateful to all of you who keep on supplying the material.

Over the same period I've had a lot of help from various people and I think the time has come to publicly acknowledge the generous help that I get from this small, dedicated group.



First up is **BEV OATES**. Bev was the club chairman when I started in this 'job' and, between her and Bernie, I was guided and supported for the first six months of my 'apprenticeship'. When I'd got the basics under control, Bev continued to act as proof-reader for every edition. And boy does she spot some whoppers! The fact that you can read this magazine without mentally reaching for a red pen on every page is solely down to Bev. She is also responsible for our advertising pages and deals with all the companies who take space in the magazine. Finally, she also acts as my adviser on matters of taste. Whenever I overstep the mark with my adolescent humour, Bev is always there to ask if I 'really think it's a good idea' to write something, or to suggest (as per Yes Minister) that I'm 'very brave' to include a certain phrase. People like Gerald Ratner (the 'total crap decanter' speech) and Gordon Brown ("An end to boom and bust") could have done with a Bev and I'm comforted to have her on side.

A goodly part of the magazine these days is made up of photographs, many of which stem from the camera of **MARTIN DE LITTLE**. Soon after I took up the editor's eye shade, Martin ventured to send me some photos and I ventured to beg him for more! He quickly became the magazine's de facto roving photographer and has since taken on the role of Rear Wheel Drive correspondent and, latterly, Calendar Tsar. He also (I know: is there no end to this man's talents?) does the odd bit of copy writing and he insists on not being credited for this, or for all the photos he supplies. (Such humility is suspicious, dontcha think?)



Next up is **CHRIS BAILEY**. Another one of those people who hides a very large light under a substantial bushel. I first 'met' Chris when he volunteered to take over the TA column in The Citroënian. When I saw his first article I was amazed that we had such a talent hiding away in the TOC and you may remember me writing about the fact that any TOC member who wasn't a CCC member was missing out on a really good read each month. Well, perhaps inevitably, I had to pinch a small piece he'd written about a record-breaking auction price for a TA convertible and it gave me the idea of approaching Adrian Chapman at the Citroënian to see if I could have a potted version of Chris's monthly offering for Floating Power. Adrian kindly agreed and we now have a regular column, aimed very much at the TOC newbie, to grace our pages each issue.

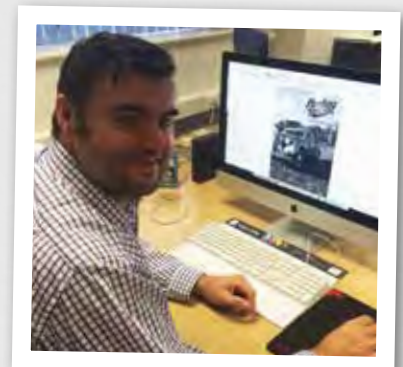


And the man without whom..... (drum roll) **SIMON PRINGLE** is our man at Oyster Design. Simon takes my text and photos and somehow turns them into magazine heaven. A veteran of many years behind an Apple design console, Simon has developed a psychic ability to know what I want from a page layout before I do. (Oh, alright, I mean he's the real brains behind the magazine style and I just claim the credit! Honest enough for you?!?)

So, there you have it. The people behind the scenes who actually do all the hard work.

ROUND OF APPLAUSE!!!!

Ed.







## TOOLS

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

### SCOTLAND

#### Northern Scotland

**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

**For details of planned activities contact: Peter Fereday,  
south-scotland@traction-owners.co.uk**

### WEST OF ENGLAND

**TOC Annual Rally.** Liz and I were unable to attend the Annual Rally due to my having to recuperate (including not being able to drive or be a passenger in a car for a few weeks) after a small operation. However there was a small attendance from the West of England Section.

Forthcoming events in the West of England area are:

**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 Gathering at Redhill Village Hall, Redhill, Bristol at 7pm.

**Sat Oct 3rd.** I have reserved a club display area at the Castle Combe Autumn Classic on Saturday 3rd October next. <http://www.castlecombeautumnclassic.co.uk/>. We have 4 cars booked in at the time of writing this. This club stand reservation gets us our cars displayed for free but the entrance fee for the driver and all passengers is still required. Unfortunately the date for a reduced entry fee linked to displaying in the club area has passed. However those of you wishing to go but paying full price can still display in the area but I need to know asap.

With its 65 year history, Castle Combe Circuit has always provided tried and trusted motor sport entertainment. But in 2012, a simple idea for a 'Classic' themed meeting proved to be one of its best, with last year's event hailed by many as the circuit's 'best ever' meeting.

With nine races the fabulous cars speak for themselves, with a mixture of the very ancient vintage sports cars to sixties single-seaters in the shape of the popular Formula Juniors. The 'Big Healeys' will be as competitive as ever while the crowd-pleasing 500cc Formula 3 cars return once more. Brand new for 2015 will be a race for

historic saloons, sure to be a huge hit with spectators. Add in pre-66 Jaguars, historic Aston Martins, a huge grid of 1950s sports cars for the Inter-marque race and demonstrations of historic Grand Prix cars led by the legendary BRM V16 and you have a full afternoon.

The whole circuit will be stepping back in time, with numerous club stands, displays and period style aplenty.

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

**Den Hewitt**

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

### NORTH EAST ENGLAND

At last, we visited two Tractions we'd heard about from **James Geddes**, but never seen and one of the owners and his partner own a pub. So we just had to go and find them and so on Sunday 12th July we all met up at The Stables, East Herrington near Houghton-le-Spring in Co. Durham for a get together. The Tractions are a Familiale and Légère owned by **Bill and his brother David Christie**, both of which have been well restored (the cars not the brothers). Also **David Wood** turned up in his lovely red Light 15 which is being restored (just the water pump). We squeezed into the pub car park and enjoyed a tremendous Sunday lunch and natter. This could become a regular meeting place.



# Section News

The following Sunday July 19th was Newby Hall Classic Car Show and Auto jumble near Ripon. Thanks to **Mick Popka** we again acquired the TOC Marquee. **Steve and Bridget Wright** made the journey over from Stockport for their first visit and we hope enjoyed their weekend. Also, new owners of a traction **Mike and Sue Ward** made a special visit from North Wales to see what we tractionists are about. Hopefully we'll see them again and this time in their traction. **Michael and Heather Broadbent** spoil us by giving us all "bubbly" and home grown strawberries..... many thanks - they were lovely. All together we had 8 Traction and with French Café Music playing put on a good display for the public to view. This Show is the largest in the North East of England with 1400 Classic Cars and 100 auto jumble stands and I think we generated a lot of interest and plenty of questions from the public. A plan seems to be formulating for next year's show to be the starting point for our little rally over to the west coast of Ireland.

Now, this year the Croft Racing Circuit near Darlington put on a celebratory weekend for VE Day. I joined in, in particular, because they allowed us to take the Classics on the race track. I just had to do it, because I'd never done it before. It wasn't a race and no overtaking, just a parade around...they said. Well two MG Sports cars led our group and I led the real classic field. I wasn't going to let two sports cars get too far ahead of me so I hit the accelerator. Going round a bend which didn't end made the light 15 "sweep around" with no skidding and no squealing of tyres; she just stuck to the track. I lost any classics behind me!! Must do it again next year and try a bit harder. I can recommend it.



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

**Graham Handley**

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Anyone for strawbs and champers?

## NORTHERN SECTION

I hope that your Summer is going well. We have had a few disappointing weekends weatherwise, but things are improving, although the first signs of Autumn are beginning to show..

The big news is that we have, after a lot of discussion with the organisers, at the time of writing, managed to grab a small stand in the forthcoming Footman James Show in Manchester.

This is on September 19/20. at

Event City, which is next to the Trafford Centre, we have room for three cars in our display and at the time of writing we are looking for members' cars to put on show, plus volunteers to help put things together

on the Friday evening and dismantle again after the show finishes at Sunday teatime. We will have up to 8 passes to get in and so there is also the opportunity to get free admission to have a look around the rest of the show whilst you are there. Parking is also free.

In terms of cars, it would be nice to get a mixture of models and ages, (although the stand will be a bit tight for Comerciale or Familiale variants) We have two cars volunteered to date.

With regard to other events, for once we had a bright and eventually warm sunny day for the small show at Vincent's, in Scarisbrick, near Southport, which provided a good turnout of vintage and classic cars and motorcycles, including three very nice Model A Fords, and we also managed a





small display of three Tractions in one corner of the site. It was also the first trip out for Bill Dyke's wonderfully patinated white French 1952 Legere (see photo). Bill has been re-commissioning this over the last few months and had at last come to that point whereby, although there is still plenty to do, the car is roadworthy and usable, and so out it came.

Very nice too, and for me in many ways just as appealing as some of the 'better than new' restorations that we see on the show circuit.

Ian Gardener had managed to solve his fuel supply problems and also came along in his Traction. It appears that the new fuel pump which he had fitted when his previous one expired, was the wrong stroke and at higher revs, was unable to supply sufficient fuel to fill the float chamber. Fitting the correct, metal topped unit, has restored his car back to its former state of health.



Mick Popka and Steve Wright managed to get to the two day Cunard 175 in Liverpool earlier in July and displayed their cars on both days. The display was a success, but the cavalcade was something of a washout literally as the heavens opened as soon as everyone set off. Mick and Steve had the only Tractions on show, but they seem to have attracted the ladies!



Next local meeting is the 20th August at the Bowling Green at Charnock Richard. This is timed to coincide with another local car club get together, the Thursday Knights, who field a diverse collection of pre-war cars as well as some more recent stuff, so we should have some interesting cars to look at if the weather is kind and hopefully some images for the next report. I am still hoping to hear from Northern Section members about alternative venues in the region so that we can move around a little and give more members a chance to attend a get together nearer to their home.

Finally a couple of pictures of what for many of us will be a familiar experience. That point when everything was going so well and then suddenly there is no power and you just drift silently to the roadside.....



It was the electric fuel pump in my case, it refused to respond ....until the RAC man showed up, at which point it sprung miraculously into life.

"What did you do?" I asked him.

He shrugged, "No idea," he said, "nice car though."

**Bryan Pullan**

**Email: [northern@traction-owners.co.uk](mailto:northern@traction-owners.co.uk)**

**Tel: (mobile) 07967 479701**



# Section News

## SURREY, HAMPSHIRE & SUSSEX BORDERS

July 19th some of us began our trip to Stockbridge Nursery and Water gardens at the Fairmile. The weather was fine and we found ourselves having coffees and teas, and chatting about the recent trips to France. We eventually set off. A picnic at the nursery where we found the southern members had almost finished their meal, apologies for arriving late. Some then visited the Water Gardens.

August 17th Marcel and Hazel took on the day with a BBQ at their house. A big thank you and hopefully we will have photographs of the day.

20th September will be our last outing of the year to Loseley Park and House. Just to the South of Guildford, Surrey. No convoy; just arrive at 11a.m. Our cars are to be parked on the grass to the right of the main drive way (as you come in ) in front of the house. Owing to a late booking of a wedding we need to take our own picnics.

We will be given a tour of the House at 12 noon. We will need to know numbers attending, so please contact me. If you need to phone 0208 330 7216 leave a message and I will get back to you. Or e-mail me.

October 18th, November 15th, meetings at the Fairmile. Don't forget it is never too early to go on my list for our Christmas Lunch in The Malting House, at The Barley Mow.

**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.**

## OUTING TO STANSTEAD HOUSE 21ST JUNE





## SOUTH MIDLANDS

**For details of future planned activities contact:**  
**Simon Saint**  
**Tel: 01905 454961**  
**Email: south-midlands@traction-owners.co.uk**

## MID SHIRES

**Sywell** is fast approaching, a great event. 26 / 27 September, places on the club stand are going fast. However there will be plenty of places in the classic car park each day. Contact me now to avoid disappointment.

**Earls Barton**, Wednesday 1st July saw over 800 vehicles. This meet goes from strength to strength. It was nice to see fellow TOC member Charles Vacy-Ash from Coventry in his grey 1954 light 15 next to a very nice French police blue 'H' Van.

Don't forget it's the first Wednesday of each month.

**More the Merrier Barbeque, Sunday 13th September – Great Doddington Northamptonshire open to any TOC member.** Due to building works, a slightly different plan; lunch will be taken in the community club next door to Brambles. Food is excellent and reasonably priced. 20 places provisionally reserved but ample space if the whole club wants to come! Please contact me asap to book

### **Mirabelle report. The ongoing restoration of my 1932 C4g**

Progress is steady rather than brisk. Still in need of a steering box, column and headlamp switch.

**Good News:** chassis starting to be reassembled, axles refitted. Purchased the very last 3.9m of original upholstery material. Will it be enough? Time will tell.

**Bad news:** Cylinder has a bad crack found only after sand blasting. One has been purchased from le Bon Coin and delivery is eagerly awaited.

**TOP TIP** if you need new suspension bushes and they are hard to find or expensive, make your own, using a two part liquid polyurethane mix, poured directly into the steel spring, I used bluetac to stop it leaking out and the old fittings with the rubber removed, make sure they are centralised. Polyurethane is rated in 'Shore' hardness, a rating of '85' seems to be the one to use, quite firm but still with a bit of give.

### **Worlds First Hatchback?**

In the July / August edition of FP, Chris Bailey, in his 'Bailey's Banter' mentions the world's first hatchback being announced in 1937. Wouldn't the C4g with its 1/3 - 2/3rds rear tailgate qualify for this accolade? Mine is 1932, the first may have been as early as 1928 when the C4 was first sold.

## Coventry Transport Museum

Has recently re-launched following a £9,000,000 refurbishment. It is a world class collection of British transport, with emphasis on the marques local to the Midlands and good day out and unbelievably, it's free!

We recently attended their Dinner and Drive evening; it included a viewing of the museum after closing time, dinner at the Butchers Arms, Priors Hardwick and a short after dinner speech by Norman Dewis, 36 years as Jaguars chief test driver. To hear him talk of working with Sir William Lyons, driving a C Type at 172mph and early life at Jaguar was totally absorbing.

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

## EASTERN

**Regular Social Meet Ups** with the Eastern Section of CCC. We arrive from 7 p.m., food and real ales are available at reasonable prices. You can choose to dine or not. We enjoy a relaxed evening talking all things Citroën.

**Attleborough** – Tuesday 1st September – Tuesday 13th October – Tuesday 24th November – December TBC

The Angel Inn Freehouse, Larling, Nr Attleborough Norfolk NR16 2QU, 01953 717963. [www.angel-larling.co.uk](http://www.angel-larling.co.uk) Take junction from the A11 signed "East Harling", and immediately turn left (signposted for the pub). If you get to the T-junction, you have gone too far.

**Chelmsford** – Tuesday 22nd September – Tuesday 3rd November – December TBC

The Compasses Inn, Littley Green, Nr Chelmsford, Essex CM3 1BU [www.compasseslitleygreen.co.uk](http://www.compasseslitleygreen.co.uk)



Seven intrepid travellers attended the 21st International Meeting of 2CV Friends in Torun Poland. Jasmin and John in Dyane, John and Richard in 2CV, Adie in

# Section News

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DS Safari and Kate and Tim in a GSA. We travelled Harwich to Hook of Holland, then drove across Holland and Germany (one stop off at Barleben, we highly recommend Best Western Hotel Sachsen Anhalt). On to Poland, spending three days in Torun, Hotel Spichrz; again excellent accommodation central to the beautiful medieval city. The rally saw over 2,500 cars in all shapes and sizes attend and gave us a central meeting point to explore Poland. Our tour continued to Gdansk returning along the Baltic coast. 1800 miles in 10 days with no major problems.

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## LONDON

**Peter & Sue Simper**

**Tel: 01784 559867**

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

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## IRELAND

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

**Richard Sheil: [ireland@traction-owners.co.uk](mailto:ireland@traction-owners.co.uk)**

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## KENT/E SUSSEX

The number of members continues to creep upwards with the number of roadworthy cars lagging this a little. But they are there! And soon they'll be running again.

We managed to field three Tractions - two Lights and a Normale - for the Drive It Day organised by the Maidstone Historic Vehicle Group at the end of April, which was well supported despite rather dull weather.

We were all assigned to the anti-clockwise group so managed, sporadically, to travel in convoy. Organisation and route instructions were excellent but at the end of a longish circuit attention was faltering and some of us missed the last lane section and took the fast road back to the start point and a very welcome carvery lunch.

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

Adrian (Phillips)

email: [kent-east-sussex@traction-owners.co.uk](mailto:kent-east-sussex@traction-owners.co.uk)

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## SOUTH WEST

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

**Howard Speirs**

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

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## 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](mailto:rest-of-the-world@traction-owners.co.uk)

**Nothing else to report.....**

**Walter & Noëlla**

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

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**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

Our next meeting is our annual pilgrimage to the Yew Tree on Sunday 4th October.

*"The Yew Tree at Cauldon is an Aladdin's Cave featuring a unique collection of antiques and curios including Queen Victoria's stockings, a 3,000-year-old Grecian urn, penny farthings, the Acme Dog Carrier and various musical instruments including one named the Serpent. Sit on antique benches, settees & settles. All are on display for the perusal of drinkers at the Yew Tree Inn which is just south of the Peak National Park."*

<http://www.yewtreeinncauldon.com/>

It is a fascinating pub with good beer and light lunches. Do come and join us from noon onwards.

**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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## TOC RALLY JUNE 2016

As mentioned a few times now, 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.

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.

## 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)

## Your Letters

### FLASH HARRY

In the July Floating Power Mr Bailey describes how he has discreetly converted his existing lamps to double as indicators. This approach deserves full marks for ingenuity and for preserving the originality of the vehicle. However I take a very different view and I have fitted modern bright orange indicators at each corner of my Citroën. When I am negotiating a path through a motorway merger I feel so much safer with my very obtrusive indicators.

Bernard Crockford

### A GALLING AND FRUSTRATING EXPERIENCE

Hello Bob,

This may interest you and other everyday mechanics. Metallurgists and professionals look away now.

Galling: the process by which metal surfaces 'cold weld' under load. A number of metals including aluminium and stainless steel are susceptible to this phenomenon. I'll spare you a lecture in metallurgy but you might want to look it up.

A number of us routinely replace worn steel nuts and bolts with stainless, the cost is surprisingly small and so after two hard days wrestling with hubs and brakes I set about changing the silencer, just a little fill-in job. Big mistake, the whole system had been bodged, so took an age to align and then tightening the nice new shiny bolts on the long pipe they seized with the flanges still apart; I could neither tighten nor loosen them. "It's just as if I've generated so much heat that

they are welded solid" said I in a state of exhaustion. "I'll sort it" said the good Martin (de Little).

Now, he's a little younger and a lot stronger than me but could make no progress with the bolts. Finally we removed the system and with a Herculean effort Martin sheared one bolt and cut the other off. The nuts were indeed welded to the bolts.

So although it seems counter intuitive, grease or copper slip steel and stainless bolts on assembly.

I should have realised earlier; as a lad in industry in the 60s I witnessed the same problem with a swaging press, but who remembers the 60s? *(Or swaging presses! Ed.)*

Regards

Mike (Wilcock)

## MORE ABOUT SPARES

Dear Ed,

I have read with interest the exchanges over the TOC spares scheme. As a very frequent user of the service (my car is in daily use so it does wear parts out!) I think we need to stand back and reflect. We would all like everything to be perfect but with old cars 'it just ain't'.

May I offer a couple of observations:

1. I do fully sympathise with the position of disappointed members and the frustration with events. I am sure we would all be as irritated as he clearly is if we had suffered similarly. Frankly in my view the disappointment is well placed and from my side it has my sympathy - I am sure I would have been incandescent in his shoes if I had a part that had caused damage to my car
2. But it is common cause that Chris T does a marvellous job - I am a big fan of his. Whenever I have had an issue he has by and large (not always) been able to resolve it and he puts himself out more than most would expect him to do.
3. Equally I do think TOC needs to accept that while the spares line is excellent it also isn't perfect. I have equally had spares over the years that have not been 'right' but they haven't caused further damage and have generally been replaced. Given the prices they pay, members do have a right to expect spares to be of top quality - but I must say that from time to time they just aren't. That is no one's fault but the Club needs to be man enough to accept that, and push our suppliers really hard when things go awry.
4. I wonder if (as a side thought) the club carries liability insurance against the risks of supplying parts that go 'pop' and cause consequent damage?

We all want to keep these beauties running as long as we can and we perhaps need a bit of joined up thinking to ensure this sort of thing doesn't happen again

Chris Holme

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Hello Bob

Brian Follain urges (July issue of "FP") that those of us who use the Club Spares department record our appreciation of the fine work that Chris Treagust does for us. I've not had to call on Chris too often over the 18 years of my Traction ownership, but whenever I have done his response to my e-mailed orders or advice following telephoned queries has always been prompt and courteous.

As to the quality of remanufactured parts, I've not personally experienced difficulties with TOC-supplied examples. But it is a fact that in general terms many remanufactured spares for individual marques or for multi-specified applications can be badly made or even defective. I own another post-vintage

classic and have bought parts from several well-known and reputable specialist parts suppliers for that make. Some items are not well-made or are nowhere near exact replicas of the original part.

Here are a couple of examples: (1) I recently bought for my other car a pair of rubber gaiters that protect the steering trackrod joints (the Traction uses a similar item, and Chris can supply an easy-to-fit leather type). On the gaiters I bought there was a very small rubber block moulded on the outer circumference, which made it impossible to fit one of the securing clips. So I had to cut it off with a Stanley knife. (2) For the same car I bought two replacement cooling system hoses. On one I had to cut off 10mm to secure a fit, the other was 10mm shorter than the original; making it a pig of a job to be sure the hose clips were safely tightened round the two pipes to be joined. Now, you might expect a reputable parts supplier to examine each batch of items for faults such as these - but that's a mammoth task which would inevitably increase the selling price to the ultimate buyer - i.e., us.

I think that were the Club to require Chris to perform more than a perfunctory quality and similarity check on any part he sends out from a new batch, he'd walk away from the job - or demand a high quality gofer. I think Chris does a really good job, and it is to the Club's good fortune that he carries it out for our benefit.

With best wishes

David De Saxe

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Dear Bob,

I have never yet put pen to paper but having read the article in the latest FP about the spares matter, I felt I ought to say something on this subject, in support of C T.

I do not think the criticism is justified, because:-

1. Chris Treagust is responsible for maintaining a stock of spares approximating in quantity to the demand for them. He is not a quality control expert, and as far as I can see, has never been expected to be one. Surely his responsibility in that direction is limited to a visual inspection and rejection of any obviously broken, damaged or unasked-for items. He cannot be expected to make the detailed technical checks/ investigations that seem to be complained about.
2. I have found him to be unfailingly helpful with advice and guidance on spares matters, even turning out on a Sunday afternoon to produce something unexpectedly found necessary before re-assembly could go ahead. He has also been very patient with my ignorance about technical details, as I am still very much finding my way with Traction - but I'm learning!

He should be given every support in what is an essential and valuable part of the Club's activities.

David Kerr.



## IMPRESSIVE STUFF!

### The Thousand Mile Trial in a Traction

In July my wife Pauline and I competed in the Thousand Mile Trial, a regularity rally for pre-war cars, in our 1937 7A Traction.

I had spent the last year restoring the car, which included fitting the brakes with all new cylinders, a complete re-wire, suspension rebuild, a new interior and a strip down of the engine. I had fitted twin SU carbs, courtesy of James Geddes, to try and improve performance. Prior to the rally we had driven about 800 miles to bed everything in and check for any problems.



The rally start was at RAC headquarters at Woodcote Park, near Epsom, which meant a 300 mile drive for us, cruising at about 60mph. No problems, except it became apparent that the 6 volt wipers are fairly useless, simply smearing the screen rather than clearing it. Arriving at the start we saw our competition, ranging from a 1927 Bugatti type 37, 1933 Morgan three wheeler, a 1928 Alfa Romeo MM supercharged, to a 1931 4 litre Blower Bentley.

The route, over five days and 1000 miles, would take us, on quiet back roads and beautiful scenery, via Hampshire, Bicester, the Goyt Valley, Chester, the Welsh Marches, the Cotswolds and Goodwood. Along the route we stopped at some wonderful places such as Blenheim Palace, Coombe Abbey, Chatsworth House, Gregynog Hall, Shelsley Walsh (where we competed up the hill climb course) and Chateau Impney and finally back to RAC HQ at Woodcote Park. This was a regularity trial with the need for navigation, courtesy of Pauline and the ability to follow the route to get to specific places within a time limit. Also there are various speed and manoeuvrability tests against the clock.

We found the Traction to have very good handling on twisty, bumpy roads, even keeping up with an Alfa 8C on the twistier bits. On steep hills the lack of power and the three speed box meant I had to catch up time on the downhill bits! The twin SU's worked well.

On the second day our starter decided to pack in, so I took it off and got it repaired overnight but not before I had received a sharp, painful whack on the wrist trying to start it on the handle. I fitted the starter the next night and it kept working.



The next day, in the middle of a timed-to-the-second section, I smelt petrol. The competing Riley in front of us had just filled his tank, so I thought it was his petrol overflowing. It wasn't; a pipe had come loose on our petrol pump, spraying fuel all over the engine bay and ruining the nice shiny paint! A couple of cable ties worked as a temporary fix, doing the job properly before dinner that evening. Another problem was the car jumping out of first gear climbing long hills. Also the rough roads and fast driving allowed brake fluid to leak out of the reservoir further damaging the paint. The brakes were good, not fading; the handling and comfort were excellent.

However we still managed to come third in class beating a couple of BMW Frazer Nashes, The Alfa MM and others. The Bugatti type 37, driven by two ladies deservedly won our class. We did however win a prize for the best dressed couple, in period dress suiting the age of the car!

Now I have to overhaul the Traction ready for the Alpine Trial in September; this is a similar vintage rally but involves driving up and down the Alps.

Jobs include: take the gearbox out and check it, fit a leak-proof brake fluid reservoir, properly overhaul the starter, raise the rear suspension for more ground clearance, check for a slight knock from the front suspension, investigate firmer engine mountings (at present I am still on conical coil springs). I have to fit a navigator's footrest for Pauline as she slides about on the leather seats under hard cornering.

They say rallying improves the breed, it certainly finds any weaknesses.

Tony Mather



## TWO LETTERS FROM HANS PETER

Hello Bob

Normally I take out the cars very early this year to enjoy the freshness and the sunrise. But today (5th July) I participated in my last drive-out with car friends in the Southern Corbières. To pick up three of our grandchildren in Lagrasse I had to return at noon time; a real exercise under 106°F. But the new radiator did its work well.

I send you this picture of my 1949 Big6 together with the 5HP of a young enthusiast, who has organized this meeting for some years in Albas, this isolated village, which you may find either by chance or GPS.

If you like, you can use the pictures for your wonderful work.

We intend to leave Montirat and the Corbières for ever in August. A page in the book of our life will be turned. The red Big6 will go to Strasbourg for a deep body restoration. She seems in brilliant shape, but under the paint and its bubbles the former owner sold me some surprise (*I know the feeling Hans!! Ed*). Her grey sister did undergo the same surgery, after we heard strange cracking in the frame. She lost an impressing number of pounds of filler. The red Big6 seems to get the same cure – see picture after leaving her doctor. The colour will be saved for respray.

Wishing you a nice summer in the South-West

Kind regards

Hans



Hello Bob,

These are the last two pictures with one of our Tractions in Carcassonne. This early Sunday morning (26th July), without the usual tourists around, I created this little farewell scene.

The car is the 1953 Big6 – former Ted Gartland's Traction.

From tomorrow on we have to prepare the removal from Montirat – a sad week starts, but new projects are in sight.

Kind regards,

Hans





## FOLIE D'AMOUR

In 2012, I bought this very rare LHD Light 15 from Philippe Lasson. According to Olivier de Serre, only 304 of this particular model were built from 1949 to 1954 (97 in 1951). The chassis serial number is 135186. Consequently, it was probably assembled in Slough on November 9th 1950 and was sold as a 1951 model because the manufacturing of the « Slough » model in Paris was from mid -October to mid-October and I assume arrived in Casablanca in early 1951 (source Robin Dyke), bought by a French druggist.

Mechanic wise, I renovated the car in 2013. Both the engine and gear box were in very bad condition as a result, probably, of the basic local maintenance... Brakes, new 11 Perfo motor, new gear box and wiring harness...

From April to August 2014, we worked on the body: many rust holes under the paint as a result of polyester patches. New floors and door panels were required and a lot of time was dedicated to the wings and boot... many new parts were supplied by PAT2D of Livron in the Drôme Departement.

The Regal Red Metalchrome paint, as the original one of 1949, was finished at the end of July. (Citroën modern ref is EKM)

In August, the car was given new red leather seats, trim and carpets. Its restoration was completed in mid-September in order to be ready for the 80th Anniversary at La Ferté Vidame, but unfortunately I was rushed to the hospital and did not drive it to the Celebration. The car was finally delivered in early November 2014. I humbly can say the car is Concours as a result of 600 hours of painstaking work... Madness? No, a love affair!

Currently, the car is garaged in Northern France near Lille where I live during the winter. I met TU member Walter Callens and TOC representative for the Rest of the World, at one of our TU Nord events to which I was pleased to drive my car and proud to show it !

Questions to the reader: why is my car equipped with Big Six hubcaps and 8" headlights? Export specifications? Also I would be very pleased to know if someone among FP readers in Europe or elsewhere know of other LHD Light 15 survivors? If so, please contact me.

Pierre Wattecamp, French TOC member  
pwattecamp@hotmail.com





## THE TERRY GEST PAGE

Hi Bob

I am in Chennai (ex-Madras) today and met the owner of a 1949 11BL...Made in France but a right hand drive.

You will note in the engine bay what is an auxiliary fuel tank. It appears that fuel degrades very quickly in the local heat so for short trips, he uses only the small tank.

The owner confirms this is the only Traction in this part of India. Chennai/Madras is not too far from Pondicherry which, I believe, used to be a French territory. This may explain that.

I attach photos of the car and the owner. He also owns an Austin 7, a Morris, a WW2 jeep, various old bikes, etc.

I hope this is of interest.

Regards  
Terry



You may be interested to publish these photos of a Toyota starter motor in regular use on a Traction engine in Vietnam. The car belongs to my friend Tran Van Tuan in Ho Chi Minh City and some photos were published in Floating Power last year.

Tuan reports that this starter fits perfectly well.

Regards

Terry



Hi Bob

I see on Facebook that French Classics owners are getting together to fight a proposed new law to ban classic cars from driving in Paris and its suburbs as well as in Bordeaux, Lyon and Marseille.

Here's a link to that group. They also seem to have created a large car badge expressing their opinion against the ban.

<https://m.facebook.com/groups/807179999399755?refid=18>

It may be good for TOC to contact these and find out more to, hopefully, offer the TOC support. I guess we also need to be vigilant in case the EU decides to try and impose a similar law in the UK.

Cheers.

Terry (Gest)

***(An 'ultra low emissions zone' is planned for London, but we understand it will specifically exclude classic cars. Ed.)***



**When I heard the annual rally was to be held at the South Cerney Steam Rally and it was to be a static event, with no driving all weekend, I thought 'Oh no' !! But being the kind, caring, supportive wife that I am, I 'happily' went along!!**

We arrived early on Friday afternoon and after setting up the new club tent we went for a stroll around the fair, the size of which absolutely stunned us. It was enormous with so much to see.





# Annual Rally

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Saturday morning everyone arrived from the hotel and the cars were organised in our allotted section. For once the atmosphere was totally relaxed as we weren't going anywhere and soon chairs and tables were produced and we all sat around chatting and enjoying the glorious weather. People then strolled off in pairs or groups to wander around the show.

We had our dogs with us and found out there was a charity dog show so after a quick grooming session we duly entered them. We put Poppy in the 'best bitch' class but sadly she didn't even make the top three. It was agreed by all that we were 'robbed' especially when the winner turned out to be a dog!!!! In the afternoon we entered Izzy into the 'best condition' class where she got third place – again I think we were robbed considering the amount of hours I spend each week on their coats. Although I personally think it was the way Paul was 'prancing' round the ring that caught the judge's eye and she did seem to chat to him longer than she did the others!! But seriously, it was all a bit of fun and for a good cause and we really enjoyed it.

We had a very nice lunch – there was plenty to choose from – washed down with the odd cider or two then we ventured over to my all-time favourites: vintage buses, followed by my other all-time favourites: vintage lorries!!

There were dozens on display and I think it still amazes Paul when he sees me wandering round the vehicles in my element.

In between the dog shows Paul and I visited the 1940s Tea Room for a cream tea. All the girls were dressed in 40s aprons with matching scarves and seamed stockings. The tea was served in vintage cups and teapots with 'real' tea complete with tea strainer. Outside was a group playing 40s music and throughout the day there were jive demonstrations which really added to the atmosphere.

All day long there was a display of model aircraft including Spitfires, Jets and the like which were of such massive proportions that they looked life-like in the sky – they were absolutely awesome. Many of us were agog at the skill of the 'pilots' – boys and their toys eh??

After a great day wandering round the show it was time to get ready in our 40s gear and head off to the hotel. Everyone looked fantastic at the pre-dinner drinks in the bar, and then on to a superb meal with entertainment from Mo Shapiro, who is a Victoria Wood impersonator who had us in fits of laughter with a fabulous performance. This was followed by a free raffle and prize for the best dressed couple which I'm really pleased, and





totally surprised, to say Paul and I won.

Sunday saw us back at the showground where we managed to see all the cars and bikes we hadn't managed to see on Saturday. I had such fun looking at the Vespas and Lambrettas. I found out Tina Prigmore feels the same way as me so we are now planning to buy our scooters and become 'mods'. We are looking out for our Parkas, mini dresses and white patent boots. Paul and Stephen Prigmore are scouring eBay for Mohair Suits – watch this space!!



To finish off, I would just like to say this was one of the best rallies I've ever been on – well done Philippe, Sue and Luke for their impeccable organisation. The weather was great; the atmosphere was great and the company even better!!!

PAT de FELICE



All photos Luke Allison



# Bailey's Banter

'Tis a dangerous thing to claim to know something as a fact when in the company of experts who may know better. Thus it was that my assertion that the Traction Avant Commerciale was the world's first hatchback was dismissed by not one but two owners of AC4 Commerciales, which claim the title.

**Mike Ormerod's** is on the road in France, **Steve Prigmore's** is in bits in the garage.

From Mike's description I'm not sure why it would even need a tailgate as he says you can get a washing machine in through the rear side doors! He didn't say if his car has a drain hole for animal urine – I didn't ask.

My son and I went to the South East Rally at Penshurst Place in Kent and took the dog. It was his first trip in the Traction and he seemed to like it. Ours was the shiniest Traction at the rally. Of course it was the only Traction there; somewhat outnumbered by the DS (no, not the new one). It was nice to have a chat and we stayed until the second appearance of the rain and then headed home. On the way we passed the Blacksmith's Head pub near Lingfield which was hosting a Classic and Vintage Car event. There was a very nice Light Fifteen in the front of the pub which turned out to be called Celeste. Although I remember the car's name (it helps that it was written on the car and I can read it in the photo) I can't remember the owner's (sorry). I do



remember that he told me he had restored it from a wreck that had been sitting in a field for 15 years. You wouldn't know it now – it's very nice indeed.

My Normale has had a busy couple of months with a regional rally and two national rallies as well as standing in as my daily driver. Some maintenance was done – lubrication mainly and a little paint – and the only thing that has fallen off was the recently fitted indicator switch.

Much of the mileage was on motorways – I was going to say "at speed" but that would not be true. Cruising at 55 mph allows time to ponder the jobs waiting to be done and the increasing risk of doom from not having done them. It also

gives time to make plans, in which order to tackle them, what parts to order, what research needs to be done.

On the motorway fitting a radio climbs up the wanted list as the miles clock up, whereas in town fixing the clutch judder becomes favourite. Driving in town immediately after coming off the motorway on a hot day, reminds me that doing something about the lumpy running seems like a good idea too. Mind you, pulling the choke out is an easy fix so maybe the thing just needs a tune up (actually there's no "maybe" about it).

The problem is that when I arrive somewhere, I forget all about it and don't write it down, let alone order anything and this month, even if I had the bits I would not have had the time because I've needed to use the car. And that, after all, is why it exists.

My wife didn't come to the Penshurst Place Rally, partly because she had other things to do but also because I had put her off a bit. I had a plane to catch that evening and she had asked what would happen if we broke down and needed a recovery truck (which has happened before). I said I would get a taxi and leave the car with her to wait for the recovery truck. That apparently was not the answer she was looking for. I am pleased to report we didn't break down.

Nor did she accompany me to the CCC National Rally at Peterborough. My son did though and we arrived towards the end of the Sunday morning, just in time for a huge downpour. But we didn't get another until we were on the way home. We met people I only normally read about and chatted about this and that. **Mr Dave de Beuckeleer** was impressed that the Traction can be had with a Sat Nav (his Visa doesn't have one) and my car was voted People's Choice in the Traction category! **Mr Barry Annells** must



take credit for that: having failed to fix his radiator and bring his own coupe which is quite respectable and would have offered stiff competition - but apparently a triple by-pass was a distraction which took priority. I was so sure mine was the best there I even voted for it myself. It was the only one there.





**Mr Nigel Wild** took the opportunity to use it for a Traction Master class for a select audience. I did not partake but maybe Nigel was identifying areas that the DS improved upon. A notable point would be the four speed gearbox which allowed a higher top gear ratio and faster, quieter cruising. Another would be the crossflow head which keeps the carburettor cool. Both of these would have been appreciated on the way home, and indeed even more so on the way to the TOC Rally three weeks later.

To my surprise and delight my wife and both sons joined me at South Cerney. When we went to the ICCCR at Harrogate my wife and I took our (previous) dog and one son who shared the back of the car – one on the seat, one on the floor. I was toying with taking the current dog with the four of us to South Cerney but, roomy as the Normale is in the back, it's not big enough for two tall people and a long dog. If you see my sons (and my dog) you'll know why but please don't say "Aren't you tall?" They've heard it before (even the dog has). If only we had a Familiale – or a Commerciale...

We did need a recovery truck for the last part of the ICCCR trip returning from Harrogate – it turns out that the rear part of the cab is not as roomy as the rear of a Normale and the dog didn't really enjoy that much. We didn't need it for the Gloucestershire trip.

The event at South Cerney was a rather different affair from previous TOC Rallies that I have been to (all two of them). It was also rather different from the CCC Rally where mine was the only Traction amongst a wide variety of other Citroëns, but non-Citroëns there were none. At the TOC Rally, there were, of course, many Tractions. The only one non-Traction Citroën in the TOC enclosure was the President's Yellow Peril which, being rear wheel drive and very pre-1957 had a legitimate right to be there. As this was the Gloucestershire Vintage and Country Extravaganza, of non-Citroëns there were plenty, there being over 500 other cars, not to mention the steam powered Traction engines, commercial vehicles, motor bikes and bicycles. It is true that a few of these were actually Citroëns and Panhards. Courtesy of the TOC there were more Tractions Avant at the show than any other model of vehicle and very well received by the general public they were.

This was a great event with a fantastic variety of things to entertain most people. The model airplanes were hugely impressive all day (both days) and the animal shows were, if not impressive, at least entertaining - particularly "Dog Most Like its Owner". Aerobatics by a real Pitts Special and real parachutists were good too.

There was a running commentary in the arena as vehicles of all types, from Minis to Juggernauts, paraded through. I can forgive the man with the microphone for calling my car an Austin Traction Avant as it was late in the afternoon and he had been at it all day.

A small difference for me at the TOC Rally now that these writings have started appearing in *Floating Power*, being surrounded by most of the Traction expertise in the country, it seems I can't just make things up any more. My "Errata" are spotted and noted. I'll have to do some proper research. Still, getting double the fee will make up for it.

A larger difference I noticed was that the weather in Gloucestershire is significantly better than in Peterborough. The Sunday weather was especially good and I have the sunburn to prove it. I had taken the precaution of leaving the heater tube at home because, whilst it is not very effective in cold weather, it seems to do a fine job when it's hot. I have a suspicion that many of the traditional British cars in the parade would have had their heaters on to help cool the engine but the Traction's heater tube would just obscure some of the radiator so off it went.

I'd like to thank the organisers of both the CCC and TOC Rallies. I know these things take a lot of work and we should all be grateful to them for stepping up and making it all happen with sound systems, raffles, entertainment, insurance, hotels, goody bags and everything else.

My car came away without a prize. **Mr Barry Annells** deservedly got one though (radiator now fixed) – he suggested I might have got one if the number of categories was increased – "*Shed of the Show*" perhaps, or maybe "*Car most like its Owner*"? However **Mr Steve Prigmore** (sporting a fetching Pith helmet) suggested I could not win anything unless the car displayed a Kepi on the rear shelf. Barry had earlier given the public a demonstration of how to rebuild a carburettor with not quite as many parts as he started with.



# Bailey's Banter

Being in a public show, there were a number of prospective Traction owners looking for advice. I must thank **Mr David Hackett** for doing a sterling job of trying to sell mine – and I hadn't even realised it was for sale.

A couple seriously considering a Traction were inspired by their remarkable dog – Benji – who demonstrates the Traction Avant principles almost perfectly, the only difference being that he leaks at the back whereas a Citroën will often drip from the front.



As ever, whilst to the onlooker all the Traction looked more or less the same, except for the two-tone blue job of course, and the cabriolets, and the coupé... – it was interesting (for me, can't speak for my family) to understand more of the differences between Slough and Paris cars and also the various developments that owners have made. The BX diesel engine conversion would be the most extreme represented at the rally but F-P Editor **Bob Street's** four speed gearbox caught my attention. The **Roger Williams** developed gear linkage allows 4 gears and reverse to be selected using the original mustard spoon – minimizing the number of knobs needed in the car. (How many knobs are needed to drive a Traction?) (*'Ere – watch it! Ed.*)

Once upon a time Citroën used to have a factory in Slough. I received a call from a very nice man who used to be familiar with it – I won't mention his name in order to avoid incrimination. He told me that after the factory closed and the stores were no longer needed, many parts were buried in a hole in the ground – he didn't think that would be making the best use of them and rescued some which he has distributed over the years. Now, with only a few things left he is disposing of his own storage space and the remainder have to go. Not wishing to follow Citroën UK's example, and not having a spade to hand, he called me. I now have custody of the remains of his Traction stash – one complete unused Light 15 headlamp 51016B type S/700 in its box and another shell for the same but without

its innards, as they were robbed by the factory. These will be rehomed to the TOC Spares Shop. Also included was a 1951 Bodywork Repair Manual, which I will scan so it can be added to the other manuals on the TOC website. The other thing was a complete set of aluminium "masters" of the English workshop manual for printing on an offset litho machine – they need a clean and I'm not quite sure what to do with them but I'm not going to throw them away. Any ideas?



The repair manual includes a couple of diagrams showing how to reinforce the scuttle and the rear wheel arches – now why would Citroën think that necessary? Oh yes, I remember...

**Alan Kembery** wrote to me about the video of the Traction being driven over the cliff into the quarry. He pointed out that, just before the men in coats turn up to drive the car away, a string appears from nowhere attached to the top of the radiator grille. It looks like the string is pulled tight and the car moves away. I meant to ask the assembled experts at the TOC rally about this but completely forgot. Does the car need to be pulled? Surely if it did they'd make more of an effort to hide the string. But what other explanation is there?

The TOC Forum now has a new section called "Tech Torque" – for forum members to ask technical questions and to post details of Tips and Tricks. The inaugural discussion is about fitting LED lights. Elsewhere on the forum the question of alternators and dynators is discussed with respect to the 15CV. I now know that the cooling fan is mounted on the non-drive end of the dynamo shaft instead

of the water pump – not a fact that will make me the most interesting person at the dinner table but I'm glad I know it all the same.





**Notice is hereby given of the Annual General Meeting (AGM) of the  
Traction Owners Club Limited (TOC)  
to be held at**

**Best Western Moore Place Hotel  
Apsley Guise Village  
Milton Keynes MK17 8DW**

**Saturday 10th October 2015, commencing promptly at 16.00**

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**The business shall be to receive the report of the Committee, to approve the report of the Treasurer, to elect the Directors and Committee Members and to conduct any other relevant business.**

Members wishing additional matters of relevance to the business and activities of the TOC to be discussed at the meeting are invited to submit them in writing. Such submissions must be from a fully paid-up member, in writing, and received by the General Secretary no later than 13th September 2015. Submissions must include the name, membership number, address, and signature of the member making the submission

The TOC has five Directors at present. The Articles of the Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two fully paid up members to stand for election. The two longest serving Directors (Steve Reed and Andrew York) will step down and will have the option to stand for re-election together with any other nominees.

The TOC committee, including ex-officio members, currently comprises 16 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The five longest serving members (Cleve Belcher, Ian Harvey, Tony Hodgekiss, Bob Street and Chris Treagust) will stand down and will have the option of standing for re-election together with any other nominees.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 13th September 2015. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

Members who are unable to attend the meeting may nominate a proxy (who must also be a member) to vote at the meeting on their behalf. A member wishing to use this facility shall notify the secretary in writing no less than seven days before the meeting.

By order of the Company Secretary

**Nominations and Resolutions to be submitted to:**

**Ian Harvey**

**TOC General Secretary**

**77 Church Street**

**Shillington**

## 2015 TOC Autumn Weekend

Friday 9 October to Sunday 11 October 2015

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**Based at the Best Western Moore Place Hotel Aspley Guise Village,  
Milton Keynes, Bedfordshire MK17 8DW  
Website [www.bwmooreplace.co.uk](http://www.bwmooreplace.co.uk)**

This year we are planning a different format to the usual. We plan to meet up on the Friday night, for the usual informal chat and drinks. There is a restaurant at the hotel if you want to eat there or there are local pubs nearby.

There will be a 20 mile run on the Saturday morning to the Shuttleworth Museum Collection at Biggleswade (website [www.shuttleworth.org](http://www.shuttleworth.org)). We will leave at 8.30 sharp as we need to be back to the hotel for 4pm at the latest to hold a brief AGM, followed by the usual drinks and natter in the bar. The evening meal will be at 8.00.

We will finish after breakfast on Sunday, but there will be an optional visit to the Leighton Buzzard Narrow Gauge Railway Society which has a steam hauled passenger service running on a 2ft gauge (website [www.buzzrail.co.uk](http://www.buzzrail.co.uk)). This is 12 miles from the hotel.

### **Weekend Costs**

Accommodation at the Best Western is £79 per couple per night in a double room. Single rooms are available at £69 per night. These prices include breakfast.

Alternative accommodation is available at Travelodge, Bedford which is 5 miles away, at £40 for a double room – not including breakfast.

Saturday evening meal at the Best Western is £25 per person (£50 per couple).

Entry into the Shuttleworth Collection is £10 per person, and an extra £6 to visit the Swiss Garden.

Entry into the Leighton Buzzard Railway is £6.50 per person. Train rides are extra.

Accommodation at the Best Western is to be booked through me as I have already reserved room. If you plan to stay at the Travelodge, please book this direct, and not through me. Entrance fees to the Shuttleworth Collection will have to be paid in advance through me to enable me to get the discount. Entrance to the Leighton Buzzard Railway has to be paid on the day.

Please contact me if you need further information and details of how to pay.

Paul De Felice

07778 053 873

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



# TRACTION OWNERS AUTUMN WEEKEND

BOOKING FORM – PLEASE COMPLETE IN BLOCK CAPITALS

**Friday 9<sup>th</sup>, Saturday 10<sup>th</sup> and Sunday 11<sup>th</sup> October 2015**

Based at the Best Western Moore Place Hotel, Aspley Guise Village,

Milton Keynes, Bedfordshire MK17 8DW

Website [www.bwmooreplace.co.uk](http://www.bwmooreplace.co.uk)

Member's Name(s):.....

Address:.....

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

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

Email:.....

Hotel <b>Double</b> Room £79 per room per night including breakfast*	Number of Rooms	£79 per Room Friday Night Saturday Night Sunday Night	£ £ £
Hotel <b>Single</b> Room £69 per room per night including breakfast*	Number of Rooms	£69 per Room Friday Night Saturday Night Sunday Night	£ £ £
Shuttleworth Museum Visit (Saturday morning) £10 pp.	Number of people	@£10 per person	£
Swiss Garden at the Shuttleworth Museum. Entrance £6 pp.	Number of people	@£6 per person	£
Saturday Evening Meal at Best Western £25 per person	Number of people	@£25 per person	£
Leighton Buzzard Narrow Gauge Railway Society visit (Sunday morning). Entrance £6.50**	Number of people	@£6.50 per person	£
		TOTAL	£
		Add 3% for PayPal	£
		GRAND TOTAL	£


\* **Alternative accommodation at Travelodge, Bedford, needs to be booked direct by the member. 0871 984 6276**

\*\* **Train rides at the Leighton Buzzard venue cost extra.**

You can pay in the following ways:

- By Sterling Cheque. Cheques to be payable to "Traction Owners Club"
- By BACS Transfer. Sort Code **20-20-62**, Account Number **40617679**, (**Marked AGM 2015**)
- By EuroZone Transfer direct to Tony Malyon (**Marked AGM 2015**)
- **PayPal, please add 3% to the Total cost and "send money" for the Total Amount to [paypal@traction-owners.co.uk](mailto:paypal@traction-owners.co.uk)**

**PAYMENT: I am paying the total amount in this way:**

	
By Sterling Cheque ( <b>ENCLOSED</b> ). Cheques to be payable to "Traction Owners Club"	
By BACS Transfer Sort Code 20-20-62 Account Number 40617679 ( <b>Marked AGM 2015</b> )	
By EuroZone Transfer direct to Tony Malyon ( <b>Marked AGM 2015</b> )	
By PayPal (including the 3% surcharge) to <a href="mailto:paypal@traction-owners.co.uk">paypal@traction-owners.co.uk</a> ( <b>Marked AGM 2015</b> )	

PLEASE RETURN ALL APPLICATION FORMS (and cheques where necessary) AS SOON AS POSSIBLE  
To: **Paul de Felice, Westfield Cottage, Nursery Road, Waltham Abbey, EN9 2JF**  
OR YOU CAN SCAN THIS FORM (if not paying by cheque) AND EMAIL TO: [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk)



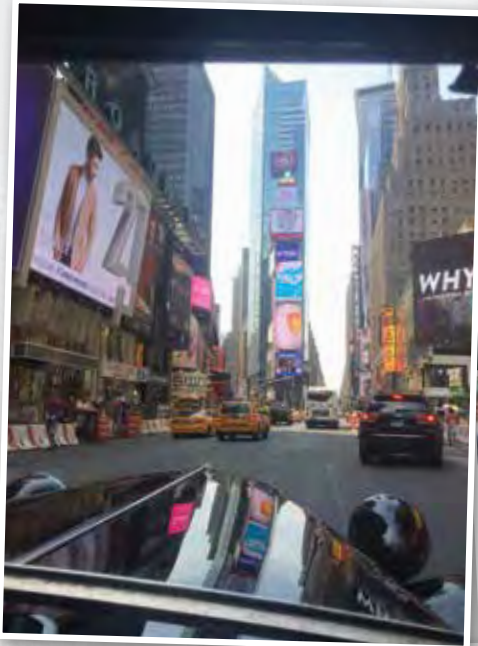
# French Car Parade Through New York City

Mark Gluck sends us some photos of a fantastic day out in NYC (and I have to say, Er hat Glück – but we won't go there!)

If any of you know Manhattan, there are some familiar places here. Ahhh, doesn't it make you wish for a few days in that summer heat.....

Enjoy!!

Ed.





## FBHVC NEWS (4-2015)

The majority of the latest newsletter from the FBHVC relates to the current discussions with the DVLA regarding what constitutes a 'historic vehicle' and some more detailed information about issues with retrospective inquiry letters which are being sent out to some classic car owners by the DVLA.

As this is a very long document I have asked Mick Popka to put the whole thing up on the TOC website, for those of you who prefer to just log straight in and read the relevant information. As usual, you can always read the whole document on the FBHVC web site: <http://tinyurl.com/k2fj69j>

You will also note from Cleve's Chairman's Chat that he is off to a "discussion forum with DVLA reps in Swansea in September when hopefully we may get some direction".

To give you a potted version of what's going on, I've decided to include the Editorial from the Newsletter, which Geoff Lancaster will have spent a long time honing. This, I'm sure, will be the best concise explanation of the whys and wherefores of the current discussion.

### EDITORIAL

Geoff Lancaster

*This issue of the FBHVC News is rather later than scheduled. We have done this consciously as just prior to the planned date for publication events surrounding the registration of historic vehicles and the issuance of age related numbers took quite a dramatic turn. We therefore took the decision to delay publication until after two key meetings. The first was a scheduled meeting with DVLA, but coming as it did immediately after DVLA had sent out over 100 requests for verification of vehicle age to owners who had previously been issued an age related registration, the outcome of this meeting was obviously of immense interest to our members. The second meeting of significance came less than a week later and was between FBHVC and our Parliamentary interface, the All Party Parliamentary Historic Vehicles Group. This*

*was a particularly timely meeting coming as it did so soon after our DVLA meeting. Both meetings are referred to at length in the Legislation reports in this issue but it is worth recording that our volunteers, particularly the members of our Legislation Team have worked tirelessly and continuously on the detailed research and preparation for these two highly significant meetings and on the preparation of the reports in this issue.*

*The small delay in publication has allowed these meetings to take place and also provided the opportunity for us to report back to our members in some considerable detail. Prior to this comprehensive reportage we have attempted to keep you informed through our electronic channels, the website and our Facebook page. The statistics showed a huge spike when we started reporting on this issue which is a measure of the strength of feeling out there. We will continue to report as the situation develops so if you haven't already started using these electronic channels, now would be a good time to enrol. [www.fbhvc.co.uk](http://www.fbhvc.co.uk)*

### An honourable mention for Floating Power in the latest Newsletter

*Another one of those striking photographs for which the magazine of the Traction Owners' Club can be relied, this time it is a trio of taxis in the History on Wheels Museum at Eton Wick.*

### A reminder from the last Newsletter on the 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>

## 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)

### September

13th More the Merrier BBQ Northants

See Mid Shires report this issue.

Contact Stephen Prigmore

[midshires@traction-owners.co.uk](mailto:midshires@traction-owners.co.uk) 07759 372242

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

Contact Stephen Prigmore

[midshires@traction-owners.co.uk](mailto:midshires@traction-owners.co.uk) 07759 372242

26th– 27th Sywell Pistons and Props

### October

9th – 11th TOC AGM Weekend

Best Western, Aspley Guise, Beds.

(See details this issue)

### November

13th – 15th NEC Classic Car Show

NEC Birmingham

(See advert this issue for your club rate tickets)



# BRITTANY RALLY 2015

Some photos from Laurence Acher





# Brittany Rally 2015





## TOC Rally

Arrive Thursday 28th April – Depart Monday 2nd May 2016

Limited to 23 cars --- don't miss out !

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### Provisional programme:

<b>Thursday 28th April</b>	Welcome and sign-on chez Kiffs, buffet supper, briefing
<b>Friday 29th April</b>	<b>Guernsey orientation, history &amp; folklore</b> Round island tour Guernsey Folk Museum (NT property) including the history of the tomato industry Victorian walled garden Bruce Russell, Guernsey mint and jewelers (yes you can buy gold bars if you wish) Local liqueur tasting followed by dinner
<b>Saturday 30th April</b>	<b>The Georgian town of St Peter Port</b> Castle Cornet and Victor Hugo Petanque Free time to explore the town Dinner overlooking the harbour
<b>Sunday 1st May</b>	<b>The Occupation</b> German Occupation Museum Coastal defenses and Lookouts Dinner at Les Douvres – alternative Liberation Ball 1940's
<b>Monday 2nd May</b>	Over to you! We have many suggestions for a longer stay.

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We have selected 2 small hotels, Les Douvres and La Barbarie, within walking distance of each other.

**Les Douvres** [www.lesdouvreshotel.co.uk](http://www.lesdouvreshotel.co.uk)

**La Barbarie** [www.labarbariehotel.com](http://www.labarbariehotel.com)

Travel with Condor ferries: Fast ferry to Guernsey from Poole, UK or St Malo, (via Jersey) from France.  
Slow ferry from Portsmouth UK, day time out and overnight return

Rooms and ferry crossings have been reserved at a discounted group rate.

Final prices awaiting confirmation.

Please book through [chris.roberts@travelcounsellors.com](mailto:chris.roberts@travelcounsellors.com)

**0044 (0)1481 712549 or 0044 (0)7781401686**

There is a registration fee of £150 per couple to cover 4 evening meals, entrance fees, guides, rally plates, road book & maps, entertainment, tourist information, etc. Lunches, coffees and teas are not included – there will be facilities en route. For additional persons rates will be quoted separately.

Any surplus after the final expenses have been calculated will be refunded equally to all participants.

### General information:

The main town, St Peter Port, is described as one of the most picturesque ports in Europe. More than 100 cruise liners visit each year.

Drive on the left as in UK. The maximum speed limit is 35mph. Fuel is about 10p/litre cheaper than in England.

Guernsey is 25 square miles with a population of 62,000

Currency: Pound. Euros are not used.

There is no VAT (think photographic and electronic items, and jewelry).

Guernsey is not part of the EU therefore your E111 is of no use. You are advised to make sure you have appropriate health and travel insurance.

Interested in staying longer in Guernsey or including a visit to Jersey or France? La Barbarie has a few self-catering units which would be ideal for a longer stay.

The travel agent will help with ferries and accommodation.

The nearby car free islands of Sark and Herm are well worth a visit. Weather permitting there are daily ferries direct from Guernsey.

**Please contact Rob Kiff for further information. Email [rob@kiff.co.uk](mailto:rob@kiff.co.uk) or telephone 00447781138481 evenings or weekends.**

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## Deadline for registration January 31st 2016

Registration requests to be sent to the TOC social secretary Paul De Felice email [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk)  
Or telephone 0044(0)01992 890 975 evenings/weekends

## The following information is required when booking:

- names of each team/couple (including additional persons)
- accommodation preference - Hotel, B & B or Camping
- license plate number/model/type/LHD-RHD/year of your Traction
- any helpful information; ie technical expertise on the Traction.

Monies can be sent direct to the TOC via Tony Malyon by cheque made payable to:

- (a) The Traction Owners Club; or
- (b) By BACS transfer to sort code 20-20-62 account no 40617679; or
- (c) PayPal please add 3% to the total cost and 'send money' for the total amount to [paypal@traction-owner.co.uk](mailto:paypal@traction-owner.co.uk)

## More information in the next edition of Floating Power

We look forward to welcoming you to our adopted home.  
Carol & Rob Kiff

## In Committee

Committee meeting held at Harwell Village Hall 9th August.

- **Finance** - Mike McDonald has agreed to take over as Treasurer from the AGM. Tony Malyon was thanked for all his hard work over the last 15 years. The Annual accounts to be printed on a separate A4 sheet and sent to all members with the next FP ready for the AGM.
- **Shop** - £145 of stock sold at the annual rally. We would like to have a new design to celebrate 40 years of the TOC. **We would welcome designs from members of the Club please....** Please send your submissions to the Chairman or President .
- **Spares** – on behalf of the Club Chris has bought new and second hand spares from Andy Burnett. In light of recent discussions the spares sub group has produced a Spares Policy which will be added to our website and printed on Invoices. A feedback form will also be produced. Steve and Cleve are hoping to attend a meeting at the DVLA in Swansea on September 23rd to discuss the new EU legislation and the definition of a “vehicle of historic interest”. A new front right wing has been manufactured for us and we now need to check it against a Traction. If a member lives in the Midlands area and is willing to see if it fits their L15 or Légère please contact Bernie Shaw.
- **Social** – the annual rally was a great success so our thanks go to Phillippe and Sue Allison.
- **Manchester Show 19-20 September** – Bryan Pullen is organising a TOC Stand.
- **NEC** - No one has offered to run our Stand at the NEC on November 13-15 so Cleve & Bernie will meet to discuss possible cars for the Show.
- **Membership** – we currently have 569 members – 76 left, 6 joined and 3 re- joiners since our last meeting. The Committee has agreed to offer Direct Debit as a method of payment next year as a lot of time is spent following up late payers. John produced figures on the costs of running the TOC plus postage. It was agreed we need to propose a rise in subscription fees to £36 in 2016 plus an extra £1 on European postage at the AGM.
- **Helpline** – Mick Holmes has agreed to continue until the AGM. If no one offers to take on this role we may have to abandon this service.
- **AGM** – this is on Sunday October 10th and we hope lots of members will join us to have their say in their Club. Tony Malyon, Mick & Moira Holmes will be standing down from the Committee.
- **Calendar** – Martin is looking at a new format for 2016 – there is still time to send in photographs but please be quick.

The next Committee meeting will be at the AGM, if needed, followed by Sunday 7th February.

Bev Oates

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SHARE YOUR PASSION FOR CARS

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- ★ THE UK'S BIGGEST INDOOR AUTOJUMBLE & TRADER VILLAGE
- ★ CLASSIC CARS FOR SALE ★ MEGUIAR'S CLUB SHOWCASE ★ SILVERSTONE AUCTIONS
- ★ NEW! GRAHAM HILL TRIBUTE BY MOTOR SPORT ★ PRIDE OF OWNERSHIP
- ★ RESTORATION THEATRE ★ CLASSIC BIKES ★ DREAM RIDES

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DISCOUNT\* FOR SATURDAY OR SUNDAY**

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CFCMS15

**CALL 0871 230 1088\*\* WWW.NECCCLASSICMOTORSHOW.COM**

Headline Sponsor



Official Show Partners



\*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday, and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). \*\*Book before Saturday 31st October 2015 at midnight and you will automatically be entered into our free prize draw to win a car & £300 giveaway towards car insurance courtesy of Lancaster Insurance. Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission. Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.



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



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



*continued*

# Classified Adverts

**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:** 1955 light 15, big boot black Traction. The car is in the Dordogne at the moment and was restored in 2005. **£12000 ono.** For more information please contact **John Oates 01629 582154.**



## NON-TRACTIONS FOR SALE:

**FOR SALE:** Excellent bubble car. My intention was to have it back on the road, but age and enthusiasm now lacking. Been dry stored for over 20 years. Needs 12volt battery. Clutch linkage to be looked at before being ready for the road. Spares easy to obtain.  
**At £6000 it is a bargain-----check the prices on the internet. Stephen Berry phone 021204 698048 between Manchester and Preston**



**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 15/11/1938 - **£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:** 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:** Light 15 sidelights. Original side lights for Light 15, chrome average on one, not quite so good on the other.  
**£15 plus P&P.**  
**Tel or SMS - 07860 531770**  
**Email - nym200@btinternet.com**

## PARTS WANTED

**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:** 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**

## 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**

## ANY IDEAS FOR SHOP ITEMS?

The topic of where we go from here, regarding the shop, was discussed at the recent club committee meeting. Items such as club-badged boiler suits and car covers were discussed. It was agreed we should put a notice in FP asking club members for their thoughts on what items they'd like to see stocked. The floor is yours..... Ed.



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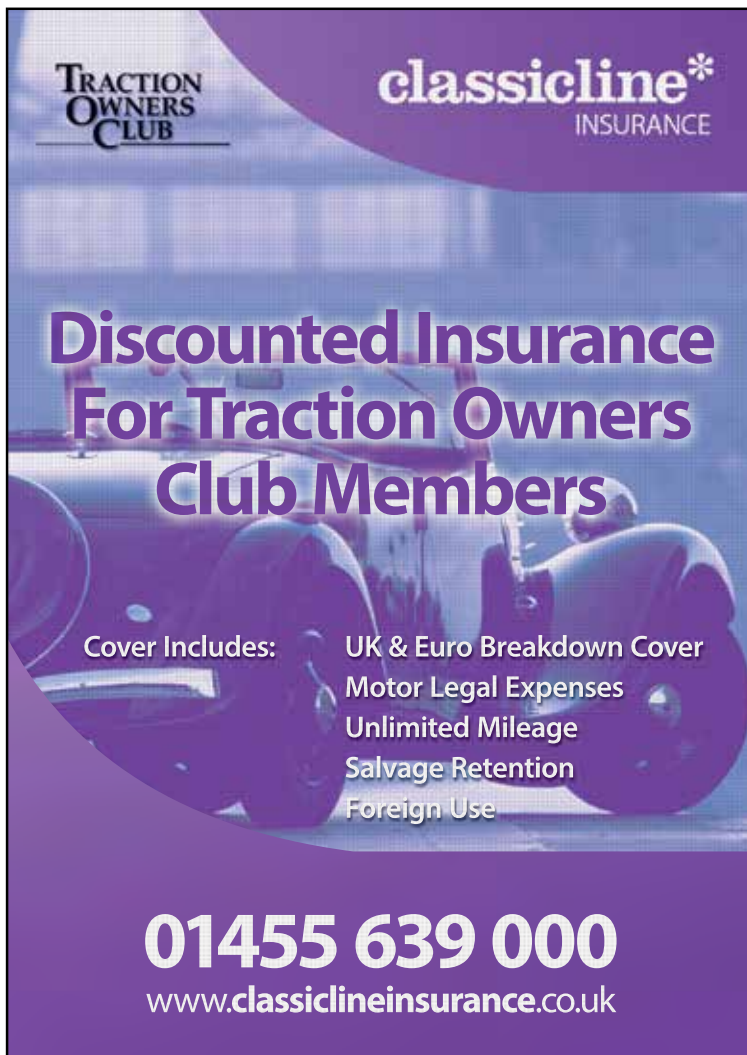
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## ICCCR 2016

Re. ICCCR 2016 in August

Thursday 11th - Sunday 14th

in **Landgoed Middachten**, De Steeg/Rheden, Gelderland, the Netherlands.

Reservations for accommodation 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.

For accommodation details see FP July/August, page 32.

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)

