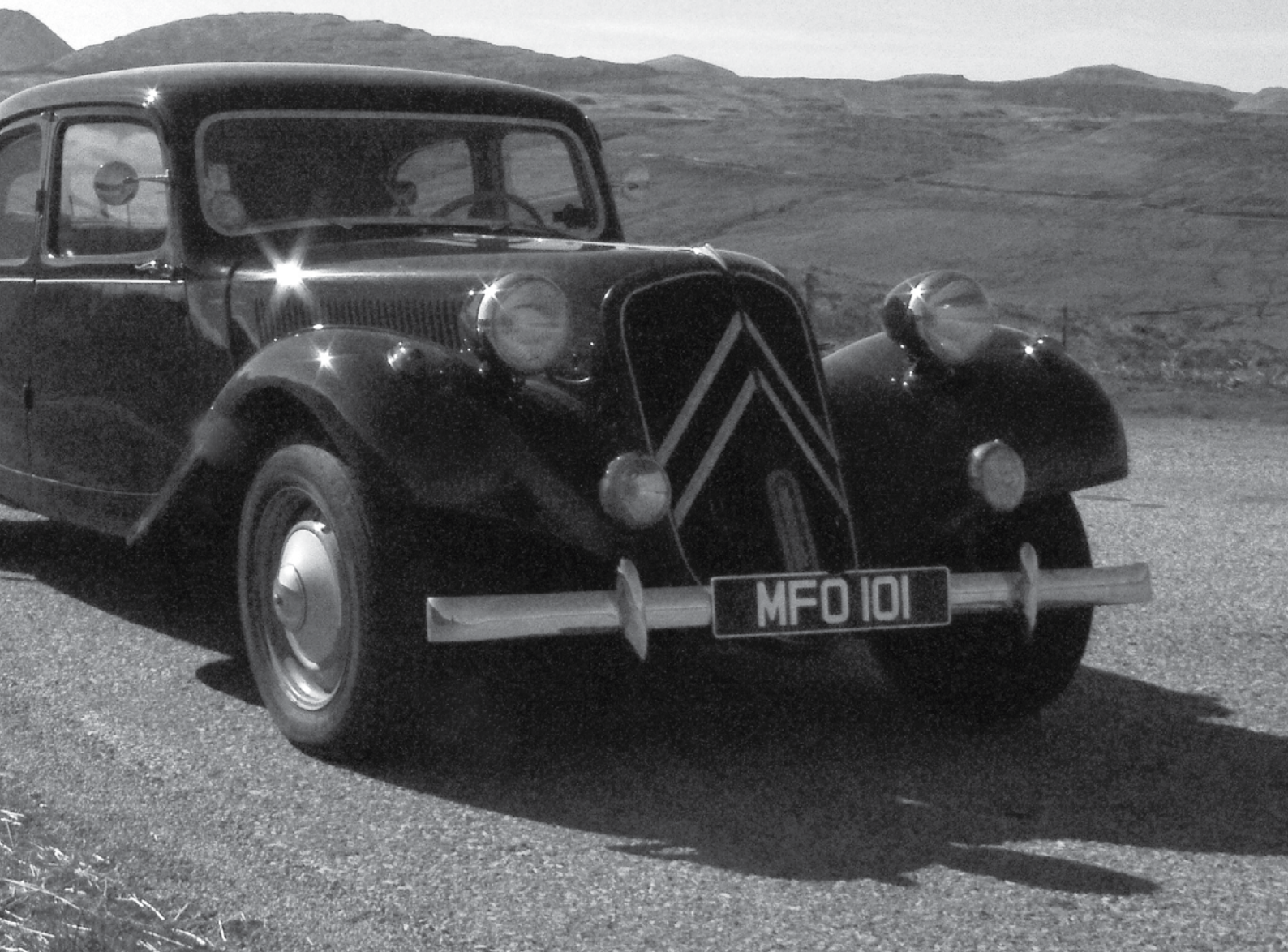


Floating Powers

November/December 2015



Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

Chris Treagust



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Missing Magazine?

Please contact John Oates
01629 582154
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Be a part of Floating Power...

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

Sunday 6th December

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

Cover Image

*Peter Fereday's '55 11B
on the Isle of Skye*

Editor's Epistle

Hi everyone and welcome to the edition that bridges the period between the autumnal season of mellow fruitfulness and the Christmas Party season of fruity mellowness, usually taking place in the stationery cupboard.

I write this the day after the AGM weekend (or whatever new name we have given it). For me, it was the best AGM I've attended. Moving the actual AGM to Saturday afternoon seemed to have enlivened the proceedings (I always thought that Sunday morning, after a 'jolly' evening before, was destined to produce little pro-active thinking). And there was general acclaim for the fact that we had the 'dinner', but no 'dance'. As a relatively new member of the club, I've attended four or five AGM weekends and have always enjoyed the excellent musical entertainment provided by club members and their fellow musos and singers. But, with no music to provide a background, there was none of the usual "Sorry, what did you say?", or the need to bellow to the point of hoarseness to someone sitting three feet away on the other side of the table.

This meant that there were animated discussions going on all round the dining room and, after the meal, different groups of 'chatters' formed up on different tables and spilled out into the hotel reception area. Feedback from various members on the Sunday morning showed general agreement that just the dinner and no dance had led to an unexpectedly enjoyable evening.

We also had an excellent AGM, in as much as it went on for over ninety minutes and was run on an 'open discussion' basis (thank you Mr Chair). It's the first time I've seen so much positive input from the membership and a lot of important suggestions were made, as to how we can improve the way we do things.

From a personal aspect it was good to get confirmation that The Editor is mostly doing things right and to hear so many ideas for how we can continue to move the magazine into the latter part of the 20th Century, if not quite yet into the 21st Century. Apparently, there's a thing called the internet that we ought to be making more use of. We're treading into dangerous waters (to mix a metaphor), as some members still communicate by semaphore (and some, through no fault of their own, live in areas that BT refuses to treat as urgently needing vaguely fast broadband). So, if we go down this road, thought will have to be given to providing a hard copy service for those who can't download forms or gain access to the club website.

On the subject of the website, it was suggested The Editor should provide a small slot to headline the latest Club Forum discussion topics in each issue. I'm happy to oblige and I hope it will direct more and more members onto this vibrant discussion area, where far more technical information can be gleaned than I can provide in the occasional TOC Tech article in Floating Power.

I'm just about running out of space, so thanks again to Pat and Paul de Felice for their valedictory TOC weekend. Hopefully, a new person or persons will step forward to manage our social agenda. I'd like to do the job myself – all that 'trying out a new hotel' stuff..... surely there are some bon vivants out there just itching to get stuck in?

See you all next year!!

P.S. Thanks for all your suggestions on how to overcome my top hose problem.

P.P.S. Apologies that this edition will arrive later than usual, but we have managed to include a report on the AGM and I've taken action on matters suggested by members at the meeting. (Better than waiting for the January edition, I think?)



Tom Watson says:
"Definitely a nonce!"

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

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President's Ponderings



I recently attended an interesting talk on the effects of ethanol in petrol. I went in thinking the Yellow Peril would be unaffected because there are no “rubber” elements in the very simple fuel system just how wrong could I be! It seems that ethanol in fuel not only destroys certain polymers but can also attack copper, brass, lead and solder. As the 5HP has a tinned fuel tank, a brass fuel tap, copper fuel lines, brass carb jets and a soldered copper carb float, it looks as if I can look forward to lots of problems in the future. I shall be looking further into just how it affects these items but ethanol is better known for attracting, and extracting, water. The water/ethanol mixture separates out and sinks below the fuel in the container – and, in a standard system which does not pick up from the very bottom of the tank, the water is known to accumulate and rust away a steel fuel tank from the inside.

There are kits on the market to extract the ethanol from petrol but they necessitate decanting fuel several times between containers. Apart from being hazardous the process is not suitable (or legal) for volumes greater than about 25 litres so it is fairly impractical for most car applications. However, motorcyclists may benefit – especially if they have fibreglass tanks which can also be destroyed by ethanol. Having heard just how many ways ethanol can be bad for vehicles one cynic suggested it might be the government's way of ensuring older vehicles will be taken off the road in the future ...? Meanwhile - so members may check if and where they are likely to have problems - there is a more comprehensive list of ethanol compatible materials on the TOC website. The link is <http://bit.ly/1VHpAUz>. This document will also be posted on the forum and a hard copy can be made available to any member who does not have internet access.

In September the ACI circulated a short questionnaire seeking national views on the matter of accepting the “New DS” brand under the ACI banner. The deadline left no time to consult the full UK membership but, based on committee response from CCC, 2CVGB and the TOC, the UK confirmed that CCC already embraces these models and there are also two dedicated “New DS” clubs. Although not relevant to 2CVGB and the TOC we also acknowledged it is probably best that the ACI accepts the new

DS because refusal to do so would almost certainly cause friction between the ACI and AC/PSA.

So far we have been underwhelmed with entries for the proposed 40th Anniversary logo competition but there is still time so I again draw this to your attention. In view of the response in this instance I propose launching a similar competition for the 50th anniversary immediately. If we get this underway now perhaps the extra notice will lead to an encouraging number of entries over the next 10 years.

The AGM was lively and worthwhile but it would have been so much better had more people been present to contribute to the various discussions. The main points from an administrative perspective are that the post of Hon. Treasurer passes from Tony Malyon to Mike Macdonald, Mick & Moira Holmes have relinquished the Helpline to Steve Reed (the number will be transferred) and Vanessa Plumpton will take over the Club Shop from Steve. In addition, Paul de Felice is standing down from the position of Social Secretary. At this stage nobody is set to take over from Paul so a volunteer is being sought – all offers to the Chairman, please. But, despite it being a good meeting, I think this was probably the worst turnout we have ever experienced for an AGM with the attendance seemingly reflecting the response to the logo competition.

Paul had arranged an interesting weekend in a comfortable hotel which was less expensive than in recent years with alternative budget accommodation nearby and, although details were published quite late this year, the date had been known for much longer. In a club as widespread as the TOC nobody expects full attendance at any event but to have only 28 of almost 600 members at an AGM is not encouraging. Had the number of ordinary members not been boosted by 7 partners with their own voting rights the “floor” would have been outnumbered by the club officers present. So, what must be done to generate the interest that an AGM should warrant? Is the concept wrong – should we go back to an afternoon or evening meeting in a village hall with no additional social activities? Please tell us.

The last event of the season - the Footman-James Classic Car Show at the NEC - is always a good opportunity for the TOC to show off our cars and sing their praises and to see what other clubs are doing. Unfortunately, since the “retirement” of regulars Mick & Moira Holmes, we have occasionally struggled to recruit organisers for this show and this year is no exception and, in fact, nobody has come forward to manage the TOC 2015 stand. Nevertheless, having been allocated stand space, we shall be there thanks to the Chairman stepping into the breach. However, this situation leads me to question if the TOC should take the trouble in future. I personally think it is a good showcase and, although we may not sign up many new members on the spot, it does lead to a number of serious enquiries and presents numerous opportunities to explain the pleasures, woes, simplicity and problems of Traction ownership to interested would-be owners. The show is always over-subscribed so, if we should decide to miss a year or more, it is likely to be quite difficult to get back in. I should therefore like to know how others feel about the TOC attending this event – do you think it is as “useful” as I believe or are you of the opinion that the Club is wasting members' time and Club resources by having a stand?

One last item on the social/event front - I would personally like to thank all those who responded to the MidShires last-minute plea for

support on the TOC stand at the Sywell "Pistons & Props" weekend in September. As in previous years it was superb, with a vintage fair, spectacular flying displays and hot-rod racing to complement the many impressive vehicles on the club stands. Without doubt the exhibitor's entry fee of £5 (per car and 2 people) represented extremely good value when day tickets cost £22 per visitor!

I am now going to hang up all my keys for a period of forced convalescence while I get over another shoulder op. This will also curtail the investigation into spares quality but the matter is not forgotten and will be picked up again when I am back up to speed.

So, for the time being, I wish all a dry and not-too-cold winter in order to do all the little jobs that have accumulated and, dare I say it, a happy Christmas too.

B. Shaw



Change is sweeping over us. On its own this is not necessarily a bad thing, it is inevitable with the passage of time, but it does have a habit of introducing an element of uncertainty as we try to unravel or assess what will happen next. Mick & Moira Holmes along with Tony Hodgekiss have decided, that after several decades of sterling work on behalf of the Club, to stand down from the Committee, while Paul de Felice has relinquished his role on the events front, again after many successful years in the role. I wish to extend my personal thanks to them all for their very significant contributions to the day to day running of the Club.

As has been mentioned elsewhere, the AGM was a very lively debate this year with many positive contributions, which the Committee will analyse, as we constantly seek to adapt and improve the experience for our members. Second guessing what the future holds continues to be speculative. My own observations from a number of classic car rallies is that our vehicles are now drifting into the older car groups that are no longer necessarily on the nostalgia radar of the average

New Members

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

2474	Mr Graham Tulett	Canterbury NZ
2475	Mr Eric Bishop	Victoria AUS
2476	Mr Michael Davis	Kent
2477	Mr David Thornley	Essex
2478	Mr Keith Baird	Surrey
2479	Mr Colin Evans	Gwent
2480	Mr David Burridge	Kent
2481	Mr Dave Withington	Staffs
2482	Mr Martin Stead	Northumberland
2483	Mr Wilfried Bechtolsheimer	Glos
2484	Mr Ian McKenzie	Devon

35-40 year old, since they would never have seen many of them "on the road". Our cars are very different from similar cars of their age however. They are not museum pieces that come out a couple of times a year at specific events only. They are frequently in daily use, especially as second cars, by many members and remain comfortable to travel in for relatively long distances. They remain very useable and with a very successful spare parts service provided through Chris Treagust, general maintenance is not a material problem.

The other area where we are very different is that, unlike many car clubs, we are not a simple extension of the "man cave" where the dark intricacies of the inner mechanical workings of the Traction and our rear wheel drive relations are discussed and debated in intimate detail. Yes, the technical knowledge is out there and available but partners are not excluded and there is a thriving scene that encompasses all. My good lady is very clear in that she enjoys both the car and the social scene and a key element of her enjoyment is that she does not feel marginalised or excluded because she cannot readily contribute to any technical discussions! Her knowledge of the different models and their nuances is improving and anticipates sitting her NVQ in this respect next year!!!

These aspects are what make us different from many other car clubs and is gives us our unique selling points. As time moves forward we need to find a way to communicate this mentality to the next generation so they also can have the opportunity to enjoy it.

Well that's it for now; I need to get back to running through the NEC arrangements to see what I may have missed.

Cheers



TOOLS

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

SCOTLAND

Northern Scotland

Massive amount of travelling and action for the Burnetts, but not with the Traction, but by C5!! First off, had sold a pile of spares to our Spares Dept at Chichester, so when going to the CCC Midland Section rally at Stratford on Avon, loaded the estate and roof rack to full capacity and, once there, continued down to Chris T and unloaded that lot. Once back home did the same with car and roof rack, filled the trailer with parts, made an 8 foot by 6 foot box to sit on top of it and filled it with panels. Oh dear, still about 8 cwt to go; no more room so sent that off by carrier. All the way down to Chichester again, some 1250miles, and got back home safely next day. Thought that was the end of long journeys for the year, but our good friend Mike Tennant phoned to say he had a couple of gearboxes for sale. So off again, collected them, in past Stan Platts at Bradford to collect some more gearbox bits and home next day; another 1042 miles on the clock!! Now for a bit of rest!!

Smithy and I went to various autojumbles up in this area, but a bit of a waste of time as very few bits around which are any use for our Tractions. Brian Garden, Inverurie, has been busy working on his Light 15; had a noisy clutch release bearing, replaced it and by now car should be finished and much quieter!! One more wedding to do this coming weekend and that's it for another year.

Noticed we have a new Section member, Kenneth Gordon, from Midlothian, but have yet to speak with him and find out about his Traction. The Lothians and wider Edinburgh area were the hotbed for Tractions when Smithy and I started with Tractions (over 55 years ago - ouch!!) And often wonder where they all went. Almost all were Slough RHD models, with Gordon C Macandrew in Lothian Road being Scotland's first agency all these years ago. Funny enough, Inverness was another place where the Tractions were really popular, but can say now there are no more left to find up there - or can you prove us wrong???? Enjoy your Tractions, keep in touch, and if you have a problem and think we can help, just holler!!

Smithy and Andy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

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

SOUTHERN SCOTLAND

On Sunday 27th September the CCC Scottish Section, 2CV Ecosse and TOC Scottish Section South were again invited to display their cars on the concourse of The Riverside Museum in Glasgow. A very varied selection of Citroëns were represented, although sadly mine was the only Traction. The general public were very interested and appreciative. One young lad, insisting on taking a selfie with the traction in the background, was heard to declare that it was a real Mob Car. Makes a change from the usual comments about the Gestapo and Free French connotations....



Cheers

Peter



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

WEST OF ENGLAND

Saturday October 3rd saw the Castle Combe Autumn Classic and all of our 4 booked Tractions were there, Dave Hackett and Tony Stokoe with their Big 6's, Tony Malyon with his 11B and me with my Légère. It stayed dry and it was an enjoyable day out, especially for my 12 year old grandson who was granted his wish of a crash. We were sitting at Quarry Corner when a 3 car crash happened. An Aston Martin DBR1, which was once driven by Stirling Moss, had its front and rear ends re-modelled when it was involved with a Jaguar XK 120 and an Austin Healey 100 during lap 10. The Aston Martin was said to be worth £20 million.



For details of future planned activities contact:

Den Hewitt

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NORTH EAST ENGLAND

Isn't it great when the sun shines and every one turns out for events?? I toddled off to two NECPWA Classic gatherings recently. Belsay Hall and Beamish Museum. Dave Faulkner was at both events, but in his DS and Ray Andrews at Beamish, but again not in his 6H. Belsay was so busy that I was parked near a wall but Beamish with its enormous showfield just about coped with a very strong turnout of Classics.



There were two Citroëns at Belsay and 4 at Beamish. Where are all the Classic Citroëns? As Dave Faulkner points out: "At Beamish Museum NECPWA Classic Rally today there were 420 cars, but only 4 Citroëns..... A16v BX (owner unknown), my D Super, Ray Andrews' C15 6 wheel van and Graham Handley's 1951 Slough Light 15"

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

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

Section News

NORTHERN SECTION

The classic car show season is drawing rapidly to a close now and probably, by the time that you read this, both the Manchester and the NEC shows will be past and some of you may be thinking of wrapping your cars up for the winter. My own car will be staying on the road, although I shall be avoiding rain, snow and salt as far as possible and hoping to capitalise on those odd clear, sunny and very cold and dry days that sometimes appear at that time of year.

The weather, after a very poor summer in this part of the country, took a surprising and unseasonable upturn at the end of September and early October and there was a flurry of classic car activity to be seen on the local roads, including my own, having, amongst other trips, taken my car to a Macmillan Garden Party near Ecclestone, on a glorious sunny day more like flaming June than early Autumn.

Elsewhere in the magazine should be an account of the Northern Section's efforts at the Manchester Classic Car show in late September, and suffice it to say that with a bit of help from our friends from the Peak section, we came away feeling that things had been successful.



Things will inevitably quieten off now, towards the end of the year, but it is worth drawing everyone's attention to a couple of events coming up over the festive season, which might appeal to those of you who carry on using your Traction through the winter months.

For those of you seeking an escape on Boxing Day, the Lakeland Motor Museum at Backbarrow near Ulverston, in Cumbria, is holding a meet on that day. Details via the link below.

http://www.lakelandmotormuseum.co.uk/news_boxing_day.php

Free parking and half price admission if you turn up in a Classic!

The Corner House at Wrightington is also holding a New Year's Day meet from 11.00am through to 3.00pm and

will be serving lunches for those who still feel like eating after the Season's excesses.

No advance bookings necessary for cars, but it might be prudent to book for lunch, however.



The regular Corner House first Sunday of the month breakfast meets have now finished until March 2016, but the last one, on a rather chilly October 4th, was well attended and we managed two Traction, even though one couldn't get into the car park! My eye was particularly taken by a pre-war BSA three wheeler, with a very exposed front wheel drive setup, bristling with grease nipples. Ironically, the clouds cleared as we drove home and we had a warm and sunny afternoon, no doubt much to the relief of those who had driven over in open cars with one eye on some very grey clouds.

These events have been very successful apart from a couple of Sundays where torrential rain has thinned the ranks slightly, and generally attract wide selection of cars from pre-war Austins to Ferrari supercars, so I hope to see some of you there with your Traction in 2016.

Enjoy the year end and the festive season.

Bryan Pullan

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SURREY, HAMPSHIRE & SUSSEX BORDERS

Thank you Hazel and Marcel for a very successful BBQ held at your home for our August meeting. Twenty attended and a very enjoyable day was had by all.



September 12th saw the London & Surrey/Hants groups join up to take part in the Cobham Heritage Day Show, all in aid of local charities.



September 20th only eleven came to our last outing of the year to Loseley House and Gardens. We were warmly welcomed, and given a tour of the house which dates back to 1560's. Of particular interest to me is that they have a room, panelled with panels from Nunsuch Palace, which was demolished in the fifteenth century and sold off to pay debts. Brian Brockwell was involved with the excavations in the 1950s which I also visited.



Photo credit: Helen Shelley, Hazel Nelson

PLEASE NOTE NOVEMBER 15TH MEETING WILL BE HELD AT THE JOVIAL SAILOR. Portsmouth Road, GU23 5EX. This is situated south of Junction 10 of M25, turn off A3 for Ripley/ Wisley Gardens. Second exit to Ripley B2215 Portsmouth Road, through Ripley and The Jovial Sailor is on the left on a bend of the road. Good parking. We are being allocated our own area. I would be grateful if you could let me know if you will be attending, not essential but a help.

Christmas lunch 20th December DONT FORGET TO BOOK WITH ME.

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



Photo credit: Helen Shelley, Hazel Nelson, Sue Simper

SOUTH MIDLANDS

POSITION VACANT

MID SHIRES

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

EASTERN

For details or suggestions for future activities contact Jasmin Gagen
Tel: 01284 827039 eastern@traction-owners.co.uk

PEAK

Congratulations are due to 2 couples who attend our Peak Meetings.

Congratulations to Mick & Moira who celebrated their 60th Diamond Wedding Anniversary in August.

Also we wish lots of happiness and best wishes to Martyn and Diane who got married in September – it was great to see them both at the recent AGM and meal.

We had our usual good natter and pork pies at the Yew Tree in October – every time I go there I notice some ‘new’ artefact the Landlord has acquired.

The next Peak meeting is on Sunday 6th December. Martyn Baker has kindly offered to organise a venue as I am working – yes Christmas will have arrived in Derbyshire! I will email out details once I know more so if you wish to join us and are not on my list then please get in touch.

As for February we will have to wait and see where we can go... If we get this “hard winter” that is being predicted we may not get out, or anyone in, to the Peak District.

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0032 471 860 979

email: rest-of-the-world@traction-owners.co.uk
Walter & Noëlla
Section Co-ordinators - Rest of the World
Traction Owners Club

Your Letters

NO SMOKING

Hi Bob

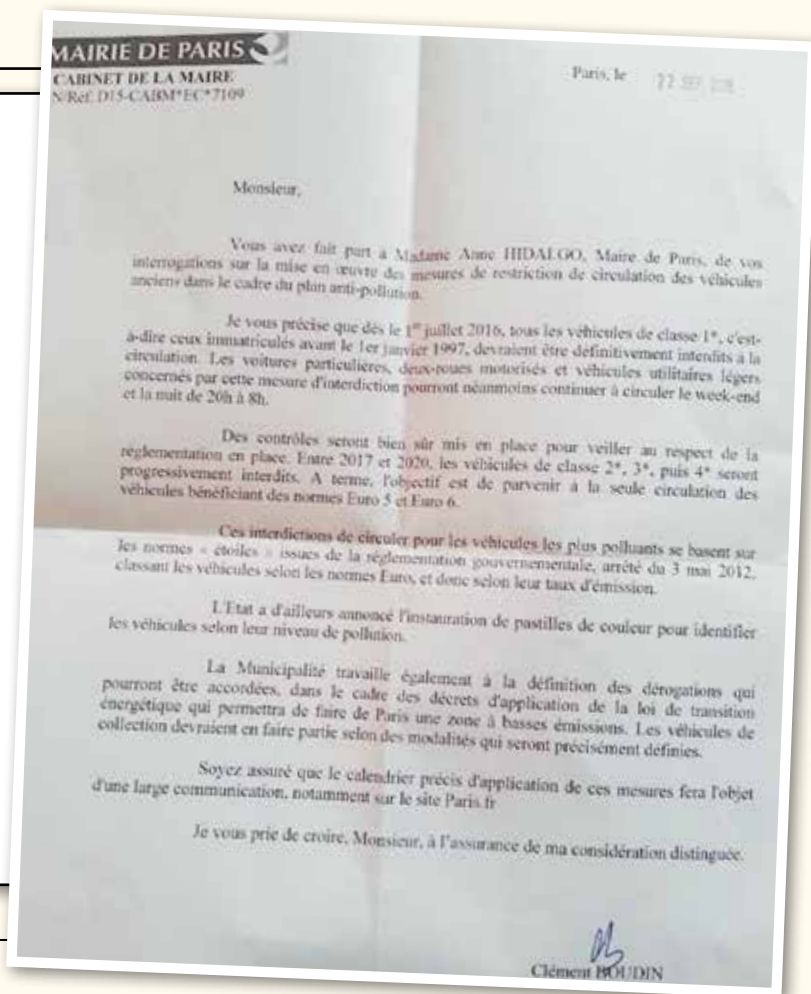
Please find attached copy of a letter from the Paris authorities confirming that, starting in July 2016, cars, bikes and small trucks manufactured before 1997 will not be allowed on the roads except at night or during weekends.

The letter does mention that exceptions will be put in place for “vehicules de collection” so I assume those cars with the special “carte grise de collection”. The problem is that not all vintage cars have this special logbook. There is also no mention of foreign drivers.

I am not sure whether this applies to France or only Paris. *(I'm sure it's just Paris at this stage. More large French towns are talking about bringing in the same system. Ed.)*

I assume this is a result of pressure from the EU so we should remain vigilant that the EU does not try to bring this into the UK. *(It's already here, in London, or soon will be. However, classic cars are exempt. Ed.)*

Regards Terry Gest.



PHILADELPHIA STORY

A Citroën Tour of Philadelphia's Historic Main Line Mansions, Parks, & Old Mills: Photos and Video (Sept 6, 2015)

Four classic Citroëns (Traction Avant 15-Six, H-Van Firetruck, Acadiane, Ami) and a vintage Cadillac convertible toured the historic mansions, parks, and old mills of Philadelphia's Main Line, primarily in Gladwyne, PA

PHOTOS: <http://tinyurl.com/pcnjttw>

VIDEO: Fording Mill Creek along Old Gulph Road in Gladwyne, PA
<https://youtu.be/vf4B-ks4cJ4>

Mark Gluck



WELL I NEVER!

Angoulême 2015

Earlier in the year I went with a friend to experience the Circuit des Remparts in the Charente again. What a brilliant event. Because of limited time we flew to Limoges and hired a very nice Fiat 500 for a few days. I can see why these little retro machines are so popular now.

Friday night we watched the Concours d'Elegance in the drizzle, which was a shame but the show was good and very well attended. Saturday, sun shining we tagged on the end of the rally that caused a huge traffic congestion in Jarnac, home of Courvoisier. There must have been 500+ classics trying to park. The police turned up in the end and got things moving with a lot of good humoured whistle blowing. A few Tractions, a couple of Rosengarts and a Spendilux were spotted.

When all the cars arrived back at Angoulême we had a walk round the pits to admire the classics that were going to be thrashed around the race course the next day. Hello, Hello; I recognise that engine, front suspension and double hooked driveshaft: goodness me, a racing Traction!! I think the car was a JG?! With a

REDA 4 speed gearbox. On Sunday I waited for the car to 'fly' round the track and, eventually, round she came, sounding good and going well. After a while I was aware the old girl was missing. Sure enough, at the end of the race the dépanneuse truck was seen with her on the back. The driver got a round

of applause, as he sat smiling and waving in the seat. I don't think this would be allowed in the UK! I'm not sure what happened to the car, but it was interesting to see it compete with the Rileys, Wolseley Hornet and a 1911 Vauxhall, over 100 years old.

Tom Evans

Editor's Note (from Wikipedia): A parody of the Concours d'Elegance concept in general, and the Pebble Beach event in particular, is the "Concours d'LeMons" (a play on "competition of lemons"). It was first held in August, 2009 in Monterey, California, not far from Pebble Beach and features "oddball, mundane and truly awful" automobiles in contrast to the prestigious models displayed at Concours d'Elegance events. The event began as the Concours D'Ignorance (competition of ignorance), but was renamed soon after.



TACKLING THE ALPS IN A TRACTION

In September my wife Pauline and I took part in a competitive rally for pre-war cars, using our 1937 Traction. This rally was based around the French city of Annecy and the route was based mainly in the Alps, with the navigator using marked maps, provided by the organisers (The Endurance Rally Association) to find our way up and down the Alps, keeping to a very tight time schedule. There was a varied range of 52 cars entered against us: HRG, Bentley, Talbot, Invicta, Fraser Nash BMW, Rolls Royce etc. Most crews were dressed in period clothing, adding to the vintage feel of the rally and contributing to the *concourse d' elegance* competition.

Following minor problems during our previous rally I had prepared the Traction by fitting a later type Traction gearbox, courtesy of Andy Burnett; this later type of gearbox has a locking device to stop the gears jumping out of mesh once the clutch is released. Also I raised the rear suspension by 2 inches for more ground clearance, fitted new brushes in the Starter Motor and replaced the brake fluid reservoir.

We caught the ferry from Hull to Zeebrugge and took a couple of days to travel down to our hotel in Annecy. It was interesting to find that the French people were very enthusiastic whenever they saw the Traction. A first surprise arriving at rally HQ was that we found that our route information was only to be given to us 30 minutes before the start of each day; no pressure on the navigator then! Not only that but we saw that most of the regularity sections (where you are timed to the second) were actually on the Cols themselves. Climbing steep hills quickly is not one of the Traction's strong points.

The first day was a bit of a shock to the system with the route shooting up and down the Alps, including climbing the Montagne de Semnoz at 1700 meters, then the Col de Leschaux, the Massif de Bauges, the Col du Frene, Col Bouvier, the Montvernier Staircase, built in the 1930s with 17 hairpins in 2.4 Km, followed by the Col de Chaussy and the Col de la Madelaine. This was all BEFORE the lunch halt! After lunch there was some difficult navigation up to and over the Col de L'epine and then back to Annecy for dinner. We finished in 20th position.

The second day was similar, this time West into the Jura mountains with about 200 miles to navigate, including the Col de Biche, up the Grand Colombiere and over the Col de Saises and the Col de Clergeon. We managed to get up to 14th position.

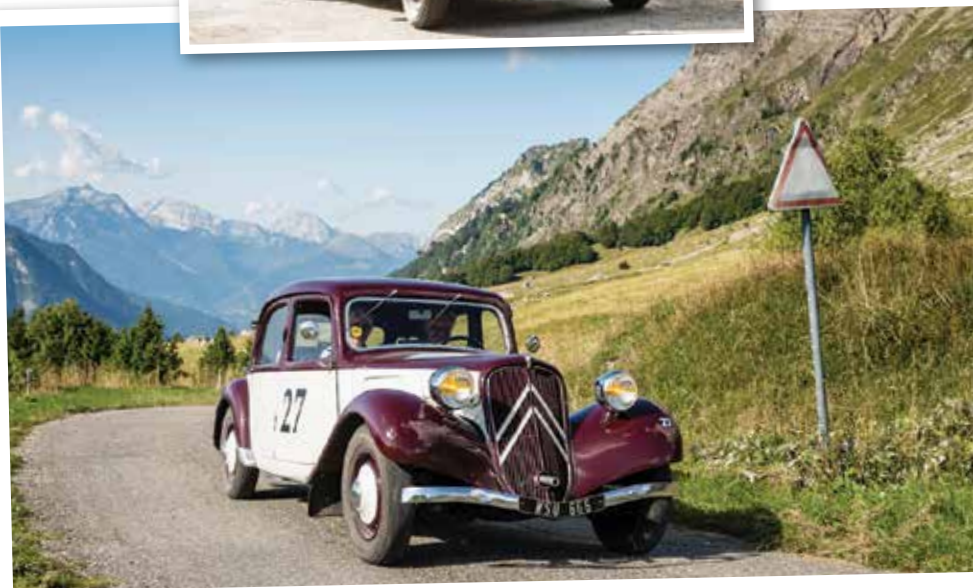
The final day was slightly shorter but still included 7 Cols to be climbed before lunch. After lunch was the steepest climb of all up the Col de Glieres which for us meant a 20 minute climb in first gear all the way up. However, we only got overtaken once, by a 4 litre Bentley. Out of all the Cols there were only two on which we needed first gear.

On each day there were several driving tests ranging from driving round bollards in a car park to flat out blasts round karting circuits. With the good handling of the Traction we managed to beat several more powerful cars.

Throughout this rally the Traction behaved perfectly and this was with standard brakes, needing adjustment only once, standard drive shafts, and a standard radiator with no electric cooling fan. The only problem we had was that after a long climb, then stopping at the rally control, meant that the heat from the engine caused the fuel to vapourise and caused misfiring for a short while afterwards. This was cured by opening the bonnet flaps to give more cooling. In 1500 hard miles we used 2 litres of oil and ½ litre of water. The gearbox was excellent (thanks Andy). The wipers as usual were rubbish. Overall the Traction proved to be a reliable, comfortable, reasonably quiet car at its cruising speed of 55-60 MPH

The Traction won its class, came 13th overall and also won the overall *Concours d' elegance*.

Tony Mather



SEARCH AND RESCUE

Thank you for editing my letter about "Folie d'Amour" in the last FP issue of September/October.

I got contacts to find other LHD Light 15 survivors and we find 3 others!

From Chris Bailey, first, knows 2 and he wrote me:

"One is a 1952 car that spent a lot of its life in Jersey and is now in the UK. It belongs to a man called Alistair. His friend, Dave Withington, wrote an article about it which appeared in the July Citroënian. It has been suggested that this car was on the 1952 London Motor Show stand in Earls Court but we have no evidence of that. It was also suggested that this car was the prototype for the big boot. There is no evidence of that either! – It's an interesting story. The chassis number is 135308 which confirms it as 1952."



(From Chris Bailey) The second appears several weeks ago on EBay Canada. I have contacted the seller to get more about the history of this car and the serial number. Looking at the pictures, it looks like a wreck! It is announced like a 1936, but the dash board seems a 1952??? Looking at the front registration plate, this car is Californian.



The third: From Enrique Ferrer a Spanish TOC member since 1993 who wrote me:

"I found in FP this month an article "Folie d'Amour" about your Traction. I can tell you I own one of 1952 L15 Citroën LHD big boot Slough built. Unique British survivor LHD in Spain. I have been living in Malaga for 49 years but my hometown is Algeciras near Gibraltar where my car was bought by my father and exported into Spain later. He was the second owner, he bought it in 1970, originally was black then grey and nowadays maroon." - "The old English documentation of the car represents n° chassis 135303 as the number belong to a 1952 year model" (PW note: 4 cars between the British one and the Spanish one!)



For the moment it seems that "Folie d'Amour" my Moroccan/French 1951 Light 15 chassis number 135186 is the unique small boot survivor? - Note to FP readers all around the world: do you know others?

Contact me : pwattecamps@hotmail.com

Cordiales salutations. Pierre Wattecamps, French TOC member

(Readers will note that a lot of the material in Pierre's letter is covered in this month's Bailey's Banter, but I'm fascinated by this tenacious search for surviving LHD Slough models, so Pierre gets to share his delight with the rest of us. Ed.)

WELL, I CAN'T SEE IT!

Carolyn Delyth Chick and I displaying our 1936 Traction 7C at Cardiff Castle on Saturday 27th June. The event was 'Armed Forces Day' and we were guests of the South East Wales branch of The M.V.T. Military Vehicle Trust.

Bob Whittaker



SHOPPING AROUND

At the end of September I had the insurance renewals in for my 1952 Traction Avant 11BL and my 1974 DSuper (both imports and Left Hand Drive) which were with Lancaster albeit on separate policies with 2 admin fees, 2 legal protection policies etc..

I had spoken to a few other classic car owners recently who were in the main, being quoted large premium increases by their existing insurers, with no explanation so was expecting the worst myself.

Now because both cars are not kept at my home post code (the DS is in a lockup garage 1/2 a mile from home), Lancaster could not do a multi-car policy and the 2 premiums with agreed valuation, and Legal Protection (for uninsured loss recovery) but without breakdown cover came in at £324.64

So I looked around and several other well known 'brokers' were quoting quite a bit more than Lancaster.....

Our 2 'modern' cars (plus my daughters) are with Admiral on a Multi-car policy and I tried their new Classic Car department for a quote, but they couldn't find any information on the Traction or the DS so quickly gave up on them after hanging on the phone (but may try again next year)

I eventually got fed up with all the phoning around (no doubt that's what the brokers want to happen) but ended up with a Classic Multi-car Policy from Heritage for £171.50

So I saved £153.14 insuring both cars on a multi-car policy. The downside is that it only has 30 days European cover, rather than the 90 days from Lancaster, so maybe I was paying for cover I didn't really need as I'm only likely to take 1 car to ICCCR next year and won't be there 30 days.

Both cars now get a separate agreed valuation, with a mileage limit of 3,000 miles each and a £100 excess, same as Lancaster, but I now pay only 1 'admin' fee, 1 Legal Protection fee and nothing for the agreed valuations as all are included in the £171.50.

It really does pay to 'Shop around' everyone, just make sure that you get the cover you want and actually need though.

Oh, as for breakdown cover, Heritage gave a good competitive quote giving a 50% discount for the 2nd car, but I'm already with the RAC and it's me as the driver that is covered for any car I'm driving in the UK, including 'The Classics' and if I go abroad, I'll simply buy EU breakdown cover for the time it's actually needed.

David Faulkner

Thanks David for a reminder that we all should shop around when it comes to insurance. Ed.

RONALD MAKES A SPLASH

Hi there,

Attached a press clipping of the regional Newspaper Sud Ouest concerning the "LT Legare" ceremony (WW II) at the monument of the village of Cadouin.

Best regards,

Ronald KNOTH



MEN AT WORK

Hi there,

I have just recently joined the club and thought I should put some photos of my Traction up on your site. The first picture is what the car looked like when I found it and the second is what it looks like now.

I am from Melbourne in the southern reaches of Australia and had decided in this 5 years I wanted to restore an old car. Something post-WW2 and a car with a wooden dashboard and leather seats with 4 doors. I set about looking at Rovers, Rileys,



Austins, Wolseleys and Jags, but nearly everything I looked at had an old restoration that needed re-doing, too much rust, or just too expensive for what I wanted. My objective was to buy something in reasonable condition and complete a ground up restoration effectively building a brand new car back to as original as it could be these days.

I found the car some 4 years ago; I do a lot of 4x4 travelling in the outback of Australia with the Toyota Landcruiser Club and was on a club trip when we came across this little beast about 150 kms east of Broken Hill on the Darling River at a place called Menindee Lakes. We stopped at a station (whopping big farm) to boil the kettle and have some tea when I spotted this CTA sitting in the driveway (about 100 metres away) in front of the machinery shed. I went down the drive to look at it and saw the chevrons and remembered my father watched a TV show called Maigret many moons ago and it had cars like this one in it.

The owner of the station appeared and said it was for sale. It had been in the shed for twenty years under a tarp its only use was a dog kennel for his kelpies in the back seat, needless to say there wasn't much leather left on the back seat. The vehicle was 100% complete, had no rust, and within half an hour we got it started. I had absolutely no idea about Traction history, so I got on the web and found out there was a Citroën Classic Car Club in Melbourne and bought the car on the spot.

I built a 3 car Man Cave in my back yard as I had a small brick garage that would just fit a Morris Minor but I doubt if you could get in or out of it once the car was in the garage. So

down came

the old garage and up went the new one

Nine months later I went back and picked it up using my Landcruiser and a tandem trailer. From Melbourne to the station Via Broken Hill was a 3000 kilometre round trip because the Darling was in flood and the roads were washed out. I eventually got it home and needed to find out how this restoration journey was going to transpire. I figured if I took enough bolts off eventually it would be stripped down. That is precisely what happened. I had the body and panels sand blasted and restored, the motor and gear box rebuilt, all the chrome re-done, I rebuilt the front end all brand new, the upholsterer re-trimmed the car with nice leather and she is all ready to assemble. So all the big bits are done, brakes and wiring loom replaced, dashboard and gauges restored. Man, this thing is brand new from the ground up; all I needed to do was assemble it. Then; I had to travel to Papua New Guinea to work for 18 months and the whole rebuild stopped in its tracks.

The motor has been upgraded, 2mm off the head, the bottom end strengthened with bigger pistons and conrods etc., new and larger valves in the head, quite a few kilos off the flywheel, twin carburettors. A Jack Weaver Plate in the Gear box and this beast is ready for some smooth cruising along the highways of Victoria where I live.

The whole car and its boxes of bits went into storage until last month. Once I re-started working on the car again it has transformed from a bare shell to what it looks like now in the last six weeks and so I believe in about two weeks' time it will be ready for the Motor Registration and insurance, club registration and on the road.

Thank you for the opportunity of telling my story I hope the members have enjoyed it.

Kindest Regards

Eric Bishop

RETURN TO SENDER

I was after a petrol tank sender unit for my '51 Light 15, which was not in stock in TOC Spares. The unit for Slough cars IS NOT the same size nor voltage as French built cars

Luckily I have managed to sort the unit out, but I did search the web for a suitable replacement.

The MGA has a similar unit, i.e. size, pattern, 12V, positive earth, 6 screw fixing.

The only thing that differs is the length and shape/profile of the float arm. The Smith's unit for the Slough car has a straight arm. The Smith's unit for the MGA has a bent arm. I would

think that this could be very carefully straightened. It would need further research, but may be the answer to Slough car owners with this problem?

The unit can be obtained from Moss at <http://www.moss-europe.co.uk>, PART NUMBER: AHH5114.

I hope that this may help other owners.

All the best

Martin Nicholson

BRUSSELS SPROUTS NEW RULES?

Hello Cleve (copy Bob Street).

I have just received my Sep/Oct Floating Power and read CC with some concern; particularly the red lines highlighting the way things might go in regard to "modified" vehicles. I bought Malcolm Saggars' car a few years ago. He replaced the engine with a BX diesel, gearbox from a Skoda Estelle etc. I took it to France where most of the old boys were astounded by the diesel "knock" sound coming from under the bonnet; they all thought it an excellent upgrade. But they all said it could never happen in France as it would be impossible to insure it. I drove off thinking we have the freedom to create modified cars and are not restricted by French bureaucracy.

I have seen this coming for a while now, and it will only add more people to the 'Lets Leave Europe Group' i.e. modified car owners. As usual, this is an attempt to make us all drive around in Euroboxes. Eventually all cars over 10 years to be scrapped and a licence for classic cars to run on the roads for a few days a year.

The golden years are behind us. It is mainly the principle and

the freedom to create these vehicles that I value and I resent someone in Brussels tidying up legislation, preventing our innate British inventiveness.

All grist to your mill.

Regards,

Michael Simpson

Cleve replied:

Hi Michael,

Thanks for your note. I fully appreciate your frustration. The issue for us at present is that we simply have no formal guidance as to what this definition means, hence the desire to get it clarified.

Best wishes.

Cleve

(Editor's Note: See FBHVC Report Page 34 and Bailey's Banter for more on this topic.)

HOW TO FIT A DS ENGINE INTO A TRACTION

Kind Regards, Mick Popka





WHAT ANDRE MIGHT HAVE DONE NEXT?

Hi Bob

I went to Santa pod yesterday and could not believe my eyes, so took a couple of pictures that I thought might be nice in the magazine.

Yours faithfully,
Mike Plumb

WE HAD A RIGHT LLAUGH

Hi Bob

We did our first event in our Traction last week with the Automobile Club of North Wales. A run from Llanwrst to Llandudno then presentations on the promenade. No other Tractions, but we had a good day.

Mike Ward



NORFOLK VIRGINS

Hello Bob

We live in London, socialise with the tractionists of the wonderful Surrey-Hants-Sussex group, but spend lots of time in Norfolk where we keep our Légère and Suffolk where we work on it. I know - it's crazy; NFN*.

Meanwhile there are a number of new Norfolk members, but where are they? Norfolk is a big place!

The club's membership record notes private and public members; the latter happy to have their details passed to other members. Could not the public members be listed in the members only area of our web site so that I can call for tea and chat on my East Anglian excursions? *(I think that's why they're not published, Mike!!! Ed.)*

As for new 'private' members, are they 'entryists', members of ungodly rear wheel drive clubs or did they just pay £3 to vote at the AGM? I think we should be told.

Regards Mike

*(NFN: Normal for Norfolk; ask your doctor)

If you live and 'Traction' in Norfolk (or Suffolk), you can contact Mike on mikewilcock1862@gmail.com But, watch out – he might come round for tea. Ed.

CHALLENGER ONE

Hello Martin & Bob,

Attached is a photo which you can use for the calendar or Floating Power. (***Just too late for the calendar, so I nabbed it! Ed.***)

It's a special bodied 1937 Challenger 11BL, which I imported from the USA and have restored over the past 7 years.

As you probably know, Challenger imported Citroëns in the 30's into the USA. This car started life as a berline, but was rebodied at some stage.

The whole restoration is photo-documented. If of interest, I could write a report for FP. (***I've taken up Wiljan's kind offer. Ed.***)

Kind regards,
Wiljan (Cats)



World's largest colour database for CITROËN models established

BASF, one of the leading colouring and paint manufacturing companies with the well-known „Glasurit“ paint brand, has a very extensive knowledge of colours and now is proud to present to all CITROËN collectors the result of a more than three-year project in collaboration with CITROËN Heritage and the Conservatoire to create a unique colour database for CITROËN models.

In historical research, the partners have jointly created a database of 1,042 different colour tones of 23 different CITROËN model until 1988, accessible for every CITROËN fan: <http://color-online.glasurit.com/CCC/new/>

This is the most complete colour database that has ever been created for CITROËN historic vehicles. Nevertheless, there are some colours that are still not known, neither to BASF nor CITROËN. Maybe the fans and specialists of the brand, clubs and their members might help aggregating more missing data?

For the DS versions alone, 218 colours are now registered.

We ask you to distribute the information further on to clubs and members. Thank you!

Amicale Citroën Deutschland
Stephan Joest - Amicale Citroën & DS
www.amicale-citroen.de
info@ami6.de

Membership update

It was agreed at the AGM to increase the membership subscription to £36 with Postage remaining as now - £5 Europe and £12 for Overseas. This is the first increase to subs since 2007!

This will take effect from 1st November. Please destroy any old application forms you have.

We are in discussions with our Bank to have a Direct Debit option available to all TOC members who have a UK bank account. Hopefully this will be in place for renewals in May.

There is a new A5 publicity leaflet being produced which outlines the TOC and the benefits of joining. It also includes an application form.

The aim is to hand this out at events such as the Manchester Show and the NEC. We also hope Area Reps will keep a supply for distribution or any member can contact us for copies to keep in their glovebox.

Bev & John Oates

TOC Guernsey Rally – update

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

Please refer to September/October 2015 issue of Floating Power for the provisional programme.

Condor ferry timetable for April/May 2016 is now available on-line. Sailing times are listed below.

Thursday Outward to Guernsey 28/04/16	Poole Fast ferry	Depart 08.30	Arrive 11.30	
	Portsmouth Slow ferry	Depart 09.00	Arrive 16.00	
	St Malo Fast ferry	Depart 08.30	Arrive 15.00	Via Jersey NB local times
Monday Return to UK/France 02/05/16	Poole Fast ferry	Depart 16.25	Arrive 19.25	
	Portsmouth Slow ferry	Depart 22.35	Arrive 06.30 on 03/05/16	
	St Malo Fast ferry	Depart 13.30	Arrive 16.30	Direct NB local times

We will meet the ferries and have plans to keep you entertained both on Thursday 28th April and Bank Holiday Monday 2nd May!

The time in Guernsey is the same as UK.

Booking: Please contact Rob Kiff for further information and prices before booking hotels and ferries. Email rob@kiff.co.uk or telephone 00447 781138481 evenings or weekends.

Registration: Deadline January 31st 2016
Registration fee £150. Requests to the TOC social secretary Paul De Felice
Email: events@traction-owners.co.uk
or telephone: 0044 (0)1992 890 975 evenings/weekends

The following information is required for registration:

- names of each team/couple (including additional persons)
- accommodation preference
- license plate number/model/type/LHD-RHD/year of your Traction
- any helpful information; i.e. technical expertise on the Traction.

Registration fee can be paid:

- (a) By cheque made payable to 'The Traction Owners Club', Please post to the Treasurer Tony Malyon (see page 3) or
- (a) By BACS transfer to sort code 20-20-62 account no 40617679; or
- (b) PayPal please add 3% to the total cost and 'send money' for the total amount to paypal@traction-owner.co.uk



THE FUTURE OF TOC TECH

At the AGM several members suggested that we should be making more use of our excellent club web site, as the magazine is now filling up to overflowing with items that must be published within a certain time frame.

This chimed with something that has been concerning me for a while, and that is the absence of a regular TOC Tech piece in FP. Although I don't get a technical article for publication in each edition, I do get around four lengthy technical articles in a year and, in the past, I've managed to squeeze them into the magazine during the quiet period of the winter months.

As I reported at the 2014 AGM, although we don't have a TOC Tech piece in every edition, many of the letters are of a technical nature, accompanied by excellent photos, and the fact that we now print in colour means that members can read and discuss technical matters without necessarily needing a TOC Tech article in every edition.

Since that 2014 AGM Mick Popka and his web improvement team have done sterling work to give our web site a much better layout and, most importantly, they have established our own club forum, which is now flourishing.

This means that things are changing fast in terms of how we present technical material to club members. Ironically, we are about to enter the club's 40th Anniversary year. Looking back at the early FP magazines you can see that this was the only, slender, means for members to stay in contact with each other and to present technical matters for discussion. Home computers and 'the web' were at least ten years away at this point.

Today, in 2015, we find ourselves still using the same hard-copy means to transfer complex technical concepts, as and when a 40 page bi-monthly format allows.

To improve the flow of TOC Tech articles to the membership I will now set up a TOC Tech section on the club web site. Before some of you start shouting at me, let me say that no one will be 'left behind' by this new process. Neither those members who 'can't get on with computers', nor those members whose local broadband is practically non-existent.

In future I will supply a 'technical abstract' of the article here in the pages of FP and you will then be able to decide if it's something that would interest you further. For those of you with internet access you will be able to read the article on the TOC Tech page of the club website and download if you wish. For those of you without internet access, let me know your interest and I will print off and post the article direct to your home.

In the short time available to get the idea up and running, since this year's AGM, informal conversations with long-established members have indicated that they typically 'skim' a TOC Tech article in the magazine and then decide if they wish to return to read it in full detail after reading the rest of the magazine. This new method of publication will give all members exactly the same choices, except it will not deny the many members who do not wish to read the article the use of several pages of our bi-monthly magazine.

To give you the first example of how this will work, here is an abstract of the first article I'm going to place on the TOC Tech section of the web site. While the magazine is going to print, Mick Popka and I will work on getting the article up on the site and by the time you receive this magazine the article will just be a click or two away (my fingers are definitely not crossed – it's just a touch of arthritis). Please note that this article runs to nine pages, so would never have found space in FP.

Article Title:	Cylinder Lining Leakage – a known issue with Traction engines	
Recommended by:	Steve Wright	An article about cylinder liners developing a leak at the base gasket and how the problem was fixed. I have read the article and believe that this is also applicable to 4 cylinder cars as well.
Author:	Karel Beukema toe Water	Copyright rests with the author.
Pages: 9	Photos: 24	Download size: 4Mb

In order to view and download the article, go to the club web site, click on the Technical Support button, then enter the Toc Tech section and you will find the pdf of the article.

Should you need confirmation that I intend to continue with a TOC Tech section in the magazine, where space permits, I offer across the page an item that was sent in by Darrin Brownhill of Citroën Classics who says: ***Hi Bob, I just got this email today and as some of the Slough Tractions use this light, I thought it'd be of interest to other TOC members. See attached pdf. I don't stock them, so not trying to sell them, just point out a useful upgrade. Kind Regards. Darrin.***

I know that upgrades to LED lights is a fascinating subject around the TOC bar table, so I'm giving space to this straight away. (LED lights can be found through other suppliers. The TOC does not endorse or recommend any particular make or brand, as they say.....).

Ed.

New! High power LED stop & tail light solution for Lucas L549 rear lights



The problem.



Many cars from the 1950's and 1960's used the Lucas L549 tail light. Their number includes the Jaguar XK140 and early XK150, the Triumph TR3 and the Mk 1 MGA. The tail lights are an integral part of the character of the cars and therefore should not be changed, but their performance looks awful through eyes which have become used to bright lights on modern cars.

It is a difficult problem to overcome as the bulb faces downwards, and therefore presents a real challenge to designers of LED high performance bulbs as most of the LED's will be facing the wrong way and there is no reflector to make use of them.

The solution



The many and various solutions we have seen simply do not work, either because they are not bright enough or because they involve major carving up of the original light fitting and then look like a Dalek when activated. The OE lens is a work of art, and the main light source has to line up with the moulded design to display the effect correctly.

Our solution uses the latest COB LED technology to place a large, single LED onto the backplate, behind where the original bulb used to be and then simply plugs into the original plug socket. If the car has a positive earth system, just reverse the connector which is inline between the light and the light plug. The new light uses just +/-5 watts (at 12v DC) on braking and only 2 watts on tail, but is extremely bright. It also avoids the "dotty" look associated with LED's that look so wrong in this application. This improvement requires no permanent alteration to the light fitting and takes only a few minutes per light to install. It comes with a money-back guarantee and costs just £39.99+VAT per pair.

Other refinements

Some cars using this light use the same stop and tail light bulb to give a red flashing light as an indicator. This is dangerous in modern traffic conditions. Our high power LED kit uses existing holes in the housing to flash yellow through the red lens, giving a powerful and understandable orange flashing indication. The kit of 4 LED lights and a new electronic flasher relay costs just £49.99+VAT. It comes with full instructions and takes approximately one hour to install.



www.bettercarlighting.co.uk

0121 773 7000

Bailey's Banter

The current discussion about the extent to which a historic vehicle can be changed before it is no longer regarded as historic by the authorities is interesting. We all know how advanced the Traction was at its launch 80 odd years ago, but I think we agree that there are some attractive developments available today which can enhance the experience of Traction ownership.

The issue apparently stems from replicas made entirely from new parts being represented to the DVLA for the purpose of licencing as original cars from the '20s; something that is causing them to have to think through a whole range of scenarios. To qualify as historic "Reconstructed Classic Vehicles" must be built from parts that are more than 25 years old and be built to the same specification as the original vehicle. If you use any new parts, you need to get Individual Vehicle Approval which is virtually impossible for a replica – so you can see how this situation has arisen.

For most of us the car already exists and, provided it complies with the principle of "Continuous History" the car remains historic with its original identity even if every single part is eventually replaced with a new one. They just can't have all been changed at the same time. Brooms and handles come to mind.

So that leaves the question of modifications to improvements which deviate from the original specification. An article on this subject in the October 2015 "Octane" magazine suggests most of us don't need to worry too much but there will be a limit as to how much deviation will be allowed before the car is no longer historic. It seems that the limit is not currently defined. When it is we may find that some cars have crossed the line.

I enjoy the historic status of my Traction and don't feel it to be threatened by the few specification changes I have made which are just 12 volts and add-on indicators.

Other improvements that are widely adopted, some of which are on my to do list, include diaphragm clutches, CV driveshafts, shell bearings, electric power steering, 4-speed D-series gearboxes, D-series heads or engines, LED lighting and so on. All of these improve the ability to use the car on today's roads and none would, in my opinion (which counts for nothing) detract from the historic nature of the vehicle.

I am grateful to the TOC and CCC chairmen for representing our interests and keeping us informed and look forward to hearing what was said at the DVLA's Historic Vehicle Event on September 23rd.

Maybe we will learn how the DVLA consider those minor changes and what they think about more significant drive-train modifications such as a Traction with a diesel engine or a conversion to electric power?

There is some discussion about electric cars on the CCC

Forum – which is where I saw pictures of an electric powered Traction, posted by Mick Popka. Apparently it was in Mr Gillard's Classic Restorations workshop last year and more details of it would be most welcome. Whatever the DVLA think of this car, I believe the world is a better place for having at least one electric powered Traction. I would hope the DVLA consider it historic as electric power is so aligned with the innovative ethos of the Traction Avant.



Some of the first cars were electric. In the early motoring years, electric cars were not seen as eccentric, offering the advantages of cleanliness and reliable starting over early petrol engines with their exposed valve gear and trembler coils. However, as petrol became available at every village store and the self-starter was introduced, the electric car's limited range and recharging time confined it to local use and eventually just milk floats. And so it has remained - until now.

In my humble opinion, the day when pure-play electric vehicles become viable is close; to some it is here already. For me it will be when a car has a range of 300 miles and can be charged at 200 miles an hour (so I can put 100 miles in it while I get a coffee). That range is unlikely to be achieved in a small car. The car needs to be big enough both to contain the batteries and accept a practical

payload. The charge rate is about the battery and charging technology. The only company that offers anything like this is Tesla who claim their S model has about 300 miles range and will charge at 340 miles per hour when connected to the right power supply. (It doesn't go at 340 MPH – only 155 MPH). Now that Tesla and the UK motorway service stations have agreed to work together and finally install the Tesla fast chargers, my version of viability is getting very close. The gull-winged Model X comes out next year...

I find it fascinating that the driving force behind Tesla is the identifiable and well-funded Elon Musk, not a bunch of shareholders or a group of risk-averse VPs who need to hedge their bets loading the car up with both engines and batteries.

What's this got to do with the Traction Avant? I detect a similarity between André Citroën and Elon Musk. Both could see that there was a better way which, whilst requiring a paradigm shift could be achieved given sufficient enthusiasm, energy and leadership. Both were prepared to take the risk and they had the funding to back it – well, almost in Citroën's case and just about, so far, in Musk's. So one wonders what André Citroën would have done if he had access to Elon Musk's technology in the early 30's. Whilst keen to adopt any new technology, with one or two exceptions Citroën has never been known for its engines, seemingly developing a new one only when absolutely necessary.

I do accept that Citroën did of course work with Ricardo on the diesel engine for the Rosalie and with NSU on the Wankel engine for the GS. There was also a nice V6 engine from Maserati for the SM and Citroën were early adopters of stop-start technology. And whilst the four-pot pushrod engine was prehistoric by the time it was put into the funky CX body, they did at least strap a turbocharger to it (which I found most satisfying). But one might be forgiven for thinking Citroën, like many people, considered the internal combustion engine something only to be endured until something better came along. It's tempting to speculate that, given the opportunity, Citroën would have embraced the electric motor as soon as it looked viable.

So what if he did? Would he still have pursued the monocoque shell? Of course. The benefits of lightness, roominess and cheapness are equally or more important for an electric car and Budd provided the technology. What of front-wheel drive? Again, the arguments are just as strong and it already existed. And torsion bars? Why not? And what of aesthetics - would it look as good? I can't see why not, I don't think Flaminio Bertoni cared what technology was under the bonnet, although without a radiator to accommodate the grille may not have needed to be so tall – but the batteries and control gubbins have to go somewhere, so even the bonnet line may have turned out the same – the iconic face of the Traction would have emerged as we know it; as would the range of body variants.

And what would the differences be? Those so-called "Floating Power" or Pausodyne engine mounts would also be unnecessary as electric motors are inherently much smoother. So this journal would have been called something else.

There would be no need for a gearbox! Whilst it would be a pity never to have seen the mustard spoon gear lever, the gearbox itself would not be greatly missed. A differential would of course be required. And of course the hydraulic DS gearchange would not have been required.

Would there have been any hydraulics at all? Without an engine, there is nothing to drive a hydraulic pump. Does that mean that if this imaginary path had been followed there would have been no 15H and hence no DS and all that followed? Unthinkable! But, worry not. There is no reason why the hydropneumatic suspension, brakes and steering would not have been developed. The advantages they offer would still have been attractive. An electrically driven hydraulic pump would have been the answer – as it is in today's hydropneumatic C5. It would of course take some of the battery charge – I estimate it would knock about 8 miles off the range of a Tesla.

So the Traction and all that followed could still have been hydropneumatic – but there were alternative competing technologies for self-levelling suspension.

Citroën was not the only car manufacturer developing self-levelling suspension in the 50s. The 15H became available from 1954. In 1955 Packard offered their Torsion-Level system and in '56 Chrysler came out with "True Level Torsion Aire" which used an engine-driven air compressor pressurising airbags to restore the rear ride height (an option thankfully not fitted to my '59). GM offered a similar option on the Cadillac the following year. I don't think Ford offered anything until the 80's. Notably both Rolls-Royce and Mercedes rejected the compressed air approach and took up licences on the Citroën system.



I would propose that, even with electric power, the hydropneumatic suspension would still have been developed and introduced on the Traction Avant.

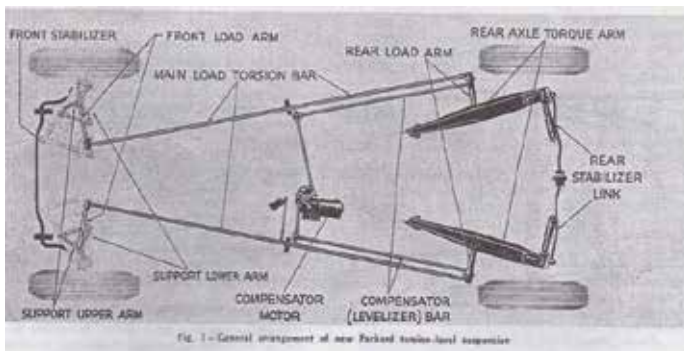
Bailey's Banter

Being an original factory model, the 15H will certainly fit within the DVLA's definition of Historic. What, though, will they make of cars fitted with the Gregoire suspension kit? This was not a modification that was sanctioned by Citroën at all – the two companies did not get along. The Gregoire suspension kit comprises additional coil springs and linkages that result in a progressive spring rate, compared to the linear characteristic of the standard torsion bar. Gregoire claimed to have shifted 20,000 kits which should give it provenance in the eyes of the authorities.



Since nothing is removed from the original car, and the kit being contemporary with the original build, there really can't be any prospect of objection from the DVLA.

By the way, if you like quirky engineering – you're reading this so there's a fair chance you do, Packard's Torsion-Level system will amuse you. In standard form the car used longitudinal torsion bars on each side – the same bar suspending the front and rear in an interconnected way that behaved similarly to a 2CV, since the torsion bar was not clamped to the chassis. With the Torsion-Level option an additional torsion bar is added to each side driven by an electric motor to correct the attitude of the car – effectively it compensated for a load at one end by tipping the body in the other direction. It restored the attitude but not the height. Of all the systems offered it was the most complex and, to my mind, the least effective. Within four years Packards were no more and nobody copied this approach.



I had hoped to put a few more miles (or kilometres) on the clock before the weather turns nasty but for a couple of weeks I had a non-starting car. Well, it did briefly start and

then immediately stopped and no amount of churning with and without choke would make it go. I had to leave it for a week or so before I could look at it. Meanwhile many things ran through my mind and I was wondering if now was the time to fit the electronic ignition distributor that I bought ages ago. The original dizzy is a bit wobbly and squeaks a bit after a long run, so it is going to fail at some point, but I didn't want to launch into that if there was another problem. I could not smell any petrol so I concluded the cause was more likely fuel based. I had used the priming lever on the pump so was pretty sure there would be petrol in the float chamber. However, when I had a proper look I discovered that the priming lever was itself the problem having stuck in "down" position meaning the pump was not pumping at all. Some irony here. I've always assumed the priming lever should have a return spring – mine doesn't and I put that down to it falling off but the manual doesn't show it. I used to have a loop of string to hook the lever onto – that has definitely fallen off. So, my fault for (a) not replacing the spring, (b) not replacing the string and (c) pushing the lever down too far.

Speaking of petrol, about every two years or so, I use a lead replacement additive. As far as I know my car has its original valve seats but I don't know if they are susceptible to recession from using lead free petrol. On the occasions when I do use the additive I notice that the engine runs smoother and pulls better. I may even get less clutch judder -or is that my imagination? I tell myself I must use it more frequently and then forget. I've been using Redex which doesn't claim to be an octane booster – but it certainly has something energetic in it.

Whilst I've done fair number of miles in the last few weeks I haven't been anywhere special.

Meanwhile – you may remember that Traction Sans Frontières were planning a trip to the Arctic Circle this summer. They did it and Philippe Lasson who organised it sent me a report by Bruce Williams, President of the Canterbury Citroën Car Club – the Canterbury in question being the one near Christchurch, New Zealand. Bruce has a Traction in NZ but used Philippe's CX for the Arctic trip. All very complicated. Other non-Tractions on this adventure included a couple of 2CVs. The trip started out from the Velodrome at Roubaix – see it on Youtube at <http://tinyurl.com/q96pvog> - and seems to have been largely incident free – except for one of the 2CVs splitting almost in half and needing welding en route. I don't have any decent photos but take a look at Facebook at <http://tinyurl.com/odwseyp>. Philippe is now planning next year's Raid to Portugal – La Route de Coimbra -in September/October 2016. Philippe says: "It should be a very nice trip, not too long and very rich: history, architecture, music, food, wines, landscapes, a lot of positive aspects to discover with our dear old Citroëns!" I'll pass along details when I get them.

And speaking of Phillippe, it was his son who previously

owned the LHD Slough car featured in the article "Folie d'Amour" in the last Floating Power.

At the same time another LHD Slough car appeared on eBay. This one sported a California registration but was



located in Canada. Reported to be a 1936 car, discussion on the TOC Forum agreed it was likely to date from 1946-9 with some of the dashboard carpentry having been fitted later. It was a bit rough. As far as I know, it didn't sell.

I told Pierre about that one and also about Cyril the 1952 "Jersey" car that Dave Withington (as featured in "Classis

Cars" magazine driving a Jag) wrote about in the Citroënian. Pierre wrote back with photos of another LHD Slough car – this one belonging to Enrique Ferrer a Spanish TOC member who wrote to Pierre having read the "Folie d'Amour" article.



Enrique wrote: "I can tell you I own one of 1952 L15 Citroën LHD big boot Slough built. Unique British survivor LHD in Spain. I have been living in Málaga for 49 years but my hometown is Algeciras near Gibraltar where my car was bought by my father and exported into Spain later. He was the second owner, he bought it in 1970, originally was black then grey and nowadays maroon. The old English documentation of the car represents nº chasis 135313 as the number belong to a 1952 year model"

Bailey's Banter

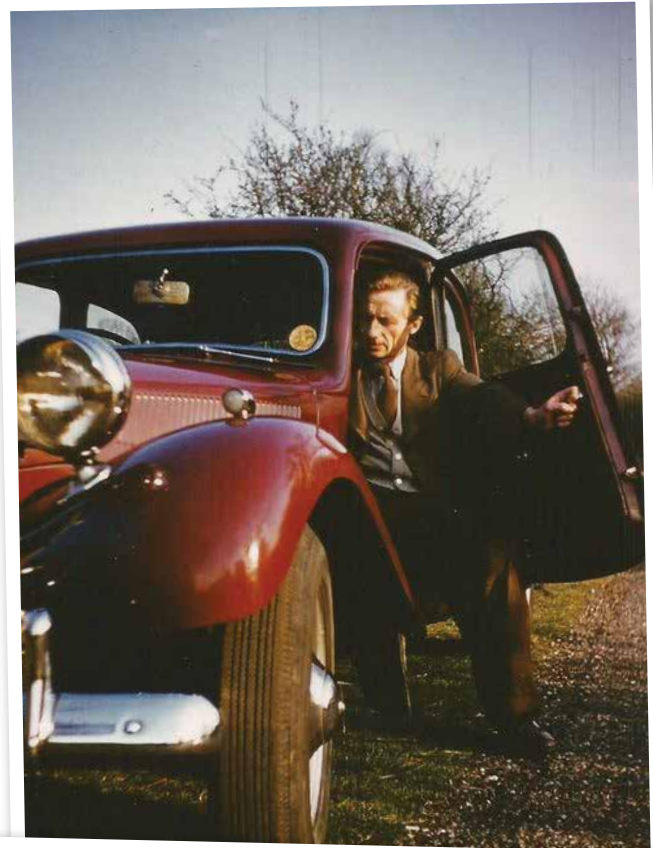
Pierre notes that this is very close to Cyril's chassis number which is 135308 – just 4 between them.

The Folie d'Amour car has chassis number 135186 and is a small boot car like the Canadian eBay car, for which I don't have a chassis number.

And now Pierre has unearthed a LHD Slough car in Alexandria, Egypt. This one – also maroon is from 1950, chassis number 135159.

So, with all this going on around LHD Slough cars, I was amused to see a photo in the November Practical Classics magazine of a very tatty Traction, the caption saying it has to be a French car because it was left hand drive. We know better.

And to show just how much time I spend browsing through car magazines, the November "Classic and Sportscar" Lost and Found section features a maroon Slough car – apparently with the steering wheel on the right side - which was bought by Ron Tennant's father Ernest in 1954.



When Ernest later traded the car in for a Bristol, the dealer advertised it as *"the most beautiful in the whole of England"*. The DVLA have no trace of this car – if you have any information please send it to Ron at rontenn2001@hotmail.com – and me of course!

A while ago, Two Horse Topics in the Citroënian featured the 2CV-based G.H.A.N.1 gun platform. In a similar vein – but requiring much less work on my part, if you have ever wondered what a Traction Avant based rocket launcher would look like, this will give you a clue. The car is also beginning to sound like a rocket launcher might – at least when it's cold. The exhaust manifold has a crack. Another thing on the to-do list.



OUR CLUB FORUM

At the AGM I was charged with providing a regular update on Forum activity.

NEW RECORD ACHIEVED! At the end of September Ian Wright (Haute Garonne in France) achieved the figure of 500 posts so far. Can anyone beat this.....?

STATISTICS TO DATE

Total Posts 2,198

Total topics 272

Total members 153

Well done Mick and the team!!

(You will find the Forum by going to the club web site and clicking on the Forum tab).

TOC RALLY JUNE 2016

**17TH/18TH/19TH
June + Monday
(20th) for those
who are free.**

**Peasmarsh, near
Rye, on the Kent/
Sussex borders.**

SITUATIONS VACANT

NEC Co-ordinator for 2016 Show

A mature approach and ability to deal with fifty things at once are prerequisites. A pachydermatous disposition would be an advantage. Preference will be given to candidates with HND or higher in cat-herding.

Contact: chairman@traction-owners.co.uk

Club Social Secretary

Would suit someone who enjoys wining and dining but can nose out hotels where a good meal and bed and breakfast comes in at under £10 per night (considered on the expensive side by many members). Applicant must provide own car and Michelin Guide.

Contact: chairman@traction-owners.co.uk

South Midlands Area Rep

I find there is no official agreement on what constitutes the South Midlands. Variously it is said to run from Aylesbury and Oxford in the south, up to Nottingham in the north and across to Birmingham in the west. So, would suit a Tractionist who isn't sure where he lives.

Contact: chairman@traction-owners.co.uk

This is a brief summary of our AGM held at the Moore Park Hotel in Aspley Guise on Saturday 10th October. The complete Minutes can be found on the website or contact Ian Harvey, our Secretary, if you require a copy to be posted to you.

I was disappointed that only 12 members plus their partners joined the Committee and their partners for the meeting. However it was an excellent meeting with lots of discussion taking place which, as a member of the Committee, I know we welcome as we want to run the TOC as required by the members.

So what happened in the meeting?

Steve Reed chaired the formal AGM of the TOC Ltd so the Accounts could be approved. Andrew York and Steve Reed have agreed to remain as Directors alongside Roger Dyer and Colin Gosling.

The general meeting of the Club:-

Committee – Tony Malyon, Tony Hodgekiss, Mick & Moira Holmes have all decided to stand down and were thanked for all their hard work over many years. Mike McDonald has been appointed as Treasurer. Cleve Belcher, Ian Harvey, Bob Street & Chris Treagust were all re-elected.

Membership – John Oates reported we have 595 members. The TOC is trying to arrange Direct Debit so all members with a UK bank account can pay by this method from next May. Bev Oates outlined the basic costs of running the TOC and, in light of the increase in postage fees, proposed subscriptions are raised to £36. This was unanimously passed and will come into operation from November. Postage will remain at £5 for Europe and £12 for overseas members.

Editor – Bob was happy to report members are sending in lots of articles and letters so he has no problem producing a 40 page magazine bimonthly – please keep them coming! The Forum is working well in answering technical questions so there is less need for TOCtech in FP but Bob offered to look at the Forum and write an overview for FP plus print technical articles when received.

Social – Paul reported on this year's events and outlined 2016 events. Paul has been very disappointed with members' slow response to book events so, following discussion, the Committee agreed to look at offering early booking discounts plus setting a date after which people will have to arrange their own accommodation etc. We will also look at having booking forms available online. Paul announced he wishes to stand down as Social Secretary. Paul & Pat were thanked for all their hard work.

Helpline – this is now administered by Steve Reed as Vanessa Plumpton has agreed to take on Club Shop. Mick was thanked for his service.

Club Shop – next year it will be 40 years since the TOC was formed so we need ideas for a new logo to mark this anniversary. Please submit ideas asap.

Spares – Chris was not present but Steve read out his report. Chris was very grateful for all the support and kind words he has received, particularly those featured in FP. Spares sales turnover last year was £59,000. Chris is planning an open weekend in April as he has purchased lots more parts recently from Andy Burnett. It was proposed that in light of all the work Chris does on a voluntary basis he should be made a Life Member – this was unanimously carried.

AOB

Still no news from DVLA on the definition of a historic vehicle.

New publicity leaflet available soon outlining the Benefits of TOC plus an application form. This will be used at Car Shows plus copies with all area coordinators.

Steve Reed thanked everyone who sponsored his weight loss regime with special thanks to Sue & Phil Allison for setting it all up.

Tony Malyon was thanked and awarded the Barbara Longden Cup in recognition of his devoted years as Treasurer.

Bev Oates





Manchester Classic Car Show



Setting up (left) and set up and ready to roll (right)

The Footman James Manchester Classic Car Show at Event City, next to the Trafford Centre, is one of the few large scale indoor classic car shows in the north west of England and consequently attracts a wider range of exhibits than most of the other shows in the area, providing a venue for cars that would probably not be risked on a muddy field under an uncertain English summer sky. Nothing like the scale of the NEC show in November, of course, but nevertheless, the show provides over 20,000 sq metres of good quality exhibition space, which on the weekend of the 19th of September was full of classic and vintage cars of all shapes and sizes, including our three Traction, plus the usual trade and autojumble stands.

So, Friday the 18th of September at 2.00 pm saw us in a large, and at that point, mainly empty Hall 4 at Event City, trying to decipher chalk marks on the carpet defining the space allocated to us. In spite of my fears that things might be too tight, there proved to be ample room for the three Traction belonging to Mike McDonald, Mick Popka and Steve Wright, plus two tables, chairs and other paraphernalia.

Although we were relatively late on the scene in terms of booking a space, the location was good, fairly central in Hall 4 between the Volvo Enthusiasts Club, the Opel GT Club and close to one of the refreshment areas. The format of our stand, using, as in previous indoor shows, the large printed canvas backcloth on its frame, was a lot more effective in the creation of a display than many other club exhibits, a number of which just had their cars on an undefined open area of floor, with perhaps a couple of camp chairs for those manning the stand.

There were exceptions of course. The Mercedes Benz Club, for example, had around fifteen cars against an elaborately screened back ground complete with a lounge area, reception and on Sunday, even a musical accompaniment from a man on an electric piano!



Footfall was a little slack on Saturday, when the weather outside was warm and sunny, but a gloomier Sunday drove in more punters and we had a steady flow of interested viewers, including a couple of individuals who were actually seriously attempting to buy a Traction.

Mick Popka's cabriolet was a big draw and attracted many favourable comments, although he was unable to tempt any ladies into his driver's seat for photo opportunities, on this occasion.

We also had visits from various old friends from other stands, in particular the Citroen Car Club, who had a large display with DS, 2CV and other variants on display and a very impressive light show. Our other neighbours were a little more reserved. The Opel GT club were behind us on the other side of our screen, again with three very smartly turned out cars, alongside



us were the Volvo Enthusiasts, with a range of Volvos, including the rather truck like 1950's limousine of the late King George of Sweden, and nearby were several sixties and seventies American muscle cars, including one with hydraulic suspension that could do a jig. Try doing that with your Hydraulique!



Strip down on Sunday evening was a little chaotic, but we all got away in reasonably good time and my last classic sighting of the day was overtaking a very nice open Riley roadster cruising along at a windswept 65 past the Reebok stadium on the M61.



Royal Volvo (top)
interesting Peugeot 202 (middle)
and nicely restored 2CV (bottom)

Thanks to all involved, in particular Mick, Mike and Steve for providing cars, and Jim, Ian and Bill for helping to erect, man and strip down the stand at the end of the show.

Bryan Pullan

In June, Loui Burke sent us this charming article about Tractioning in the outback, but we've had no space for it until now (sorry Loui!) So, here goes – over to Loui.....

This latest adventure started after the Australian National Citroën Rally (Cit In 2015), which was held over the Easter weekend, near Adelaide in South Australia. There were over 80 Citroëns in total from all over Australia, ranging from a 1924 5CV to a 2015 C6. There were around a dozen Tractionings, including my 1952 Slough Small Boot with ID engine and 4-speed conversion, which I brought with me from UK, when Helen and I emigrated to Australia in 2010 (see my previous article in Floating Power).

It is traditional to have a “post Cit In” run which, this year was organised by Liz Pike and John Henderson. It was to be a 10 day journey of 1800 km (1200 miles), heading north to see the magnificent Flinders Ranges and beyond to the edge of the Outback. As I had not travelled that far north before, I was keen to join the group. I then discovered that various stages of the trip involved a total of 400 km of “dirt roads” (i.e. no bitumen). This initially caused me to reconsider going in my Traction, but after talking to Liz and John, who had done the recce earlier, I was convinced that “she’ll be right”. At this stage, Helen decided that she would be returning to Adelaide in her own car, so it would be a solo trip for me!



These dirt roads are not “off-road”, where a 4x4 (or even a 2CV) is more suited, and are the only way to get between the more remote towns in Australia. Sometimes the bitumen just stops, the road becomes dirt for 10-30 km, and then simply reverts to bitumen. The quality of these dirt roads varies enormously depending on how recently they have been “graded” (literally with a bulldozer blade to make everything “flat” again). There are also major issues around river crossings, which are normally quite uneven but dry. However, after heavy rain, a flash flood will first make the road impassable and after the water has subsided, the road/river bed will no longer be remotely flat and can be full of obstacles such as trees and large rocks, which have been washed down

in the flood water. They will remain like that until the grader returns!

I have had 3 flat tyres on the Traction, during the last 3 events, which had all been on bitumen roads, so I was naturally concerned about travelling on dirt roads, so I decided to take a spare and a “spare” spare.

Our intrepid group planned to leave on the Easter Monday, after Cit In. However, I had a couple of issues with my Traction during the Cit In event. On Saturday afternoon, when I tried to start the Traction in the hotel car park, I discovered smoke pouring from the starter motor. So a quick dismantle of the starter motor in the car park revealed a dead-short to the casing, due to the windings insulation collar having moved. This was quickly removed, fixed, reassembled and back in the car (just) in time for dinner!

The Sunday event was a Motorkhana. This included several events that were timed (i.e. as fast as possible) around varying arrays of traffic cones in a field! As this was the closest I had then been to dirt road conditions, I entered the Traction. I really enjoyed this and went away feeling confident and excited about our departure on Easter Monday. I stopped to refuel on the way back to the hotel, to be ready for the next day. As I took off the filler cap, I noticed that the filler neck had “dropped” and after a quick inspection underneath, I realised that one of the petrol tank retaining straps had snapped.

So back to the hotel carpark, where I temporarily lashed up the petrol tank with rope. This was now also leaking as the filler neck had cracked when the tank dropped. This temporary repair was achieved again (just) in time for the Sunday Formal dinner. By this time Helen, and several others, were questioning my sanity take my Traction on the up-coming journey. However, I had a cunning plan. One of the local club members had kindly offered his workshop to anyone needing it over the event, so I planned to make a new strap before continuing on to join the rest of the group later that day. After an apprehensive night's sleep, I awoke to heavy rain and the prospect of a workshop day. Thanks to Brian Woodcock for use of his very well equipped workshop and Rolf Breyer for his able assistance in draining and removing the tank, soldering up the cracked neck, grinding off the support brackets, fabricating new straps and riveting them back into place. Fortunately, the first night's stop was only a couple of hours away, so I was able to arrive again (just) in time for dinner (can you see a pattern emerging here?). Helen was now safely back in Adelaide and not convinced the Traction would survive the next 10 days (Oh ye of little faith).

Tuesday morning dawned sunny and warm, with me feeling full of confidence again, and our intrepid group of 23 cars (My Traction, 3 D's, 9 2CV's, a CX, C4, C5 plus a couple

Traction on the dirt

of “others”) set off to begin the adventure. The first day was 440km through the beautiful Flinders Ranges, with the only dirt road being the last 15km from the highway to the old sheep station at Beltana, where we were to stay the night. This 15km was the first proper dirt driving I have done. Initially I was quite slow and cautious (only up to 40km/hr) due to the dust and the corrugations across the road, which just appear for a while then just disappear again. The advice I had been given is keep back at least 100 metres from the car in front, to let the dust settle again, avoid the bigger rocks, don't drive too slowly over the corrugations, and use both sides of the road (i.e. whichever is smoothest!). Remember that Australian roads are very empty and normally very straight, so visibility (apart from dust) is normally excellent.

By the time I arrived at Beltana as the sun was going down, I was feeling pretty good. The Traction was fine. No starting issues and the petrol tank was secure and no longer leaking. This time I was ready well before dinner, and had a chance to watch the fabulous sunset with a good glass of Australian red wine in hand. The only casualty en route had been an almost new Renault which had ruined one of its low profile tyres on the dirt. Was this an omen for me???



The next couple of days were uneventful, with great weather and jaw dropping scenery but no more dirt, until we headed off the highway to the ghost town of Farina. This was inhabited until 1967 when the railway was diverted and the town literally died (apart from one lovely old lady who still has an art gallery there!). We all stopped to explore and I got distracted in the art gallery. When I re-emerged, I discovered everyone else had departed, leaving me and my Traction alone in a ruined village, on a dirt road, well away from anywhere with no phone signal. Was I apprehensive when I got back to start the car? – No ... of course not!!

Next day, we were back onto the highway to Marree, which was our furthest point north in South Australia. (Look for it on Google Maps!). This town was the very end of the now-defunct Ghan railway line, but still has a population of a couple of hundred people. It is literally the beginning of the Australian

Outback, where you do not go without some serious planning and preparation (ie next year in the 2CV which I have just bought – another story coming up in 2016!). The road to Marree had about 40km of dirt. There is no option to this if you want to get to Marree. If it has been raining, the road turns to mud, so you either wait or drive a 4x4. Fortunately it was dry, so off we went. My earlier tastes of dirt driving had allowed me to be more relaxed and confident and my speed increased to suit the conditions. Generally the major dirt roads (ie between towns) are actually pretty good. Speeds of upto 85 km/hr (55 mph) seemed to suit the Traction best (4 speed ID) on the dirt, with 100 – 110 km/hr (65 – 70 mph) on the bitumen being very comfortable.



After Marree, the next couple of days were in Arkaroola, but to get there was 130km (over 80 miles) of dirt. This time, the dirt roads were not quite as good as the “main” road to Marree, but my confidence and tyres both seemed to be doing well, so off we went again in loose convoy. As I travelled I became so very impressed with the Traction's ability to handle the rough surfaces. It then dawned on me that when André designed the car in the early 1930's virtually all roads, even in Europe, were like this. The ride quality was remarkably smooth, with only minimal vibration coming through the steering. There was almost nothing felt through the seat. I was having a ball!! I did feel a little guilty about the continuous “clattering” from under the car, due to smaller loose stones being thrown up against the underside (this is not a trip to be considered for a concourse vehicle!!). On arrival, a check over of the car proved uneventful, but boy what an amazing amount of dust was in, on and under the car!!!!

Arkaroola is one of the most spectacular places I have ever visited, and I was glad we had two nights there. It allowed us to do the 4x4 Ridge Top Tour (as passengers in the resort's Land Cruisers with their drivers). I have never done true off-roading before, and I was simply amazed what these vehicles could climb and descend (45 degree “tracks” that a bulldozer had recently regraded) which contained large rocks and loose earth. The views from the 3 different peaks were truly outstanding, as

Traction on the dirt

was the crystal clear night sky, with more stars than I have ever seen before. That's why they built an Observatory there!

On the 130km return from Arkaroola, I was now completely at ease with dirt driving. That particular part of the journey was just perfect. The day was sunny and 25 degrees. The car was running beautifully and I passed two of the 2CV's who were being more conservative in their approach to the dirt. On some sections of the good dirt a speed of 85km/hr was not unkind to the car or foolhardy and I did the total journey in two hours (i.e. averaging 65km/hr). There are always unexpected hazards to be aware of on these (or any) Australian roads. On this return journey I had to stop completely to let a family of emu cross the road, drive through a swarm of locusts and on 2 separate occasions, I had to brake for kangaroos which just appear from the side of the road, bound across without looking and continue, oblivious of what might have been. One of the 2CV lost a headlight as a kangaroo clipped the bonnet on its way across the road.

After returning onto normal bitumen road we had another 4 days to round off a fantastic trip. We had been very lucky with the weather as there was heavy rain two days after we finished the trip and two sections of the roads we had travelled on were flooded and completely impassable to anyone. During the trip I learnt a lot about the Traction's roots and just how accomplished the Traction still is today, let alone when it was launched in 1934.

In the end, I had no further mechanical issues with the car, got 35 mpg average (SU Carburettor), no tyre damage (the Renault destroyed a second low profile tyre). There were inevitably some small stone chips on the body (easily fixed with touch up paint), but the dust removal and cleaning took a full day. Did I enjoy the trip? – It was fantastic! Would I do dirt roads again? – Most definitely! Is the Traction a wonderful car? – Of course!



FBHVC NEWS (5-2015)

The only item I can see in the latest FBHVC News that members will be directly interested in is covered in the piece below from Bob Owen, regarding the ongoing discussions with the DVLA on 'historic vehicles'.

Those of you who weren't at the AGM won't know that the matter came up during the meeting. Cleve told us that there was a 'drawing of straws' for which clubs could be accommodated in the meeting room at the September meeting and the TOC didn't draw an appropriately sized straw.

However, the gist of the meeting has been covered in the classic car press (who were also excluded, but have been briefed by clubs who were allowed in). It seems that, generally, things are still as they were before. However, one club in particular, who nobody is allowed to name (Phil Allison knows who it is), has been – allegedly – putting cars together from various bits and pieces and then giving them club accreditation as a complete original car. This has finally come to the attention of the DVLA who are sending out 'tell us more about the provenance of your car' letters to certain owners of that particular marque.

My understanding is that cars like ours, which have a legitimate 'life history' with the DVLA are not affected.

Of course, none of this has relevance to the other ongoing matter of Brussels and their slightly menacing silence on what plans they have to try to bring classic vehicles into line with the current road testing criteria for modern vehicles.

UK LEGISLATION

Bob Owen

There is not a great deal new to tell you this edition, which is not to say that nothing is happening.

The Federation is continuing to attempt to get clarity from DVLA on the number of new initiatives and reinterpretations of which we told you in Newsletter 4-2015.

And we are continuing with our work in the political arena to try to get some order into what, seen from the position of the Federation, is a rather disorderly set of changes which are ill-defined, not properly explained, if explained at all, by DVLA and which are not always properly thought through.

We understand some of the imperatives which have induced DVLA to undertake this rethink. But we do not think DVLA fully understands how serious the consequences some of the changes they are proposing could be for the historic vehicle movement in the UK. In particular we do not believe they fully appreciate the effect they could have on projects which have been proceeding in the normal way with no expectation of the obstacles which might be placed in their path at the very end by changing approaches for DVLA. No doubt they will have gained some understanding in the course of their event at Swansea on 23 September.

By the way, I need to make it clear that the Federation had no input into the selection of attendees at that very oversubscribed meeting. As I write this, we still do not know who the attendees will be. We know very many of our member clubs, some of considerable significance to the movement, did not make it this time. We know DVLA intend to have a further event early next year, to which as many as possible of those whose applications were not successful this time will be invited.

We had another honourable mention in the FBHVC News: **One can rely on the magazine of the Traction Owners' Club for an arresting front cover – and the July/August issue does not disappoint.**

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

EVENTS DIARY

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

November

13th – 15th	NEC Classic Car Show	NEC Birmingham (See advert this issue for your club rate tickets)
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April 2016

24th	Drive it Day	
28th – 2nd	Guernsey Rally	See this edition and Sep/Oct 2015 FP Contact: Rob Kiff rob@kiff.co.uk
28th – 29th	La Vie en Bleu	Prescott Hill Climb

June 2016

17th – 20th	TOC Annual Rally	Peasmarsh, near Rye, East Sussex
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July 2016

TBC	CTAB Brittany Rally	
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August 2016

11th – 14th	16th ICCCR Rheden, Arnhem NL	See previous FPs www.ICCCR2016.nl
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Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



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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)



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



FOR SALE: 1954 Normale RHD. Tried the rest? Dissatisfied, jaded? Well now! 1954 Normale RHD in wonderful condition and a delight to drive. Too many advantageous details to list here, which make it a driver's car rather than a Show Queen. Part-Ex considered. **£15,500 ono.**

Email/phone: jim.lee.leek@gmail.com
Mobile: 07773190527. (Staffordshire).



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



FOR SALE: 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.**



FOR SALE: Traction 11BL LHD Black. Barn find after 25 years rest. Very original and in good running order. Lots of new parts to get the French control technique passed. French carte grise. Good original interior I want a RHD classic and could P/X a suitable car. **INFO ring 01298 71058**



continued

Classified Adverts

REAR WHEEL DRIVE

FOR SALE: 1932 Citroën AC 4 Familiale, (7 seater). A solid car and complete. The engine has been stripped and reassembled with new gaskets and clutch. Good tyres, needs finishing, but a great opportunity. £3750. Tel: 01305 757518



FOR SALE: Very rare wheels for beaded edge tyres. 49 cms in diameter. For 1920's Citroën B2 and others. All in good condition, just need re painting. £125 each. Tel: 01305757518

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



PARTS FOR SALE

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

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

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



FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.

Email: mick@popka.co.uk
Tel: 01904 701005. Next day despatch.

FOR SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance Traction wheels for free. www.longstone.com
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

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

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

FOR SALE: 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: 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: Pre-war tail lights for 1935/36 Traction, with or without the glass. These are set into each side rear mudguard. Even if you have one only good enough for a pattern. The body of the light is 9 cm across. Please email Graham Tulett mistert.nz@xtra.co.nz
Regards
Graham Tulett, New Zealand

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**

WANTED: for Slough Big15 (or Lt15) Dashboard Advance Retard lever and cable. Also anyone got a spare good Big Boot Lid?
Tom Evans (Norfolk)
01603 628668 - 07808335123
tiger.tom@zen.co.uk

MEMBER SERVICES

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

ICCCR 2016

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

Reservations for accomodation are starting.....
Already one hotel Avegoor in Ellecom of 73 rooms is fully booked.
When you subscribe for the event, you may be interested in making a booking yourself soon, and/or spread the news.

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

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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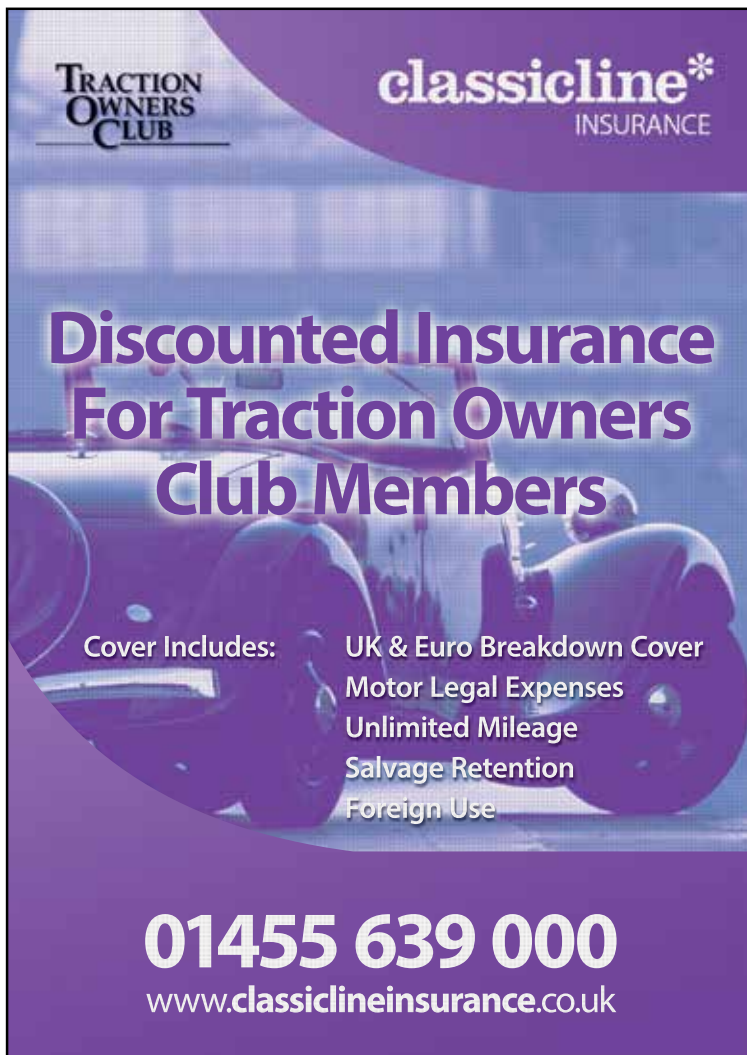
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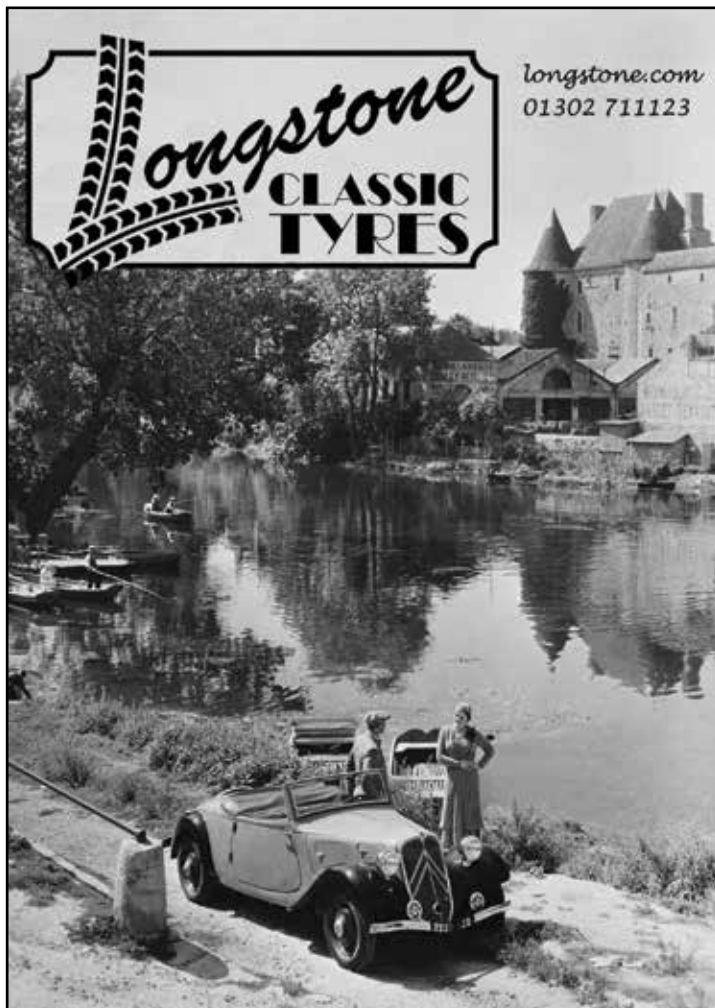
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Email: chris.treagust@tesco.net

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

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

