

Floating Power

March/April 2016



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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

Registered Office:

58 St. Augustine Road, Griffithstown,
Pontypool, Gwent, NP4 5EZ
VAT Registration No. 993 2444 92

The opinions expressed by contributors are not necessarily those of **Floating Power** or the **TOC**. The **TOC** is not responsible for the results of following contributors' advice, nor does it necessarily endorse the products or services of any advertiser.

The submission of material for publication is deemed to include permission for it to be presented in other formats and media such as a scanned image on the TOC website.

The editor reserves the right to subedit submitted material as deemed necessary. This publication may not be reproduced in any form or part without the written permission of the editor.

Missing Magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

Be a part of Floating Power...

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

Sunday 9th April

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

Cover Image

*The second ever copy of Floating
Power, March/April 1976.*

Editor's Epistle

Hi Everyone.

Well, the moment has arrived. The house is sold, the removal van booked and, by the time you read this, we'll be wandering around our French house wondering where to put all these boxes and why we never even opened half of them the last time we moved (ring any bells?)



While putting this edition together I'm busy de-cluttering the house and selling big stuff on eBay and giving little stuff to the local charity shop. Of course, the Editor's ancient desk, chair and various accoutrements of office will have to stay here in the UK. I needed to find a secure location to store them until the next UK-based Editor appears and fortunately we live near RAF Strike Command, so a lot of our friends do those jobs that nobody talks about, but are located close enough to 'the red button' to give Jeremy Corbyn the trots (did you see what I did there?)

It only took a quick word in an ear here and there and all the Editor's furniture has now been crated up and whisked away to a place of complete security in a disused mine somewhere in the British Isles: just like the closing scene of Raiders of the Lost Ark.

However, since only I know the phone number and password to retrieve these important artefacts, you must hope I stay fit and well till the next Editor appears....

Not a lot has happened with the Traction situation. The Light 15 is still in Suffolk, but at least it only needs some welding, a repaint and rechrome. Whereas the Normale is up with **James Geddes** in Newcastle for a bigger job and I'm up to my old tricks of asking that, while he's about it, can he just add velvet curtains and a jewel-encrusted gear lever. Let's hope the missus never finds out, but I expect she'll spot the jewels....

Incidentally, James tells me he is going full time from March, so if anyone needs Traction servicing or welding up where they do all that "Why-Eye" stuff, he could be worth a call.

Well, that's it for this edition. The next one will be edited from across the water.

A Bientôt!

P.S. Vanessa Plumpton has pointed out that I've been printing a wrong phone number for the shop for the past couple of editions. I've put that right and sorry if you've found yourselves ordering a set meal for two with extra prawn crackers.

Editor's Epistle	2	La Vie En Bleu & FBHVC News	19
Contents / Committee	3	Bailey's Banter	20
President's Ponderings /		ICCCR 2016	26
New Members	4	Challenger	27
Chairman's Chat	5	RWD - Early Suspension	32
Section News	6	Events Diary	34
Your Letters	10	News	35
Rally News	15	Classified Advertisements	36
In Committee	18	Display Advertisements	38

Committee

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

PRESIDENT Bernie Shaw

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

CHAIRMAN Cleve Belcher

1 Yorke Gate, Stratford Road, Watford, Herts, WD17 4NQ
01923 239954 • Email: chairman@traction-owners.co.uk

SECRETARY Ian Harvey

77 Church Street, Shillington, Herts, SG5 3LJ.
01462 711248 • Email: secretary@traction-owners.co.uk

TREASURER Mike McDonald

Tipping Brow House, Mobberley, Cheshire, WA16 7JE
01565 873145 Email: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John Oates

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

WEBSITE Mick Popka

151 Tadcaster Road, Dringhouses, York,
North Yorkshire, YO24 1QJ
01904 701005 • Email: webmaster@traction-owners.co.uk

SOCIAL SECRETARY Paul de Felice

Westfield Cottage, Nursery Road, Waltham Abbey, EN9 2JF
01992 890975 • Email: events@traction-owners.co.uk

HELPLINE Steve Reed

1 Terwick Cottage, Rogate, near Petersfield,
Hampshire, GU31 5EG
0115 911 0960 / 0044 115 911 0960
Email: helpline@traction-owners.co.uk

CLUB SPARES Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ
01243 511378 • Email: spares@traction-owners.co.uk

CLUB SHOP Vanessa Plumpton

98 First Avenue, Batchmere, Chichester, PO20 7LQ
Email: shop@traction-owners.co.uk

EDITOR FLOATING POWER Bob Street

Canton, 31350 ESCANECRABE, France
0033 (0)5 62 00 97 94 • Email: editor@traction-owners.co.uk

MARKETING & PUBLICITY Bev Oates

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

REAR WHEEL DRIVE Martin de Little

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

NON-DESIGNATED

Colin Gosling
Peter Riggs
Laurence Acher

ADVISOR to the COMMITTEE

COMMITTEE ARCHIVIST John Ogborne
4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312
Email: committee-archive@traction-owners.co.uk

COMPANY SECRETARY Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent, NP4 5EZ
01495 763239 Email: cossec@traction-owners.co.uk

SOCIAL MEDIA Dylan Harvey

Email: social-media@traction-owners.co.uk

President's Ponderings



Retromobile was, as always, a good show. This year the Citroën stand was again divided between DS and “the rest” with the “Heritage” element focussing heavily on the former. (How you may ask!). My prime reason for being there was to attend the AGM of the ACI. I am very pleased to say that meeting went surprisingly

well because, as a (retiring) Board Member, I am only too aware that a large number of delegates are displeased with how poorly the Board had communicated over the last year. I did step down from the Board this year but I am happy to continue as one of the two UK Delegates along with Simon Saint.

Proceedings started with an EGM to consider if (and if so, how) the ACI would deal with last year's “request” from Jean-Jacques Etchart (PSA Director of Marketing, Communications & Sports) that the ACI should agree to represent the new DS brand. The final decision of the meeting, by a reasonable majority of those present, was that the Association should indeed embrace DS and the brand name would be added alongside that of Citroën throughout the ACI statutes. However, it was also agreed that there would be no change to either the name or logo of the Association.

ACI President, Stephan Joest, is an avid networker and, over the last 12 months, had put a lot of effort into meetings with numerous motoring organisations as well as a number of contacts within the PSA group, including the recently appointed team now responsible for Citroën heritage.

I think the most important element of the AGM was the contribution from M. Xavier Crespin (Marketing Communication, L'Aventure) who introduced Mme. Marie-Thérèse Lardeur, Director of “L'Aventure Peugeot Citroën DS. L'Aventure is an independent Association similar to the ACI, and is responsible for the heritage of all three brands, Citroën, Peugeot and DS. This new arrangement is in its infancy but there did appear to be a greater understanding of how important the relationship is for both the ACI and AC/PSA. I was personally very encouraged to hear there is an intention to source difficult spare parts and make available items of guaranteed quality. The ACI will be the conduit whereby relevant items will be identified and that information will be fed through to L'Aventure. Things are clearly not going to happen overnight and I shall be monitoring progress with great interest.

Returning to this side of the channel, the big news is that, as I write, the Kent rally is on the verge of being fully booked and, at this rate, is very likely to be fully booked by the time you read this. John & Bev Barsley have put a super package together to celebrate the TOC's 40th anniversary and I think that is reflected in the speed with which registrations have been received. They block-booked a complete hotel some months ago and that was quite a commitment considering late booking has traditionally been the “norm” in the past with organisers often struggling to process enough registrations to break even. I have little doubt that the “Early-Bird” offer also helped to encourage timely registrations from some of the “Usual Suspects” who would normally have left it until much later to book. Now, in view of the current situation, anybody who wants

to be there but has still not registered should immediately contact John & Bev to check availability and should not make any payment before doing so.

As I said last month, we made a specific point of inviting friends from overseas to join us this year and I am pleased to say five cars from the Brittany Club (CTAB) are registered. However, a number of them are car sharing so we shall see a lot more than 5 of the faces well-known to those of us who have enjoyed CTAB rallies in the past. I am also delighted to confirm Jean-Louis Poussard, President of TU France, will be coming with his wife, Celine. There are several other bookings from Belgium, France and The Netherlands so I think we can look forward to a truly international celebration of the TOC's anniversary.

Back in the garage, I am about to send the 5HP speedo to be overhauled. It appears to record distance perfectly but I really don't think it is doing 50mph around town and 70+ on the open road but we shall see. For reasons (now) beyond my control not a lot is happening on the Traction front but I hope to redress that situation before too long.

I have entered the Yellow Peril for the Drive it Day “Stilton Run” again this year – fingers crossed we get round the route in good time because we are booked to set off for Rob Kiff's Guernsey Rally the following day!

So I wish all “happy de-mothballing” and look forward to seeing many of you in June, if not in Guernsey in April.



P.S. - Good news – we have a volunteer to manage our NEC Classic Car Show stand this year.

P.P.S. - Bad news - still awaiting suggestions for increasing interest in the AGM

P.P.P.S. – I am in the market for a very good condition, ready to drive, small boot 15/6 and I would prefer “moustaches” (dippy) bumpers. Needless to say I monitor the usual French websites daily but if you know of one elsewhere please let me know. Thanks.

New Members

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

2495	Mr David Austin	Hertfordshire
2496	Mr Chedly Mahfoudh	Oxfordshire
2497	Mr Alan Gaunt	Kent
2498	Mr Hugh Duff	Surrey
2499	Mr Gary Smith	Norfolk
2500	Mr Anthony Hyde	Hertfordshire
2501	Mr Andrew Ward	Lincolnshire
2502	Mr Julian Cutter	Essex
2503	Mr Lewis Hill	Hertfordshire



I guess, like many, I am slowly recovering from the torpor of January and beginning to plan ahead. As alluded to in my last epistle, I am delighted that Julian Pratt has agreed to take on the administration role for this year's Classic Car Show at the NEC. He will be working with Pete & Sue Simper who have agreed

to take on the issues of stand design, delivery and erection. This year is the 40th anniversary of the founding of the Club, so we are hoping to be given the opportunity to make a bit of a splash. This assumes that we are allocated a stand at the NEC by the organisers, so I am trying not to count too many chickens. The application has been lodged and we expect to hear if we have been successful in May. Details of how to contact Julian will be released in due course so members who wish to help on the stand etc can readily make contact.

I am also pleased to report that due to the sterling efforts of John & Bev Barsley the preparations for the TOC National Rally in Rye are moving apace and that the "early bird" booking option has proved very popular.

Drive It Day this year is, of course, the 24th April, so already with the various events beginning to come together, the diary is filling up. I have also promised the good lady that I will take her away on holiday this year to somewhere other than a car/club event, so that is another challenge to be faced! Perhaps she would agree to travel by Traction? Something I need to work on!

On the car front, nothing dramatic to report. A bit of routine maintenance here and there, although I must say I am delighted with the inline fuel filter incorporating a non-return valve. This was acquired as a result of reading "Grindr's" note to the editor in the last FP. Works a treat, much less priming and starter motor/battery use as a result, especially as my car is parked permanently on full length sloping ramps which tends to encourage fuel drain back.

The speedo is now performing considerably better. Accurate may be too strong a word, but it is more should I say "representative", if anything slightly overstated. I still pass my nemesis the mobile speed camera regularly, in fact we almost wave to acknowledge each other now, but so far no more untoward incidents to report, but I endeavour to remain vigilant.

The Committee year is also swinging into action. I suspect the next meeting will be a bit of a brain storming session, where ideas seeking to improve the service we provide can be aired, discussed and assessed. The issue as always is striking that delicate balance between "if it ain't broke don't fix it", "change for change's sake" and "this could be really useful". Either way the outcome will set out the amount of work that has to be embraced in the forthcoming year and how it may best be resourced. As the adage goes "it won't be boring".

I am sure many of you are also planning your maintenance/motoring/family year. I hope this will be fun for you all and maybe our paths will cross at one of the events.

Cheers

Direct Debit

The TOC is hoping to offer you the opportunity to pay your membership subscription by direct debit

IF you have

1. A UK bank account
2. Access to the Internet as payment can only be made online by you, the member.

If you are interested in paying using this method please send me your email details and membership number so I can send you the relevant detail in May when membership fees are due.

John Oates

Membership Secretary



TOOLS

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

SCOTLAND

Northern Scotland

This month, we were told to concentrate on Slough built models - that's easy - when we started owning and working on our beloved Tractions in the late 1950's, it was only the Slough models that were available up here and it was several decades later before we even saw a LHD French model.

The main agent in Scotland from the very early days was Gordon C Macandrew of Edinburgh, followed by Seaton of Prestwick, then agents appointed at Glasgow, Perth, Dundee, Aberdeen and Inverness. The latter, Ferries, found the Light 15 extremely popular in the far north, for at that time, almost all other cars available were the pathetic rear wheel drive and, given the severe snow and winter conditions up there, totally useless; whereas the FWD Traction went forward when all others became bogged down. In Aberdeenshire, staying in the upper Dee valley, the two mountain passes to go south - Cairn - o' - Mount or the Devil's Elbow - were regularly blocked with several feet of snow, and in these whiteouts the Light 15 was the undisputed champion!! When you fitted the big snow chains on the front, and kept your foot down, it would literally climb up a mountainside! Can well remember going through snow-drifts so deep that the windscreen broke through them with the bonnet and front end buried and still charging forward. The downside was that if one of the chain cross-pieces broke, which they did quite regularly, it acted as a flail, and knocked hell out of your mudwing!! Those were the days and experiences that cemented you for life to Traction and Citroën ownership. Nowadays, the modern snowploughs and snowblowers keep the roads passable almost all the time, so it is an age now long past.

It was some considerable time later when we first set eyes on a French registered BL, driven by a tourist, and we were somewhat appalled at just how plain, spartan and uninteresting the French model was compared to the Light and Big15s we were so used to. No wooden dashboard or door cappings, just plain steel; no beautiful Connolly leather seating; no plush Wilton carpeting; no striking chrome grille or bumpers; 6 volt lighting and starting!! No, these models at that time would have been no competition to the Jaguars, Wolseleys, Rileys, Alvis, etc, the contemporaries of the Light 15 with the same interior and exterior luxury finishes; whereas the Slough-built models were able to hold their own in that field (and of course as we know, far superior in design

and mechanics!) Oops, please don't be offended by these remarks, as they are only a personal opinion, honestly expressed on how things were at that time. Strangely, up here, there were very few of the six cylinder models to be seen, and I can think of only about 6 known, in comparison to the hundreds of Light 15s.

No car was perfect, and from the 1970s onwards the Light and Big 15s started to swiftly disappear, mostly due to corrosion. There had never been any attempt at protecting the bodyshell from the road salts, water and weather corrosion by undersealing, etc. And in our area in particular, the roads were gritted and heavily salted, sometimes for some four or five months every year, resulting in heavy corrosion on all road vehicles. The continental models in comparison, especially in the south of the continent, had no such problems, and thus we are able to enjoy these models which are as rust free in some cases as the day they were made!! Ah well, there is always the downside in life, and that, in a nutshell, is the problem now in finding a really good Slough model!!
Smithy/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

Not much for the magazine this month - just details of the next 'Concrete Camping Weekend' in November - it would be good to see some Tractions there this time, which is perhaps more likely as it is in The Borders and much nearer England.

Concrete Camping Weekend 4/5/6th November 2016

This is an activity and leisure based weekend for members of 2CVGB, Citroën Car Club and TOC. There are organised runs on Saturday and Sunday to local interesting locations together with hotel based functions - in previous years a ceilidh and whisky tasting have featured. Really it is just an excuse for like-minded people to come together for a great time in a terrific location in what is normally close season for classic car owners. And not expensive at all - it would be great to see more Tractions, particularly from the south - Melrose is not that far over the border.

Venue - The Waverley Castle Hotel, Melrose - within easy walking of the town centre

Arrive - Friday 4th November

Cost - 2 nights £99

3 nights £109 Prices are for dinner, bed and breakfast

Booking code DSD553 which is valid until 29th Feb (possibly too late when you see this, unless Bob gets the mag out early before he buggers off to France) will get you 10% off the above prices together with a bottle of wine and 4 drink vouchers for the Saturday night. Even without the discount it is tremendous value.

Booking - online at <http://www.shearings.com/hotels/waverley-castle-hotel> or Tel: 08444 995775

If you do book could you please let me know as well? I will then pass the names on to the organiser - Robert Cunningham - who puts the whole show together.

See you there.

Peter Fereday

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

WEST OF ENGLAND

For details of future planned activities contact: Den Hewitt

Tel: 01934 834274

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

NORTH EAST ENGLAND

Dates For The Diary

I think we should get our cars out this year and give them a good run. Sitting in the garage or just attending local shows doesn't do them any good. They need using.

March 11th to 13th....2CV Car Club are meeting up in Keswick for the weekend. If, like me, you haven't booked to stay we can meet up with them and join in on their runs around the lakes. When Liz Rogers has her programme planned I hope she will share with us and we can join in somewhere along the way.

April 3rd....lunch at The Stables, East Herrington, Houghton Le Spring, Co. Durham DH4 4ND. We had a good get-together last year and hope to do it again. Lunch 12.00 but if we arrive early from 11.00 we should all get in the car park. I'll remind you nearer the time because Anne needs numbers for lunch.

April 24th....Drive-it-Day. We are meeting up with Graeme Stephenson (he has trimmed Dave Faulkner and Sue Ward's Traction) and his band of classics at Bradley Garden Centre, Wylam, NE41 8JH (good for coffee and scones!!) for 10.00am for a run up the North Tyne to Kielder Reservoir. Lunch stop at Simonburn. Numbers required nearer the time for catering.

May 15th....Wallington Hall. This is the annual visit by NECPWA which we join in on. It will be the last time Wallington will have the Classics because they have changed their policy.

May 29th.... the Old Lewlight in North Shields. This is the first visit by NECPWA but car parking is limited to 100 cars. Further details to follow.

June....Drive through Yorkshire to Thornton Le Dale Motor Museum up to Pickering and on to Whitby then northwards and home.

July 17th to 25th....Eire we come. I think we should start booking ferries hotels etc. because this is peak holiday time.

Graham Handley

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

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

NORTHERN SECTION

Email: northern@traction-owners.co.uk

Tel: (mobile) 07967 479701

SURREY, HAMPSHIRE & SUSSEX BORDERS

Another successful Christmas lunch with forty two attending. Not only did Barry and Gloria Annells and family attend as usual, but brought along their six month old grandson; perhaps a future TOC member. Janet Kyle and Hazel Nelson were the winners of Kirsty's quiz. Plenty of rocket balloons flying around and a good selection of raffle prizes. Not to forget our own Father Christmas (Tim Dodds). The meals were excellent, served by Nelly and Louis who are retiring back to Columbia. Thank you all for making it such a success.



Section News



Well after a great Christmas party our January meeting was a full house with twenty seven people attending. I think the word has got around after announcing at the party that I have decided to have a break from organising this section; after fifteen years with some ninety outings and the same in winter meetings.

It was voted unanimously that all still wish to continue with a Christmas Party in the Malting House, which I will organise as my contribution for this year to our events. If you have an idea for an outing and are happy to organise it, then please come to our meetings to put your ideas forward.

We have booked the meeting room at the Fairmile for 21st February, and 20th March. If you are a new member, do come along and meet up with our friendly members. For more information you can still contact me.

Helen Shelley



DRIVE IT DAY

Darrin Brownhill is organising DID for the West London CCC, Surrey/Hants TOC and London TOC. He writes:

April 24th 2016: DRIVE IT DAY. Re-run of our first annual "Fish and Chip Run" to Hayling Island. I thought that this would make a nice late summer annual event going to a different establishment each year and therefore exploring different parts of the South each time. Due to the inability of many members to attend this event in September, we are re-running it for Drive It Day. The event starts at Ockham Common car park off Old Lane which is just off the A3 slip by the M25. We'll meet here in time for an 11am departure and our route will see us arrive at Elliotts Coastguard Café on Hayling Island approximately one and a half hours later in time for lunch. There is ample parking (pay and display) across the road from the café on the seafront. Bring warm clothing and chairs / picnic blanket and we'll eat our fish and chips on the beach. The weather will be fine of course! **In the event of wet or windy weather, I will have an alternative venue arranged.**

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

SOUTH MIDLANDS

POSITION VACANT

MID SHIRES

La Vie en Bleu is coming up on 28/29 May. Contact Simon Saint on 01905 454961 or at janeandsimonsaint@hotmail.com. See also note from Simon on page 19.

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

EASTERN

**Eastern Section Goes East for Drive it Day
Go East, like true Village People we decided to Go East (not West as the song goes)
(Go East) Sun in Winter time
(Go East) We will do just fine
(Go East) Where the skies are blue
(Go East) This and more the Light 15 will do**

We will travel to England's most eastern cafe in Lowestoft for breakfast; your rendezvous point is **The Lighthouse**

Cafe on Whapload Road. The Lighthouse is renowned for serving the best breakfasts on the east coast. We aim to arrive for 10am, once fully refreshed we will then make our way to Carlton Colville which is home to the **East Anglian Transport Museum**. This fascinating museum is home to the development of mechanical transport over the past century. Their story began in 1962 when four local tramway enthusiasts rescued the body of an old Lowestoft Tramcar No 14. From this beginning has grown the EATM, with fully operational Tramway, Trolleybus Route, Exhibition Halls, Museum Street and for the really big kids amongst us there is a 2ft gauge light Railway running around the site. Full facilities including Cafe and Gift/bookshop. All of this is run by a team of enthusiastic volunteers. The EATM are thrilled to have us visit, parking for us will be within the museum, so other visitors can enjoy seeing our vehicles also. The EATM opens from noon to 4.30pm; they have said if members would like to arrive a little earlier then they will be most welcome.

The Lighthouse Cafe 383 Whapload Cafe, **Lowestoft**, NR32 1 UL 01502 588791 the cafe operates first come first served. Parking is limited, so if you see a space when nearing the café, grab it.

East Anglian Transport Museum, Chapel Road, **Carlton Colville**, Lowestoft NR33 8BL 01502 518459 situated 3 miles south west of Lowestoft, just off A146 Lowestoft to Norwich Road. There are brown 'Tourist' sign from Lowestoft Town Centre, Oulton Broad and in Carlton Colville. On the A12 they are clearly signposted from South Lowestoft Ind Est roundabout (near the drive-through McDonalds).

Regular Meetings

The Compasses, Little Green Essex CM13 1BU
March 8th - April 19th – May 24th

The Angel, Larling Norfolk NR16 2QU
March 29th – May 3rd

For details or suggestions for future activities contact Jasmin Gagen

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

PEAK

We had a good meeting on Valentine's Day as 14 of us ate a very filling & excellent Sunday roast at the Tavern in Tansley followed by coffee at Chez Nous for those who didn't have to rush back home to "do chores"!

Two further meetings are in the planning stages:-

1. Sunday 24th April which is Drive it Day. John & I will look through all the old routes and see which route we haven't driven for a while and then force ourselves to go and check the food & drink opportunities!!

Section News & Letters

2. We have been invited to visit Crich Tramway Museum on Sunday 15th May as they are having a Classic Car Day. Driver & car have free admission so we only have to pay a discounted fee for passengers.

If you are interested in attending either event please contact us

For details of future planned activities contact:

Bev & John Oates

Tel: 01629 582154 Email: peak@traction-owners.co.uk

LONDON

Discussions are progressing on finding a new venue for our regular meetings.

A reminder that we now meet on

THE FIRST THURSDAY OF THE MONTH, still at:

THE ROSE OF YORK,

Petersham Rd, Richmond, TW10 6UY Starting at 8 pm

We are looking for a new location with space to hold our meetings, good beer and car parking space. If anyone has found a good pub (not too noisy) that would be suitable then please let us know.

In the meantime please come along and meet more members. For more details or information please contact: Pete & Sue Simper on: **01784 559867** or london@traction-owners.co.uk

DRIVE IT DAY

Darrin Brownhill is organising DID for the West London CCC, Surrey/Hants TOC and London TOC. He writes:

April 24th 2016: DRIVE IT DAY. Re-run of our first annual "Fish and Chip Run" to Hayling Island. I thought that this would make a nice late summer annual event going to a different establishment each year and therefore exploring different parts of the South each

time. Due to the inability of many members to attend this event in September, we are re-running it for Drive It Day. The event starts at Ockham Common car park off Old Lane which is just off the A3 slip by the M25. We'll meet here in time for an 11am departure and our route will see us arrive at Elliotts Coastguard Café on Hayling Island approximately one and a half hours later in time for lunch. There is ample parking (pay and display) across the road from the café on the seafront. Bring warm clothing and chairs / picnic blanket and we'll eat our fish and chips on the beach. The weather will be fine of course! **In the event of wet or windy weather, I will have an alternative venue arranged.**

Peter & Sue Simper

Tel: 01784 559867

email: london@traction-owners.co.uk

KENT/E SUSSEX

For details of future planned activities contact:

Adrian (Phillips)

email: kent-east-sussex@traction-owners.co.uk

SOUTH WEST

For details of future planned activities contact:

Howard Speirs

south-west@traction-owners.co.uk

REST OF WORLD (ROW)

Walter & Noëlla

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

Tel: 0032 471 860 979

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

SUNSHINE ON LEITH PORTOBELLO

Hi Bob,

I was surprised to find out that someone had taken a photo of my Traction, and put it on the Edinburgh Spotlight Facebook page. By the time one of my friends had told me about it, it already had a few thousand likes. Shows how popular Tractions are! All we have to do now is get 10% of those who liked it to join the TOC!

Have a look!

<https://www.facebook.com/edinspotlight/photos/a.201854474415.162850.152916769415/10153910744529416/?type=3&theater>

Best wishes

Raymond Albeson

Edinburgh



MY MAIN SQUEEZE

Hi Bob

Hope you weathered Christmas well and may I wish you a happy and healthy new year, with best of luck for your move to France. I for one will miss your quite delightful editorship style. ***(Thanks for the compliment David, but I'm just moving across the water and will remain as Editor. So, you're stuck with me! Unless, of course, anyone else fancies the gig.....? Ed.)***

Chris Holme's letter in the Jan-Feb 2016 issue of FP tells of his installation of an electric fuel pump in his Traction. When my original AC mechanical one died beyond reasonable hope of resuscitation, I bought for very little money an ersatz replacement from Chris Treagust's emporium. As readers may know, these come without a priming lever. I then bought from the excellent Andrew Galt of Salisbury one of those

longish, squashy bulbs that are often installed in diesel-engined HGV's. I cut the feed pipe from the tank, inserting the bulb in the fuel line to the inlet side of the pump. A couple of squeezes sends great gulps of fuel through the pump and up to the carburettor, affording instant starting. Purists may not care for the bulb being visible adjacent to the oil dipstick tube, but it is at least black and so hardly unsightly. (In some of our less kempt engine bays it might even go unnoticed!). Anyway, the point is that, while acknowledging that Chris Holme's solution works well, mine avoids the cost of changing to an electric pump - which can develop nasty habits like sticking contact points.

All the best

David De Saxe

BOTHERED AND BEWILDERED

Dear Editor,

Although an old man, I am only a young member of the TOC, and am most glad to be educated into different aspects of Club membership, if you or other members could help.

I was very interested in the reprint of the initial copy of Floating Power, and its clear objectives stated without any doubt that this was a Club dedicated to the Traction Avant. Even to the analogy drawn between 'old' Vauxhalls and 'new' ones, and the yawning abyss of difference between them, inferring, presumably, that they go their separate ways due to entirely separate interests.

My interest was sparked due to previous confusion, when it appeared that some rear-wheel drive Citroëns had somehow infiltrated the hallowed and clearly defined grounds of the Traction Avant's position within its own sphere of interest. My confusion was not helped by seeing, one year, on the NEC Stand for the Tractions, an old, rear-wheel drive saloon car with a for sale notice on it!

Being yet a comparative newcomer, perhaps you could point out to me where and when the rules of the club were amended to include the addition of rear-wheel drive Citroëns. My first car ownership was of a 1930 Austin 12/4, and I still love to see vehicles dating back eighty years or more, but inevitably, each make or

type of marque has its own speciality section. The Citroën Car Club, of which I am a member also, seems to be very happy to embrace all models of Citroën, and even has a section in its magazine for the Traction, so presumably they would be pleased to have old, rear-wheel Citroëns included?

Personally I am not averse to the occasional chug-about of the early rear-wheel drive Citroëns, which helps to underline the disparity between early Citroën efforts and the wonderful innovation of the Traction. If not already incorporated into the Traction Owners Club rules of ownership, shouldn't the members be allowed to vote on acceptance of rear-wheel drive models being adopted into Traction activities?

Jim Lee

Hi Jim. I would have written direct to you with a response to this, but it's worth printing the letter and response, as we take on new members every month, many of whom may share your bewilderment, but not wish to 'pipe up' with the question.

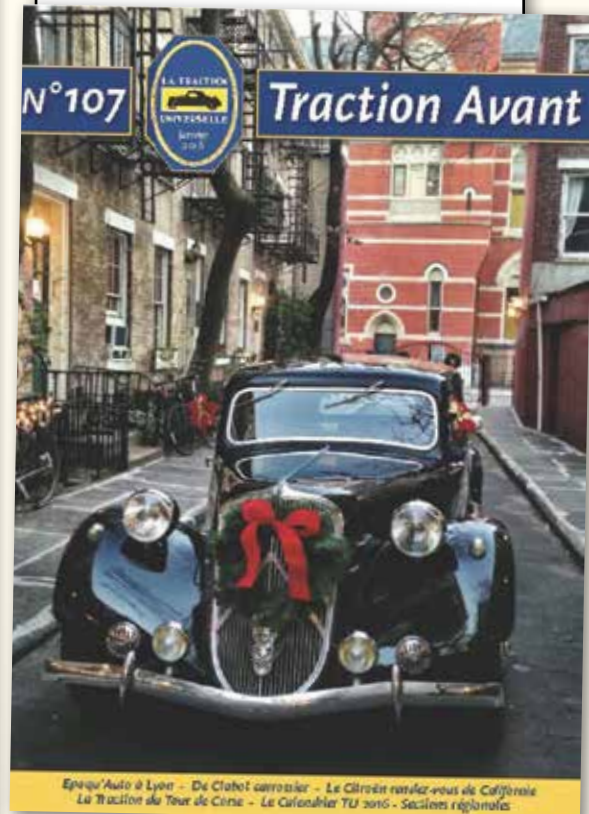
The answer is that the club was set up to represent 'all pre-1957 water cooled Citroëns'. This, of course, includes all the early models, but excludes the 2CV.

Other, more senior, members may wish to build on my brief reply in future issues.... Ed.

YANKS GO HOME

My Reine in front of my home on Patchin Place, in Greenwich Village, NYC: Cover of Janvier 2016 issue of Traction Avant, a French magazine from La Traction Universelle Car Club

Mark Gluck



Epoque Auto à Lyon - De Citroën carrossier - Le Citroën resté-vous de Californie
La Traction du Tour de Corse - Le Citronnier TU 2016 - Sections régionales

Your Letters

TRACTION COUPÉ

Paris in the mid/late 30's. Not that I can see any saloons, but a cabriolet seems intent on cutting someone up on the rond-point! So no change there then!

Martin Nicholson



HOMAGE

Bonjour Mr Street,

Just about the cover of the last edition of the F.P. dated January 2016.

I have found it such a great idea for the 40th anniversary of the TOC to reproduce the cover of the N°1. Forty years ago! And I have been lucky enough to count on the first members, so you can imagine I keep the first editions as relics!

I see you nicely thank Mr. Webb for lending a copy of the magazine, but I think it would be fair to pay a tribute to the man who drew that cover of genius, John DODSON.

Among the real work of art of the drawing, it is full of humour in the composition, integrating many items of true French characters. Every detail is delightful to look at. The plate 'Quai de Javel', the advertisements for SUZE and RICARD, the girl at the window, and of course the reproduction of the '7 poster'.

John had a dog at that time, named Roger, you even have his portrait in the bottom left of the picture.

Thank you very much, if you have room enough in the next issue, for this little homage to John Dodson,

With my Best Regards.

Olivier de SERRES

SOUTH CERNEY (YEAR TWO!)

Hi Bob,

As a result of us holding our Annual Rally at South Cerney we have been invited back!

Gloucestershire Vintage & Country Extravaganza 5th, 6th and 7th August 2016 same venue as last year. A few people said they would like to do it again so I will reserve a small stand for 6 to 10 cars on a first come first served basis and we will arrange our own accommodation, so this is very much a DIY event and very low key.

Please can you post in the magazine and ask for the enquiries to go through me and I will co-ordinate with the organisers, as last year.

Regards

Philippe Allison

NEW CLASSIC CAR BOOK

Hello, I've just published my first motoring book, "The Life & Times of a Classic Car Journalist & Photographer", which may be of interest to your members. I wondered if it would be possible to give it a mention in the News pages of your club magazine?

Full details are attached.

Kind regards

Paul Bussey

"The Life & Times of a Classic Car Journalist & Photographer"

by Paul Bussey

This book delves deeply into the fascinating world of vintage and classic cars.

It's a personal view, hugely informative and entertaining, encompassing car shows,

motorsport, meeting collectors, enthusiasts and personalities, a lifetime of driving different cars and trucks, Volkswagens, aircooled and two-strokes, bubblecars and micros plus much more.

155 pages A4 casebound hardback, 12 chapters, over 200 colour photographs, most of which are previously unpublished.

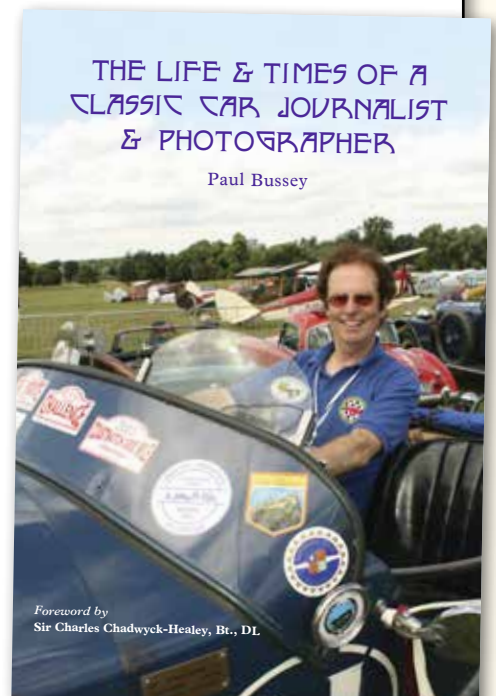
Available from Paul Bussey Publishing & Media, Price £25.99 + £7.00 p&p (UK mainland).

Purchase online via the website www.pnsbussey.com

Please allow 14 days for delivery

Telephone: 07941 556087

Email: pbpublishing@supanet.com



CUT & SHUT

Hi Bob,
 Don't know if you have received this message.
 Best regards,
 Ronald (Knoth)

Dear customer,

With great pleasure Classic Automobile Service (CAS) wants to inform you about the acquisition of "Schäfer Traction - Ersatzteil - Service" in Germany on 01-01-2016.

For over 52 years, Schaefer is the number one Citroën Traction Avant parts supplier in Germany.

Years of experience, expertise and speed makes Schäfer a perfect partner for new and used Citroën parts.

Through these aspects and the merger of the warehouses, customers can benefit from better prices, excellent service and fast part delivery from our warehouse in Zeeland (The Netherlands).

The company Schäfer will continue to be represented in Germany by Hans-Ulrich Louis.

As a customer, you benefit from many attractive improvements and the same trusted contacts.

In a continued good cooperation in the future,
 Kind Regards,

Stephan Heijnst and Hans-Ulrich Louis

RONALD SANS FRONTIÈRES

Hello,
 Attached a press clipping concerning the TOC charity.
 Regards,
 Ronald



Ronald Knoth, président de Pertrac découvertes, a remis 1 092 euros à l'organisation caritative. PHOTO ARCHIVES N.T.

Un don pour Médecins sans frontières

Ronald Knoth, président de l'association Pertrac découvertes, a envoyé un chèque de 1 092 euros au profit de Médecins sans frontières.

C'est le résultat des dons reçus lors du rallye en Citroën Traction Avant, qui s'est déroulé en Dordogne du 7 au 11 mai, et en étroite collaboration avec le club anglais Traction Owners Club Limited. Les

participants étaient de nationalités anglaise, norvégienne, belge, néerlandaise, française et américaine. Ces amoureux de la Traction Avant organisent régulièrement ce genre de manifestations et ont plaisir à se retrouver ensemble, mais n'oublent pas pour autant les grandes causes.

Nicole Thabaraud

TUNBRIDGE WELLS

Hi

You may be interested to share my experience in trying to get an insurance quote from Peter Best Insurance, who advertise in the TOC magazine.

The service on the phone was painfully slow (blamed on a new computer system....usual excuse I guess for total lack of staff training), their system does not recognise a Traction Avant or an 11BL.... and I was quoted £400 (compared with £120 with Adrian Flux). So, all in all a waste of 20 minutes and the cost of a phone call.

I know you are not responsible for the service provided by those companies that advertise in the TOC mag but I would be interested to hear if others have had similar experience..... their advert does mention..."a special discount for TOC members". Maybe TOC stands for something else in Peter Best County.....I certainly can think of at least one word starting with T which suits them.

Regards

Terry (Gest)

Bev Oates will be discussing this letter with the TOC contact at Peter Best Insurance and welcomes feedback, good and bad, on Insurance from all members.

Your Letters

DOESN'T KNOW HIS ANNUS FROM HIS ELBUM

Dear Bob,

Regarding your 40th Year remark in your Editor's Epistle (Jan/ Feb 2016): sorry, Latin is the language of my profession, so I have to correct you: It's Annum Quadragesimum, not annus. Wrong sex.

Dr. Thomas Loebenstein

Vienna

The Editor writes: I was about to write back to this smart-arse: "Look here, 'Herr Doktor, Doktor', don't come over here with yer hoity-toity Austrian PhD's and yer multi-lingual superiority." (Yes he speaks six languages as well! I'm crushed!). But my pride couldn't stay hurt for long as he then sent me some pictures of his beautiful cars (see right).

Thomas has even threatened to write a piece for FP (probably in his impeccable English – bah!!!!)

Being ignorant – doesn't it make you proud to be British???



KIWI TRACTIONS

I was recently on a short business trip in New Zealand.

Whilst visiting one of my customers in Auckland I was amazed to spot a lovely Big 6 in the showroom of a small Citroën dealership down the same street.

I was able to briefly meet Denis Adlam, the owner of the garage and owner of two Traction! Both cars were in beautiful top condition.

This was my first visit to New Zealand and I was amazed to see a number of classics on the roads such as a Morris Minor and, what looked from a distance to be a Rover P5 etc.

Cheers.

Terry (Gest)



Update on TOC Summer Rally 17, 18 & 19 June 2016

The early-bird deal has been thoroughly embraced by many members, so much so that the **RALLY IS NOW FULLY BOOKED**.

If any members have not yet booked, but would like to go on the waiting list, please contact johnbarsley@googlemail.com

If you have NOT received an acknowledgement from us, with your Rally booking Reference number, then you are NOT booked in.

BRITTANY RALLY (ALSO KNOWN AS CTAB RALLY)

Despite earlier news to the contrary, there will be a Brittany Rally in 2016.

Information is, at present, a bit sparse, but the rally will be in the Morbihan area of Brittany, from Thursday 14th to Sunday 17th July.

The start is expected to be in the village of Langon which is south-west of Bain de Bretagne, which in turn, is on the main road from Rennes to Nantes.

The rally will be based at a camp site near the village of Sulniac, which is to the east of Vannes.

The finish will be at Tinténiac, which is just off the D137, approx halfway between St Malo and Rennes; where we will join in the rally "Le Bouchon de Tinténiac", a local multi-marque car show.

I am opening a list of interested TOC members; so please email me if you would like to receive further information".

Martin NICHOLSON vicmarnic@gmail.com

CCC NATIONAL RALLY 8 -10 JULY



My name's Philip Chidlow and I'm part of the newly formed, dedicated Events Team at the Citroën Car Club UK: a club that recognises it needs to move with the times and work harder to create events attractive to a wider audience and yet retain the appeal of the traditional car rally.

I have been to several Classic Car shows where there has been a turnout of delightful Tractions and because of the obvious link would like to warmly invite TOC members to this year's National Rally, w/e 9/10th July.

There's a lot of effort going into making it a genuinely appealing event with good organisation and a rewarding mix of cars. As it is, if a car wears chevrons it's welcome...

For your information it's also more than that, if it owes part of its heritage to the Citroën marque or is indeed another French car marque completely it and it's enthusiastic owners will be made very welcome (although non-Citroëns do have their own designated area of course.... ☺)

Please let me know if you'd like to attend... it really is an excellent venue.

A flyer for this event is on the next page. It would be great for TOC members to come along and help the CCC Rally become a truly memorable event.

Please feel free to contact me and ask any questions you may have.

Kind regards,

Philip Chidlow yo.phil@btopenworld.com

P.S. There are still a few places available on a trip to the Citroën Conservatoire, 3rd October this year - always worth a visit! Just let me know if there's interest at your end.

DRIVE IT DAY IN THE SOUTH EAST



As you'll have seen, some areas around the country have now organised their events for April 24th. If you live in or around the South East and you haven't read the Section News for London or Surrey/Hants/Sussex Borders, please be aware that a big DID outing is being arranged by the West London CCC, which is being joined by the two sections mentioned above.

Darrin Brownhill, the organiser writes:

April 24th 2016: DRIVE IT DAY. Re-run of our first annual "Fish and Chip Run" to Hayling Island. I thought that this would make a nice late summer annual event going to a different establishment each year and therefore exploring different parts of the South each time. Due to the inability of many members to attend this event in September, we are re-running it for Drive It Day. The event starts at Ockham Common car park off Old Lane which is just off the A3 slip by the M25. We'll meet here in time for an 11am departure and our route will see us arrive at Elliotts Coastguard Café on Hayling Island approximately one and a half hours later in time for lunch. There is ample parking (pay and display) across the road from the café on the seafront. Bring warm clothing and chairs / picnic blanket and we'll eat our fish and chips on the beach. The weather will be fine of course!

In the event of wet or windy weather, I will have an alternative venue arranged.

CITROËN CAR CLUB

EVERYONE'S INVITED TO THE

CITROËN CAR CLUB NATIONAL RALLY 2016

● **ABBOTS RIPTON**
8-10 JULY



THE UK'S MOST EAGERLY AWAITED CITROËN EVENT

**ABBOTS RIPTON VILLAGE HALL,
THE GREEN, ABBOTS RIPTON,
HUNTINGDON PE28 2PF**

ENQUIRIES: NATIONAL@CITROENCARCLUB.ORG


LOOK US UP ON FACEBOOK!
WWW.FACEBOOK.COM/GROUPS/10013088669197
(ADDING TO JOIN IS EASY. ONCE APPROVED, YOU GAIN ACCESS TO THE EVENTS PAGES, WHICH WILL GIVE FURTHER INFORMATION, CHAT AND UPDATES AS THEY BECOME AVAILABLE.)

ANY CITROËN • ANY YEAR • ANY CONDITION
DEDICATED MODEL PARKING • ANNUAL AWARDS & PRIZES
ARENA DISPLAY • THE 'CITROËN MUSEUM OF MEMORABILIA'
TRADE STANDS & AUTOJUMBLE • BAR, BBQ & PIZZA OVEN •
CARAVANS AND CAMPERS WELCOME • EXCELLENT FACILITIES
LIVE ENTERTAINMENT • PRACTICAL CLASSICS MAGAZINE STAND
& CITROËN CAR DISPLAY... PLUS MUCH MORE!

WEEKEND PASS PER CAR ONLY £10
(£12 TO NON-MEMBERS)
WEEKEND CAMPING/CARAVAN PITCH
INCLUSIVE OF 1 CAR ENTRY. **ONLY £20**
(£25 TO NON-MEMBERS) *INSTANT MEMBERSHIP AVAILABLE

FAMILIES WELCOME

STOP PRESS • THIS YEAR WE WILL BE WELCOMING OTHER FRENCH CAR CLUBS! • MORE INFORMATION TO FOLLOW



**PUMP BOTTOM FARM, APULDRAM, CHICHESTER
WEST SUSSEX, PO20 7EH THURSDAY 2ND TO SUNDAY
5TH JUNE - stay overnight until Monday 6th**

ENTERTAINMENT – Local Bands on Friday and Saturday + Music Thursday and Sunday evenings : Daytime displays and games : Fully stocked bar including local real ale and cider : Hot showers, trade stands of all kinds and daily flea market

LOCATION – Two miles south of the city of Chichester on large flat fields, near the South Downs and coast : Close to Arundel and Brighton : Portsmouth – 30 miles, Newhaven – 40 miles, Dover 110 miles

COST – Advance Bookings: 1 February to 15 May: Adults £34 and children 5-16 £4. Gate Price: Adults £36 and children £5 Dogs £2. Day Visitors £5 per adult per day (up to 12 midnight) Children free.

BOOKING – Book online at 2cvgb.com or by post to Maurice Dille, 46 Castle Road, Worthing, BN13 1DQ Telephone +44 (0) 1903 267469. Email: national2016@2cvgb.com
All Traders welcome and should please contact Matt Damper – matt@matthewdamper.co.uk

GUERNSEY RALLY

Thursday 28th April – Monday 2nd May

As per information in the last three issues of FP, I know that bookings for the Guernsey Rally are pretty much full now.

However, if you still want to go, in the first instance contact Rob Kiff to find out if there are still spaces.

Contact Rob Kiff on rob@kiff.co.uk

TOC SPARES HOTLINE

01243 5113780

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

Email: chris.treagust@tesco.net

In Committee

The meeting was held at Flitwick Village Hall on Sunday 21st February and these are the highlights.

- **Committee** - more members are needed to join the Committee. We urgently need a Social Secretary and will need to appoint a new Chairman at the AGM.
- **Treasurer** – Mike McDonald has been working alongside Tony Malyon since the AGM and will take over in April. Thanks were given to Tony for his many years of hard work.
- **Shop** – Vanessa is looking at new items for our 40th Anniversary. The red logo will be used as produced on the January issue of FP. Samples will be available so orders can be produced for collection at the annual rally (or by post).
- **Spares** – Chris thanked the membership for honouring him with a Life Membership and said he was humbled by the gesture. Sales are still high. Chris is reorganising the workshop and plans to have an Open Day in August.
- **Helpline** – Steve has taken over from Mick Holmes and is receiving a lot of phone calls and emails. If phoning from abroad would members please be aware of the time difference!
- **Social** – the annual rally is almost completely booked. Congratulations and thanks to John & Bev Barsley on their hard work – this is the first time we have ever been full so far ahead of the event.

Phil Allison is arranging another visit to the Steam Show in South Cerney on the first weekend in August – contact Phil for more information. Brittany Rally – dates and details on page 15. Sywell Piston & Props on September 24th & 25th – more information from Mid Shires Section. Last May the Perigord Rally made a profit of £1000 – all those attending voted to donate it to charity so Paul de Felice is sharing it equally between MSF and a charity supported by Laurence Acher & Teresa for education & rehabilitation of leprosy sufferers and their families in India.

- **AGM** – the Committee has decided to try something different this year due to the lack of support from members last October. It will be a Sunday meeting with a free buffet lunch and a chance to chat informally followed by the AGM at 14.00. Details in the next issue of FP.
- **Membership** – renewals will be going out with the next issue of FP and we will be offering Direct Debit to all members with a UK bank account. Membership continues to increase slowly each year.
- **Forum** – need to look at its use and future developments.
- **Next meeting** – Sunday May 22nd in Steventon.

LA VIE EN BLEU

28th/29th May, 2016

This is an annual event organised by the Bugatti Owners Club at the famous Prescott Hill Climb near Cheltenham and is a celebration of the French Automobile. In addition this year the event incorporates an Italian motoring festival.

As in previous years the Traction Owners Club has got together with the CCC and 2CVGB to organise a joint Citroën presence at the event. We will have our own designated display area and Citroën UK have again kindly agreed to supply us with one of their mobile exhibition units.

There will be the usual retail outlets, catering and a licensed bar and the Bugatti Trust Museum will be open to visitors.

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb. Over the weekend you will also be able to register to take your car up the hill climb in a non-competitive convoy.

The site is about 3.5 kilometres due East off the A435 between Evesham and Cheltenham via the village of Gotherington. OS Map ref. 987297. Post Code GL52 9RD.

If you are interested in putting your car on display on either or both days please contact me on **01905 454961** or at janeandsimonsaint@hotmail.com

Entry fees are £15 per person per day in advance or £20 on the gate and apply whether you are displaying your car in the club area or not.

You can purchase advance tickets over the phone on 01242 673136

Email: club@bugatti.co.uk

Simon Saint

FBHVC NEWS (Issues 6-2015 & 1-2016)

Given the limited space in this issue of Floating Power, I'll keep my reporting brief. As always, I do recommend that you read the actual whole newsletters for yourself and the following bullet points will hopefully give you a lead as to what items might be of interest.

- The discussions with DVLA, regarding verification of vehicle age and provenance, continue to grind on. As this is unlikely to be something affecting Traction owners (particularly owners of Slough vehicles) I won't go into this in detail.
- Insurance write-offs and how to extricate yourself from a situation where your car 'falls into the hands of the insurer' following a serious accident is covered in depth.

Roadworthiness Testing Directive (A direct quote from the 1-2016 Newsletter)

The next month or so should see the issue of a DfT Consultation which will cover various options to amend eligibility for and the process of the MoT to enable the UK to meet the requirements of the EU Roadworthiness Directive. We already know that the actual changes to the MoT are likely to be minimal but that the range of possible exemptions and definitions might be quite wide. Immediately the Consultation is issued we will commence consideration of what the Federation response should be.

Once again a piece in FP is referenced:

An interesting (and very inconvenient) phenomenon is described in the **Traction Owners' Club** magazine: galling, the process by which metal surfaces cold weld under load. (*Well done Mike Wilcock! Ed.*)

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

Bailey's Banter

The January/February 2016 FP sported the front cover from Issue 1 of 1976. I appreciated this when I opened it but had completely forgotten by the time I got to the back page. The small note that the next issue will be "entirely devoted to Slough built models" was a bit of a surprise. This was about the time of the month when I have to think about what to write for the Citroenian's Pulling Power. One issue of FP uses most of two Pulling Powers. Two articles on Slough cars?

Some time later I realised that this small notice was forty years old. Meanwhile, I had fortuitously received an email from **Andy Burnett** with more information on Slough bumpers:—

"My 1947 Light 15 has the British front bumper, straight, section slightly rounded, with both ends turned back about 180 degrees to take the mounting bumper iron as with the BL/BN. Only difference is that the British model is slightly wider, (75mm instead of 73mm, and slightly thicker, (4mm instead of 3mm). 1950 on saw the modern 96mm wide bumper in half-moon section, with the special shaped spacers between the bumper iron and the inside curvature of the bumper to set the bumper on the perpendicular, as without the spacers, the bumper lies backwards, and if the British over-riders are fitted it really does look bad, (although you see quite a few Slough cars like that, the owners obviously being unaware that these bumpers need these special shaped spacers). The bit on Slough "late" half-moon bumpers specifically needing to be fitted with the shaped distance pieces between the support irons and the inside curvature of the bumper to bring the bumper to its correct upright position is a point obviously not understood by all Slough owners, judging by so many fitted without them, and leaning back!"

I am grateful to **Olivier de Serres** who kindly responded to the Slough bumper question with the following information and a selection of illustrative photos:

"I was surprised by the questions because, as far as I thought, the bumpers could never be a problem. There are many complicated things in the Citroën here and there, but the evolution for the bumpers does not seem to be one. This is clearly described in several books on the Traction, and more precisely, the Brooklands Book devoted to the Traction Avant 1934-1957 in its reprint of

'The Autocar' and 'Motor' road tests, brings a good light on it.

Bravely Chris Bailey took the subject for Floating Power, but he confesses that he does not know a lot about it, and he even brings some problem by showing a picture of a car badly restored, with front bumpers of a period and rear bumpers of another time! So if you do not mind, I shall take a few moments to recapitulate the situation.

- 1934 to 1936: *The "12", the "Light 15" and the "15" have bumpers in two parts, a bit rounded at the section, in a shape of a very flat V.*



- 1936 to 1940: *these models had a straight horizontal bumpers blade, the same in front and behind. Some*



Bailey's Banter

'Standard' models were imported from Javel in 1939, they kept their French curved bumpers. This concerns quite a few numbers of cars.



- 1949: "Light 15" had a bigger and horizontal bumper, rounded section without 'butoirs' (I don't know the word, may be 'overriders').



- 1950 to the end: "Light 15", then "Big 15" kept that straight rounded bumpers but now with 'Butoirs' (overriders), like the "6 cylinders" already had.



- 1946 to 1949: "Light 15" had a bumper in wave, but not the same than the French ones, the wave is more pronounced in the middle.



I should add that on the "6 cylinder" the story is a little bit different, I'll tell you another time if you wish.

In several mails to come after this one, I send you pictures to make things clear. It is always a pleasure for me to consider the Slough built Traction!

With my Best Regards, wishing you a Beautiful New Year along with roads at the wheel of your everlasting Citroën . . .

Olivier de SERRES"

On receipt of that expert advice **Pierre Wattecamps** is now looking for the correct rounded bumpers with or without overriders for Folie d'Amour, his 1951 LHD Light Fifteen. Would anyone have any such bumpers to spare?

I am also grateful to **Malcolm Bobbitt** who saw the photo of **FSK989** in SeMantics in the Citroenian.

"By the way, the Light Fifteen pictured in Brian Cass's SeMantics column is the car I owned from around 1990 to 2000. When I acquired the car it had just arrived from South Africa, where it was exported direct from Slough in 1955, hence it was largely original owing to the climate there.

The Light Fifteen looks good in its new coat of paint, a job I was going to get around to doing when I sold it. The bumper, I see, has been changed along with fitment of door mirrors and fog lights plus the radiator insignia.

My first Traction was a 1947 Slough Light Fifteen (SMH 244) which I bought in Winchester in 1974. I sold it in 1978 before going to Australia for a couple of months. The last I heard of the car was that it was in Jersey and wearing an index mark relating to that Island.

Needless to say I miss not having a Traction, but please, don't suggest any suitable examples that might be for sale. I am happy with my 2CV and C6...

Best wishes,

Malcolm Bobbitt"

Issue 2 of Floating Power, April 1976, did contain articles on Slough matters. One "A Dream Come True" was a reprint from the August 1947 issue of Autocar describing the CDW-Citroën – a special based on a Light 15 Faux Cabriolet. CDW referred to Mr C.D.Waters, an engineer who decided he wanted a cabriolet with a smooth body and room in the back for two kids. He didn't see any chance of buying such a thing so he decided to design and make it himself. After first building a workshop in which to do it, then spending £1,000 and 3000 man-hours, Mr Waters had a very attractive and unique cabriolet with some very unique features. You can see a brief description and pictures of this car on Julian Marsh's Citroenet website (www.citroenet.org.uk). According to the www.cats-citroen.net website the car was later destroyed in a fire. The pictures show the registration number as HAD 1 which now belongs to a Porsche.



The other article "Slough But Sure" was reprinted from Motor Industry and describes the activities in the Slough factory. No date is mentioned but I believe it is from 1939 as it mentions the six cylinder car but not the war and the car in the photo has top mounted wipers.

After the war, production of the Light Fifteen restarted in Slough in 1946 and during that year the wipers moved from the top of the screen to the bottom. French and Belgian made cars had to wait until 1952 for this development. Why the 6 year gap?

Well, in the absence of any facts, here's a thought...

1946 saw a number of new British cars launched onto the market, all naturally with Lucas electrics. In Britain, and its priority export market, the Light 15 was looking a bit dated compared to, say, the new Standard Vanguard or the Jowett Javelin. I can imagine the Lucas rep explaining the benefits of moving to the same cable-type wiper system that all the other British cars used. As well as improving supply of parts it would also add

a little modernity to the car's appearance. The same conversations could well have been happening in Paris but the transition would have been more complex as the French cars used two suppliers. Furthermore, even in 1951 there was a 2 year waiting list for a Traction Avant so, until the indigenous competition got its act together, Citroën just needed to concentrate on Javel's output which of course now included the H-Van.

When the French cars changed they needed a number of new pressings, including the two part windscreen surround that enveloped the speedometer and a new mechanism for opening the windscreen. Slough had managed the change with just a bit of carpentry and a few brackets behind the dashboard. The motor itself was located in the engine bay typical of many British cars. Did any French suppliers offer a wiper motor to fit in the engine bay and drive via a cable? I checked to see what the 2CV used as it was in development at this time – of course it has no wiper motor at all!

But right from its beginning in 1947 the H-Van's wipers were mounted at the bottom of the screen, using a motor and linkage that looks quite similar to that adopted by the Traction Avant in 1952. From Julian Marsh's interview with Ken Smith on Citroenet I get the impression that Paris and Slough did not have much respect for each other's initiatives. Where the blame lay I wouldn't like to speculate.

The "*Slough But Sure*" article predates this change but does describe how "*slots are cut in the central pillars to take the trafficator arms. The latter operation is curiously refreshing in its sheer manual simplicity, whereby a hole is drilled at each end, and the metal sawed, and filed out.*" It then goes on to describe the lead-loading and filing of seams and depressions. So the fitters were certainly capable of filling in the original holes and making and shaping new ones. Maybe Paris sent over panels with no holes or even holes in the desired places? I assume that when the Paris cars' wipers moved south they used the same positions that the Slough cars had already adopted, even though the mechanism and linkages were different.

We went to Brooklands for the New Year's Day Gathering which was packed with a record number of

cars. Ours was the only Traction there but I did see an Ami with a trailer, three DSs and two 2CVs and a Panhard CT24. Of course an H-Van was selling coffee. By the time we arrived there was so little space left we were only offered a muddy area on the condition that we didn't mind if we got stuck in the mud. Being confident in the capabilities of the Traction Avant, in we went and parked near a very respectable DS Safari.



Confidence was rewarded and we later drove out without needing a tow. The wipers got a good workout on the way home but our knees got wet as I had still not fitted tubes to the windscreen drain spouts.

Number 1 son, being back from Uni in January, used my Alfa for a couple of weeks – so I used the Traction every

day. We expected more rain and, as it's embarrassing arriving at work with wet knees, I finally fitted those tubes. They have now been thoroughly tested and perform perfectly –

that was a 5 minute job I wish I had done 18 years ago.

It may be the warmest winter on record but a Bakelite



Bailey's Banter

steering wheel is a pretty cold thing early in the morning. Driving gloves start to make sense again, but I possess no such thing. On the upside, an advantage of a small windscreen is that it doesn't take much scraping compared to a modern car's.

January was wet, too and even in the sunny south east I was torsion bar deep in a couple of places. The wipers kept up in the heavy rain, once the motor had warmed up and the grease softened. However, whilst cold, thanks to those new drain tubes, I stayed nice and dry.

This winter tractioneering did show up one other problem. Whilst my headlights are superb, my rear lights are average to rubbish. The nearside one, being something that looks like it belongs on a '60s truck, is adequate (but not pretty). The offside one, which I assume is the original, has always been a bit dim – was now so dim that at a petrol station I was told it was not working at all. Dim or not working, it certainly needed fixing. The cause is partly the somewhat

Reflective it is not. Luckily I had a replacement that I had been meaning to fit to the nearside for the last 16 years. Fitting the new one was reasonably straightforward and I now have rear lights that are just about adequate. There is no rubber seal to protect the innards from rain so I can look forward to doing it again. Looks like the truck light is going to stay for a while longer.

I am indebted to **Dave Withington** forwarding me information about a little red roadster being offered for sale by a chap called Jerry. The car looks very nice indeed – but is in New Zealand. According to Jerry "The



stained discoloured bulb but mainly the completely corroded reflector.



car was "recreated" about 30 years ago by a Citroën artisan who used two cars – a 1954 L15 saloon & the remains of a 1939 car. The car is an almost exact replica of the 1939 roadster or cabriolet. So it has the engine, gearbox & underpinnings of the 1954 Lt15, so

drives well & loves the road. The car is registered here as a 1939 Citroën L15 Roadster.”

Editor's Note: The car is for sale in the back pages of this issue of FP, with a link to a gallery of photos.

This year we'll be doing some longer trips including Guernsey, Arnhem, Rye; so we need some in-car entertainment. I noticed the Blaupunkt Casablanca 2012 seems to solve the problem of where to put the speakers – it includes them in its own front panel. I'll let you know if I can find a place to mount it and if it is any good.



Moving to a drier part of the world I saw a thread on aussiefrogs (www.aussiefrogs.com) – they like French cars down under too you know. Until recently LHD cars were illegal and normally the Tractions in Oz are Light 15s. However they also have some RHD Normales, one of which underwent a serious strip and respray by its owner. The photos show the work was done to a very high standard. After all the hard work the owner took it to a show where two years earlier, for a joke, he had entered it in the concours. In its shabby state it came a surprising second. In its new very shiny state – you

guessed it – second again! This time there was a film company there offering \$800, looking to rent a car for a film – but as they needed a shabby one he missed out on that too! Said owner was questioning the value of his efforts. I now feel better about mine.

Something I learnt from that same thread was that pre-war cars could be supplied to the colonies fitted with Rudge wire wheels and 16 inch rims so that locally available tyres could be used. **Andy Burnett** told me of his experiences fitting 16 inch tyres to standard 400mm rims...

“On the subject of fitting 16inch tyres on the 400 rim, beware!! In the 1950s, when I first ran Tractions, regrettably I have to admit to near destruction due to the crass stupidity of youth: I certainly could not afford to buy new tyres of any type on my apprentice’s wages, so it was second-hand tyres only and as 400mm tyres were simply not to be had, I sometimes fitted the readily available 16 inch ones. 16 inch is not that much bigger than 400mm, I reasoned, and they were OK on the back. However, with spirited (read stupid) driving going into corners as fast as possible, which as we know the traction can do incredibly well, on 2 occasions, I blew the tyre completely off the rim, luckily without injury to anyone, but of course, damage to my car!! So after that, it was only tyres of the correct size that were fitted, and as luck would have it, the DS was now on the road and as the tyres were the same size as fitted to my traction until 1966, I was able to get some second-hand ones to use, before moving on to the “D” series in 1960.”

I can't finish without saying thank you to **Helen Shelley** for arranging the Surrey, Hants and Sussex TOC Christmas meal. We had good food and so enjoyed the conversation that we scored only one point in the quiz. That's our excuse. That was the fourth CCC or TOC event that we attended in 2015. We'll try and do a bit better in 2016.

ICCCR 2016

LATEST NEWS AND UPDATES FROM THE ORGANISERS

All Dutch Citroën clubs will hold their annual events during this sixteenth World Meeting. This guarantees a wide range of activities throughout the weekend. We get a huge variety of exhibits, lectures and workshops, music, theatre, arts, sports and trade. And it doesn't end just there!

For four days the Middachten Estate in De Steeg will be the International Centre for classic and modern Citroëns and everything associated with the Citroën marque.

You will always be able to find the latest information on the program page of our website.

Pricing

Did you see our special discount prices?

Access to the whole 4 day event for 2 adults and a car for € 100 - That's just € 12.50 per person per day.

Two additional adult passengers can attend the whole event for € 10 - each, children under 18 on August 11th 2016 get free entrance.

Five nights camping with a group of up to four adults and as many children under eighteen as will fit into your car legally, for only € 25, - You won't even find accommodation on a French Municipal for that price!

For all current fees please consult our website.

We can hear you whispering: 'What will day tickets cost?'

They will be € 25, - per person per day (on sale from mid-May).

You can park for € 10, - per vehicle per day.

As organisers of the event, we would encourage you to take advantage of the "Whole Event" discount prices so you can enjoy the full program of events and save money, compared with the cost of "Day Tickets". Remember the event is held as a "Not for profit" event.

"Whole Event" Tickets will ensure that we cover all the costs that it takes to fund an International event like this and enable us to "Balance the Books".

At the end of the day, it comes down to you, the visitor, to work out which is the cheapest option for the period you intend to visit.

Whether you measure your abilities during one of the many games, exhibit your knowledge in a pub quiz, are surprised by the latest motoring developments or even the ingenuity of the past, have a little dance in the disco or watch a movie at the drive-in cinema, during the 16th ICCCR nobody should feel at a "loose end".

Be it roaming the 8,000 m2 Spare parts market for hours, enjoying a nice show, making an impossible choice between the vast range of many food vendors, watching the sparkle in the eyes of children in a lantern parade or just meeting old and making new friends next to a barbecue on the campsite.

The ICCCR2016 offers something for everyone, entertainment for kids from zero to a hundred.

Whether it's blood running through your veins or pure gasoline.

A couple of issues ago our good friend Wiljan Cats sent us a photo of his recently restored 'Challenger Traction' and promised us a full story of the restoration. So, over to Wiljan.....

Restoration of a special Traction

In spite of the many contacts between Citroën and the American automotive industry, it was not until 1954 that Citroën officially started to import and sell their cars into the USA. In 1936 however a company named Challenger Motors of Los Angeles started with the import of Tractions, which were sold under the name Challenger–Citroën; under the hood was a small copper plate with the serial number and the address of Challenger in LA. Challenger had to take out a 'manufacturing' license since Citroën was not a recognized car builder by the State of California. Hence all pre-war cars had a Challenger tag instead of the Citroën ones.

Challenger did not purchase the cars directly from the French factory but via a Belgium agent; they were slightly modified for the American market with different (sealed beam) headlights and a speedometer in MPH, but Challenger also offered custom builds with accessories like different bumpers and door handles, uprated and enlarged (over 2 liters) engines, special cylinder heads and big downdraft carburetors.

It is estimated that Challenger sold until WW2 several hundreds of cars including 40 two door versions.

In April 2004 a 1937 Challenger custom build Traction Avant roadster was offered on EBay. The photo in the ad showed a car with an unfamiliar body style in a very sorry state; only the under-the-hood pictures made clear that it really was a Traction.



car sitting in junk yard in LA

I contacted the seller to discuss purchase but also shipment to Europe, but didn't get any answers at all. But half a year later, this guy wrote me an email and asked if I was still interested. I asked my friend Noush who is living in the LA area to have a closer look at the car. The pictures he sent me made clear that this was a wreck. After some negotiations, a price was agreed in line with the car's condition and Noush helped to get the car shipped to Antwerp where it arrived in January 2005.

As you probably know, a car always looks better on photos than in reality and this was no exception. It had been picked up with a fork lift truck and due to failing structural rigidity had warped. Having been in the open for many years, the floor had rusted away.

Challenger



welding required

Closer inspection showed that it started its life as a four door Légère saloon and was at some stage converted into a roadster. The rear doors were welded close; front doors cut off; it had an aluminum bonnet, special bumpers, sealed beam headlights, no windscreen wipers and a huge American Stromberg downdraft carburetor, no windshield (only a steel frame), no hood, no interior nor instrument cluster. The nose was replaced with something similar to the conversions made for a Traction by Splendilux. The original Pilote wheels had been cut to fit 15inch tires. But the whole platform (or what was left of it) with all mechanics like front and rear axles, engine and gearbox etc. were 100% Traction and it had the Challenger body tag which makes it a true Challenger from before the war

The rear and front wings were welded to the body and the gaps smoothed out with lead solder. I wondered what panels would have been used to make the body, but in spite of a lot of research, I have not been able to find a production car from the 30s, 40s or 50s with similar shaped wings. Custom build...?

Well there you are with a wrecked body, frozen engine, a lot of essential parts missing, probably built for nice Californian weather, sitting in your garage and then...what ?

For the time being I left it as it was, being busy with other projects, but started asking around via the internet to find out if anyone knew more about this car and its history. In this way I found out that photos of this car had surfaced for the first time in the year 2000 and the car was offered on eBay several times. A photo of this car was still in Challenger's office in the 1970's.

Some people claimed that panels from a 1938 Buick had been used to customize it, but owning a Buick 1938 myself I could easily confirm that this information was not correct.

Other sources revealed that Tractions were used for stock car racing in the LA area and it appears that at least 4 (convertible) Tractions had been modified in Los Angeles in the late 1940's.

Most interesting of all however was an email that I received from a person who had acquired a 1939 Challenger 11BN that was abandoned for 37 years in storage. There was a paper advertisement inside the vehicle, very brown and wet that fell apart when trying to copy it. It showed a car similar to the one of this story and information of a custom body "in the Worblaufen (a Swiss coach builder) style" that could be ordered. The local representative for the custom bodies was a Loduvic Matthieu (?)...

It's the year 2009 when I decide to tackle the restoration. After approaching some professionals, resulting in astronomical quotations, it was decided to rebuild the body myself. To start with a 'rotisserie' was constructed with which the body could be rotated 360 degrees.

more welding required



With long threaded bars and some brackets the body was straightened again so that the doors would shut properly. After welding in some strengthening that should avoid the body warping during further welding the fun could start. But since for this body lead solder was used as filler material to smooth the panels (a standard technique in the 1940's) welding was not so straightforward. Solder coated panels cannot be welded, so I had to remove the solder in the places that needed welding.

Carefully, the rusted steel was replaced by fresh metal; sills were reinforced, as was the A-post.

Special frames behind the firewall and in the rear of the car were constructed to increase torsion resistance. In the process I decided to convert the grille back to an original, to make it more recognizable as a Traction. As a result, a new bonnet was needed as well.



new nose fitted

It took me two years to restore the body and give it sufficient structural strength.

I taught myself to work with body solder to smooth the panels, same as was done in the old days. Only having time to work on the car during weekends and holidays, it took almost 3 years to complete the bodywork.



sill reconstruction



Bodywork finished



getting there

Challenger

Next was paint. Some paint shops in the area were invited to make a quotation with the most expensive one quoting 4 times the amount of the lowest quote. Eventually the local paint shop, just a few miles down the road, was given the honours. They were allowed to take their time (which they did), to keep the bill at a reasonable level. But when finished the result was better than I had dared to dream.

With the body away at the paint shop, the mechanical items could now be tackled. The engine was an original 1937 (according the casting date) and needed a complete rebuild. Since I wanted this car to be suitable for long distance travelling it was decided to install a high compression (1:6.8) cylinder head together with high compression pistons, for which the head needed to be slightly modified. This, together with a 4 speed DS gearbox and dual SU carburetors should make it possible to easily keep up with modern traffic. A 4 speed DS gearbox was located, rebuilt by a specialist and modified to fit.

For the engine itself, a lot of work had to be sub-contracted. The crankshaft was re-ground and balanced; the head needed modification, due to the use of domed pistons and new valves, seats and waterpipe were fitted. Engine re-assembly was in-house.

There are different ways to combine a Traction engine with a DS gearbox; I chose to use the DS bell housing, as well which made it necessary to use a DS water pump (the DS bell housing is a few centimeters shorter than that of a Traction). A brand new water pump was sourced and also the original oil pump was replaced by a new DS pump to have a larger oil flow and slightly higher oil pressure. Needless to say, new bearings, seals, brake cylinders, brake and fuel lines, petrol tank, clutch and radiator were also fitted. Even a proper heater was hidden away under the dashboard. Electrics were converted to 12V, all with new wiring and with a DS alternator as energy generator.

The front axle was strengthened and modified to give more room for the (wider) DS gearbox. Unfortunately the front axle needed to be replaced because the new silentblocks that were used were scrap, which was an engine-out job and with freshly painted front wings that cannot be undone, it was all a bit awkward.



ready for engine installation



engine installed

A hood frame from an early Austin Healey Sprite was modified to fit. New aftermarket seats were purchased (still to be replaced in due time by more original looking ones) and carpets and interior upholstery fabricated in house. Together with the all new bright work it looks fabulous.



Challenger logo

Summer 2015: the car is 99% finished and the first test drive can be made. Unfortunately the SU carburetors are impossible to tune properly and are leaking petrol on the exhaust!

They need a rebuild. For the time being a Solex 34 PBIC is used instead. But also with this carburetor, the engine pulls very well and has enormous torque. I'm very happy with the result so

far. For the rest it's the usual fine tuning. Time to apply for a Dutch registration and drive it on the road. Hopefully you can see it 'in the flesh' in one of the upcoming rallies in 2016.



speedometer in MPH

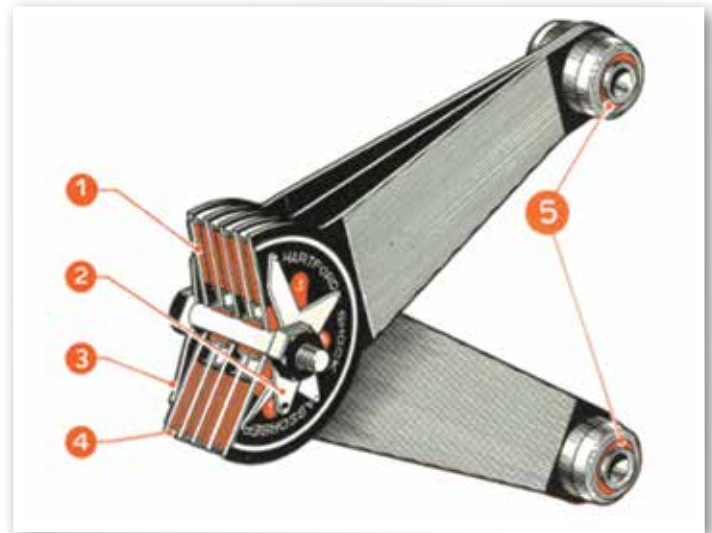


the final result

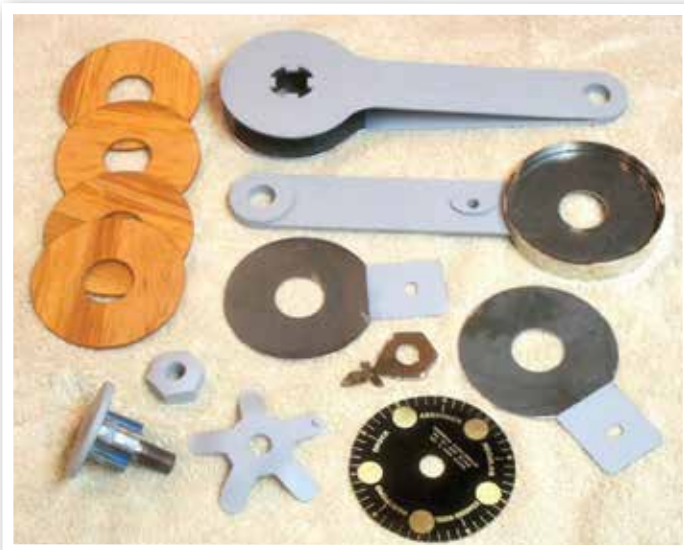
Another in the occasional series on RWD Citroens. Shock Absorbers .

Can you do something on RWD cars said the editor?
How about shock absorbers I said? Long pause, sound
of air passing through his dentures; er, can you sex it
up a little bit ? He said..... So here goes...

The principle purpose of automotive shock absorbers is to allow the wheels to freely move up (against the springs) and down relatively slowly (assisted by the springs). The effect is to reduce the amount of bounce in the wheels and car and ideally to keep the tyres firmly in contact with the ground. Consider for a moment the pendulum of a clock as it swings rhythmically from side to side, a smooth and repetitive



Above and left.
Steel discs are clamped up with wooden discs between them. The central nut and bolt apply the pressure, the substantial star spring keeps the pressure more or less constant. On the ends of the arms 'silent blocks' have been pressed in. There is usually an end cap and very often a natty printed disc - largely for decoration rather than to facilitate any meaningful adjustment.



oscillation. This is sinusoidal movement, with all manner of mathematical properties. In principle an automotive wheel also moves in a sinusoidal fashion but its movements are very irregular. This travel at differing rates up and into the body of the car, makes it particularly difficult to control.

Those parts of the car between the springs and the road are known as the "unsprung mass". Mass is not weight, mass is the amount of material in something. Factor in the effect of gravity on mass and you have weight. A given mass will be heavier on earth than if it were on the moon.

The body of a car is sprung (the sprung mass) but the material between body and the road is not. When a car is travelling along a road, the unsprung mass is free to bounce up and down depending upon its mass and how much force is being applied to it. Wire wheels were for a time hugely popular because their mass was much less than that of solid disc wheels. Then, of course, came aluminium alloy wheels.....

Early motor cars had a massive drop forged steel axle running across the front, and the back axle was pretty a hefty piece of steel as well. The weight of our 'Tout Acier' 1927 12/24 is the same as a Normale with much of that weight coming from the unsprung mass of; the solid steel disc wheels, the axles and cart springs. Once these large masses were moving at speed, it was always going to be difficult to control them in any meaningful way.

As the speed of motor cars slowly increased in the Edwardian era, there was a growing awareness that not only was the ride uncomfortable, but also an appreciation that all the time one or more wheels were in the air, they were not where they should be.

Early efforts at managing this problem were basic. On the 1922 Citroen Type C (aka 5HP) there were no shock absorbers as such. Instead Citroen fitted 2x different sets of leaf springs -as a single entity- to each corner of the car. Because of their different springing characteristics, the general effect was for one spring set to damp down the other.



Above - the rear axle of a Citroen B12.
The shock absorber has been bolted to the rear axle casing.
A large stud locates and prevents the outer shells of the Hartford style shock absorber from rotating.
A pressed steel arrow (at about 2 o'clock) is intended to assist the mechanic in achieving equal rates of damping on the axle

Note also the 'Flector' coupling (canvas and rubber) between prop shaft and differential - the fore runner to the universal joint.

By 1925 Citroen was fitting Hartford style shock absorbers (above and right) to the B2, but only to the rear axle. This early shock absorber design was the first effort by automotive engineers to produce a purpose built damping device.

it rises up and into the car, the same constant resistance is then applied as the wheel descends.

What does this mean in practice you ask? Well, even while negotiating speed humps in, say, a pedestrianised shopping car park at funereal speed, our 24 hp Citroen car will leap into the air like a scalded cat and then crash back to earth - and that is only the front axle. On the open road the car lurches around all the time and that can be very unnerving for driver and passengers alike. Imagine pounding around Brooklands race track in the 1920's at high speeds and on suspension like that. Brave drivers indeed, it simply does not bear thinking about.

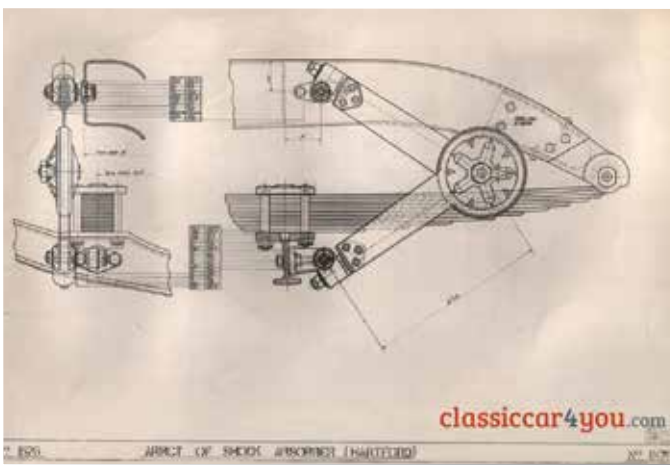
In principle the 'damping' effect on these Hartford style shock absorbers can be adjusted but as you might imagine - in only a limited fashion. The best information I have been given to date on their adjustment goes as follows.... With the car standing on level ground back off and then tighten up the central bolt on each of the shock absorbers. With a jack underneath the chassis at any one corner raise the car to a



point where the wheel is a few inches off the ground. Back off the central bolt on the shock absorber until the force of the spring begins to push the axle downwards. Tighten that central bolt. Job done.

You have waited patiently for the sexy bit and this is it... Years ago it was required viewing for aspirant mechanical engineers to watch a film that showed the sinusoidal wave movements of the upper part of the female anatomy in slow motion, and to compare with the remarkably similar sinusoidal wave movements of automotive shock absorbers on different road surfaces. Repeated viewings would usually help better understand the theory - - - - - I found .

In both cases, the pitiless work of the engineer has been to devise ways and means to control extreme movements in such situations; in later years it did occur to me that I had probably gone for the wrong job - just one of many opportunities lost !



Above. A Hartford shock absorber as fitted to vintage car. At one end it is fixed to the chassis and the other is fixed to the axle.

In operation there is an initial resistance to movement also known as "stiction". Think of stiction in terms of trying at home, say, to move a chest of drawers away from the wall. Initially the chest resists your efforts but once you have it moving the required effort becomes less. With these clamped shock absorbers, there is an initial resistance to be overcome, then there is a lesser but constant resistance to the wheel as

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

April 2016

24th Drive it Day
28th – 2nd Guernsey Rally See Sep/Oct and Nov/Dec FP
Contact: Rob Kiff rob@kiff.co.uk

May 2016

28th – 29th La Vie en Bleu Prescott Hill Climb
Contact Simon Saint 01905 454961
janeandsimonsaint@hotmail.com

June 2016

17th – 20th TOC Annual Rally Peasmarsh, near Rye, East Sussex
See Rally Pages update.

July 2016

14th – 17th CTAB Brittany Rally Morbihan. See Rally Pages this issue

August 2016

11th – 14th 16th ICCCR Rheden, Arnhem NL See update this issue. www.ICCCR2016.nl

September 2016

17th – 18th Manchester Classic Car Show There will be a TOC stand this year
(contact Bryan Pullan).

November

11th – 13th NEC Classic Car Show

TECHNICAL BITS & PIECES

ID/DS ENGINE TOP HOSES FOR SALE

Roger Williams is about to make some replacement top hoses for Tractions using ID or DS engines. For more details, contact Roger on

rdrw@steam-car-dev.karoo.co.uk

PILOTE WHEELS FOR SALE

Dan Uprichard has some Pilote wheels for sale. Dan says: "I have collected seven Pilote wheels, which after much consideration and hard work to find as well as refurbish, I have decided to sell on".

Contact Dan on
danuprichard@ymail.com

TOC SHOP

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

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

Contact Vanessa Plumpton on
shop@traction-owners.co.uk
01243 511 3780

FROM OUR ESTEEMED WEBMASTER (PBUH)

Are you getting a “Website not Available” response when you try to log into the TOC Website?

If you enter the wrong username and/or password more than 5 times in any 5 minute period your IP address will be blocked by our ISP.

This means that when you next try to log in from the location with the same IP address you will just get a “TIMEOUT” response with a message saying that the website is not available.

You will be able to log in from other locations (with a different IP address) but will remain blocked from the initial IP address until the ISP is advised of your IP address by the Webmaster.

If you are having problems with “website not available” messages when trying to log in to the TOC Website, please email the Webmaster with your IP address. To find your IP address, use this free program: <http://whatismyipaddress.com/>”

OBITUARY – ROLAND PEUGEOT

Roland Peugeot, who has died at the age of 89, was the French industrialist who presided over the merger of Peugeot and Citroën in the 1970s.

Roland was the grandson of Robert Peugeot, one of the founders of the eponymous company in 1906, and served as chairman of the board for nearly three decades from 1972.

Under his chairmanship, the company transformed itself from a French manufacturer to a multinational giant, taking over Citroën in 1976 in a government-backed deal to rescue Citroën from the brink of bankruptcy. He stepped down as chairman of the Peugeot board in 1998.

A BOTTLE OF RIESLING AND A HOME-MADE PASTRY (WHAT’S NOT TO LIKE!?)

Hello.

We are fond of classic cars, and opened last year our fully equipped guest house in Alsace (Eastern France). This leads us to regularly welcome British guests visiting our region or on their way to a classic car event in Germany, Switzerland or Italy.

We recently adopted a 1947 Traction Avant and would welcome your members looking for a Traction-friendly accommodation where they could relax and enjoy our home-made pastries while their treasure is safely parked in our garage for the night !

More details on <http://www.sawdays.co.uk/france/alsace/bas-rhin/bluets-et-brimbelles>

Any question, do not hesitate to ask us.

We look forward to welcoming your members !

Kind regards,

Catherine Habersetzer

Bluets et Brimbelles

4 rue de l’église

67420 Saulxures

06 32 09 99 78

www.bluetsetbrimbelles.com

Classified Adverts

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE FROM CLASSIC RESTORATIONS. 1952 11BL LHD Black Small Boot. Restored by us in 2013. Little used. Excellent condition and known history since the 1960's. 12V converted with alternator. **£13,250 Tel John Gillard 0207 358 9969 (24 hours)**



FOR SALE FROM CLASSIC RESTORATIONS. 1953 Big Boot Lt15. Metallic Blue with red interior. Rust-free South African import. **£8,250. Tel John Gillard: 0207 358 9969 (24 hours)**

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



FOR SALE: 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: 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**



FOR SALE: 1953 LHD Paris Built Big Boot 11BL (Légère). Black. It stayed in the same French family since being purchased from new in 1953. Prior to import to the UK in 2007 it had been stored in a dry barn in Burgundy for 35 years. After import much work was done including a full engine rebuild, brake overhaul and reconditioning of steering rack. A complete list of work carried out is available. £9000. The car can be viewed in the Taunton area. **Please contact Den Hewitt. email: denhewitt@f1550.fsnet.co.uk, Tel: 01934 834274**



FOR SALE: 1939 Citroën 11CL cabriolet. This vehicle was recreated around 35 years ago by an engineer who used a 1954 Slough light 15 underpinnings, engine & gearbox plus salvageable parts from a 1939 donor car. His 15 years' labour of love produced this beautiful example which is now, reluctantly for sale. Car drives well & loves the road with 64,900 miles driven around New Zealand. Winner of 2 recent trophies & car is registered in New Zealand as a 1939 L15 Roadster – 2 owners from new.

Photo gallery can be seen on <http://work.21stops.com/citroenroadster/> Please email: savco@snap.net.nz for more information, recent specific photos or shipping costs etc, if required. Offers invited.



REAR WHEEL DRIVE

FOR SALE: C6F 1929 Reg number DS 7678. Car has been kept in garage for the last 10 year and previously used as a wedding car. Needs some minor work to get it back up and running.

Offers please to Steve White 020 8244 2374



FOR SALE: Selection of various wheels for 1920's RWD Citroën cars with beaded edged tyres and also many Bi Bendum wheels, ie: for B2's , 5HP Cloverleaf, AC4's. Please call for measurements and details 01305757518.



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: 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

FOR SALE: Garage clear-out of parts for an 11B Traction Avant including a new unused set of pistons/liners, a pair of reconditioned unused driveshafts, a remetalled engine block and many more new and used parts. Also available is a 2 volume set of original Slough workshop manuals, plus an interesting selection of books and magazines on the Traction. All located in West Yorkshire, close to A1/M62 junction.
Lists on request from me at leoquinn1950@gmail.com.

FOR SALE: Light 15 Chrome Radiator Grill. No damage. Complete with Chevrons and Wire Mesh. Needs New Chrome. Sensible Offer. **Phone Derek Fisher 01225 864570. Bath area.**

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: for my Slough Lt15 1952. Good condition Front Bumper and Rear Bumper. Location Dorset. **Contact David Williams on david.88williams@btinternet.com**

WANTED: For work on my Lt15 1954. Stand for 4 cylinder engine when removed. Part Number 2500T. Either to buy or loan. **Contact John Barsley on 01892 722749 johnbarsley@googlemail.com**

WANTED: I am looking for a Jaeger clock for my Slough Light 15. Does not matter if is non-working. **Tel: Mike Plumb on 01493 750818**

WANTED: For Commerciale 1954. Pair (or right side only) of cast aluminium Robri sabots d'ailles 224 AV for front of rear wings, 460mm high. Must be in reasonable condition and not cracked. **Telephone Ray Wicks on 01273 844564 raywicks@hotmail.com**



MEMBER SERVICES

Traction bodywork and servicing/repairs Club member. Newcastle.
James Geddes 07783 259874
james.geddes62@tiscali.co.uk

Classified Adverts

DANIEL EBERLI ANNOUNCES COURSE DATES FOR 2016 (Including the possibility of bringing a course to the UK!)

Time to think of next year. I have fixed the dates for the courses in 2016. Although I had no bookings last year, I am offering a basic course in English again, on April 22/23. As before, the basic course will more or less cover the content of my book <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php>. The great number of cut-off models and Traction parts and the second day, when the "real" practical work at the car takes place, will make understanding and memorising much easier.

At present, only the dates are published on the CTAC website http://www.tractionavant.ch/Garagen/Daniel_Eberli/RepKurse.php, but Ruedi Weber will soon add the booking form in English and in German.

Best wishes and best regards
Daniel

Daniel Eberli
Im Chellhof 3, CH-8463 Benken ZH Tel. +41 52 319 25 17

P.S. Early next year, it is planned that I "export" one of my courses to Munich, Germany for the first time. Perhaps in the TOC there might be enough interest to call me to England? After all, it would be cheaper and more reasonable if I came to your country, than a group of your people to Switzerland...

COURSE DATES 2016

11-12 March	Repair and service course for beginners
18-19 March	Repair and service course for beginners
02 April	Course for Tractionists without screwdriver ambitions
15-16 April	Advanced repair course
22-23 April	Maintenance and Repair course for Tractionists (in English)
20-21 May	Advanced repair course



Citroen Classics

Tel: 01784 452299

Owned and operated by Darrin and Kristina Brownhill, Darrin has been repairing Tractions and other classic Citroens since 1987.

From our premises at Staines-upon-Thames, we offer full mechanical, electrical, bodywork / paint services, in fact anything you need to keep your Traction on the road.

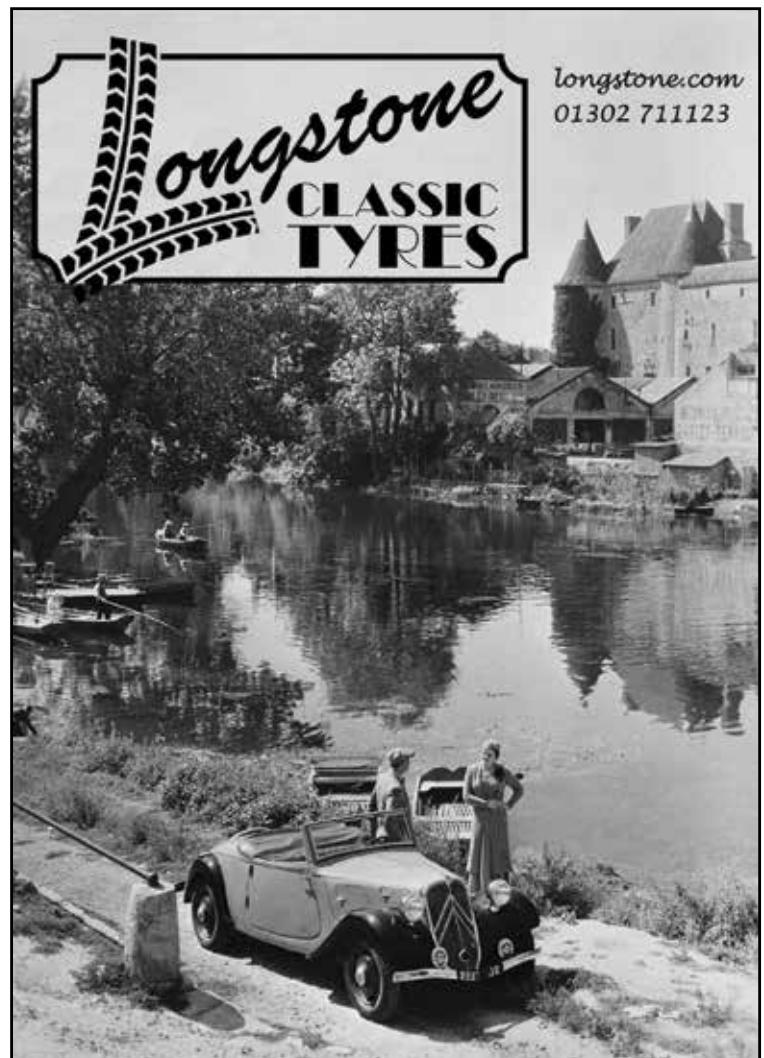
Call us Today!

** We use and stock non-toxic Propylene Glycol coolant **
** EZ electric power steering systems supplied and fitted **



www.citroenclassics.co.uk

Unit 8 Tims Boatyard, Timsway, Staines-upon-Thames,
Surrey TW18 3JY





Policies from
£76**

Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6062

or visit footmanjames.co.uk



Part of the Towergate Group



Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1957 Morris Minor 1000. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old. 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No.4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCLC205.1114

	Classic benefits included*:
	Salvage retention
	Shows and events
	Spare parts (up to a limit of £250)
	European motoring (up to 35 days per trip)
	Cover options*:
	Breakdown with options to include European cover and Homestart
	Agreed value
	Driving other classics
	Drive to work
	Track day cover
	Wedding hire cover
	and many more
Specialist rates for club members	

Our 'BEST' Deal In CLASSIC CAR INSURANCE

Looking for a **NEW** policy or just a great deal on your **RENEWAL**, our classic car policies deliver exceptional cover at very affordable premiums



Single Car Policies from **£75**
Multi-Car Discounts up to **50%**
Modern & Classic Cars on One Policy*
Special Rates for Collections

FREE Agreed Value
FREE Breakdown & Recovery
TOC Member Discounts
Various Mileage Options

Terms & Conditions apply
PBIS only uses High Quality Insurers.
*Subject to Insurers terms please ask for details

Classic Car - Modern Car - Classic 4x4 - Classic Bike - Classic Military - Classic Commercial

01376 574000

www.peterbestinsurance.co.uk



30 YEARS OF QUALITY CLASSIC CAR INSURANCE

Authorised and Regulated by the Financial Conduct Authority

classiline*

INSURANCE

Discounted Insurance For Traction Owners Club Members

Cover Includes:

- UK & Euro Breakdown Cover
- Motor Legal Expenses
- Unlimited Mileage
- Salvage Retention
- Foreign Use

01455 639 000

www.classilineinsurance.co.uk

SPECIALIST VEHICLE INSURANCE

Cherished by you

Insured by us

- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

Call our friendly UK team for a quotation

01277 206 911

www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call for further information.

RH Specialist Insurance is a trading name of Hiscox Underwriting Limited. Hiscox Underwriting Limited has granted a licence to ERS Syndicate Services Limited to use the brand name, RH Specialist Insurance, subject to the terms of the licence. The insurer on all RH Specialist Insurance policies is Syndicate 218 at Lloyd's, which is managed by ERS Syndicate Management Limited. ERS Syndicate Services Limited is an Appointed Representative of ERS Syndicate Management Limited, which is authorised by the Prudential Regulation Authority and regulated by the Prudential Regulation Authority and Financial Conduct Authority. Hiscox Underwriting Limited is authorised and regulated by the Financial Conduct Authority.

Find us on Facebook

Classic Car

Modern Car

Classic Bike

Multi-vehicle

Military

FP0030/07/2015



OUR NEXT ISSUE:

We hope to publish more information on Slough Traction, as we are still in the process of researching new sources in time for issue No.3

Our main feature will deal with another aspect of the racing Traction.

*The Traction
Owners Club*



North Cottage, Mongers Farm,
Barcombe, Nr. Lewes, Sussex.