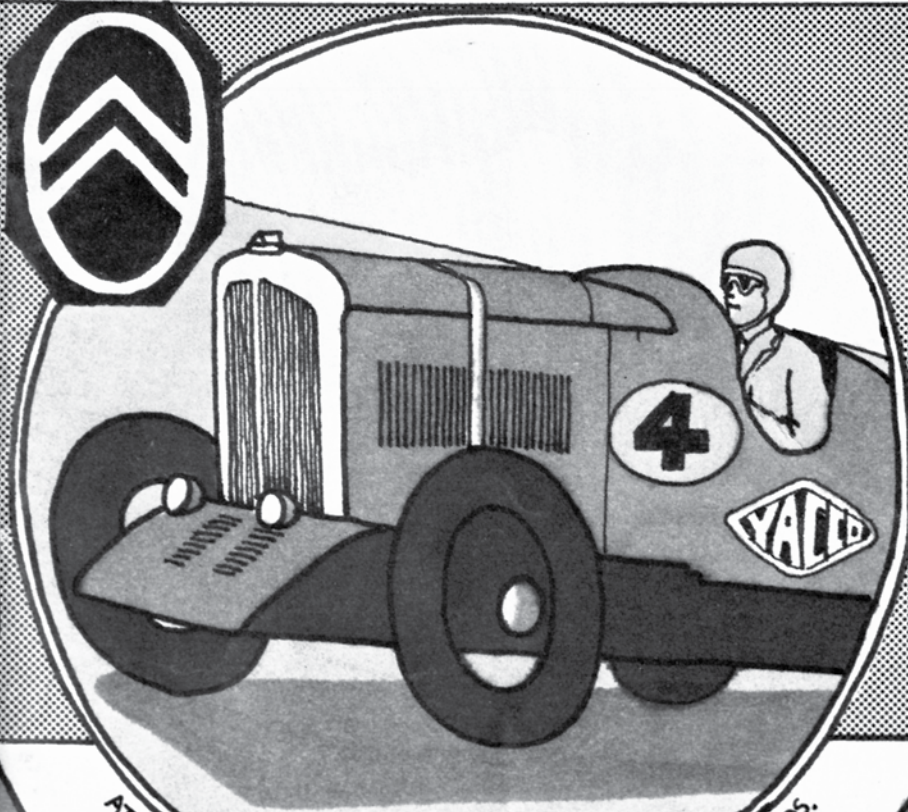
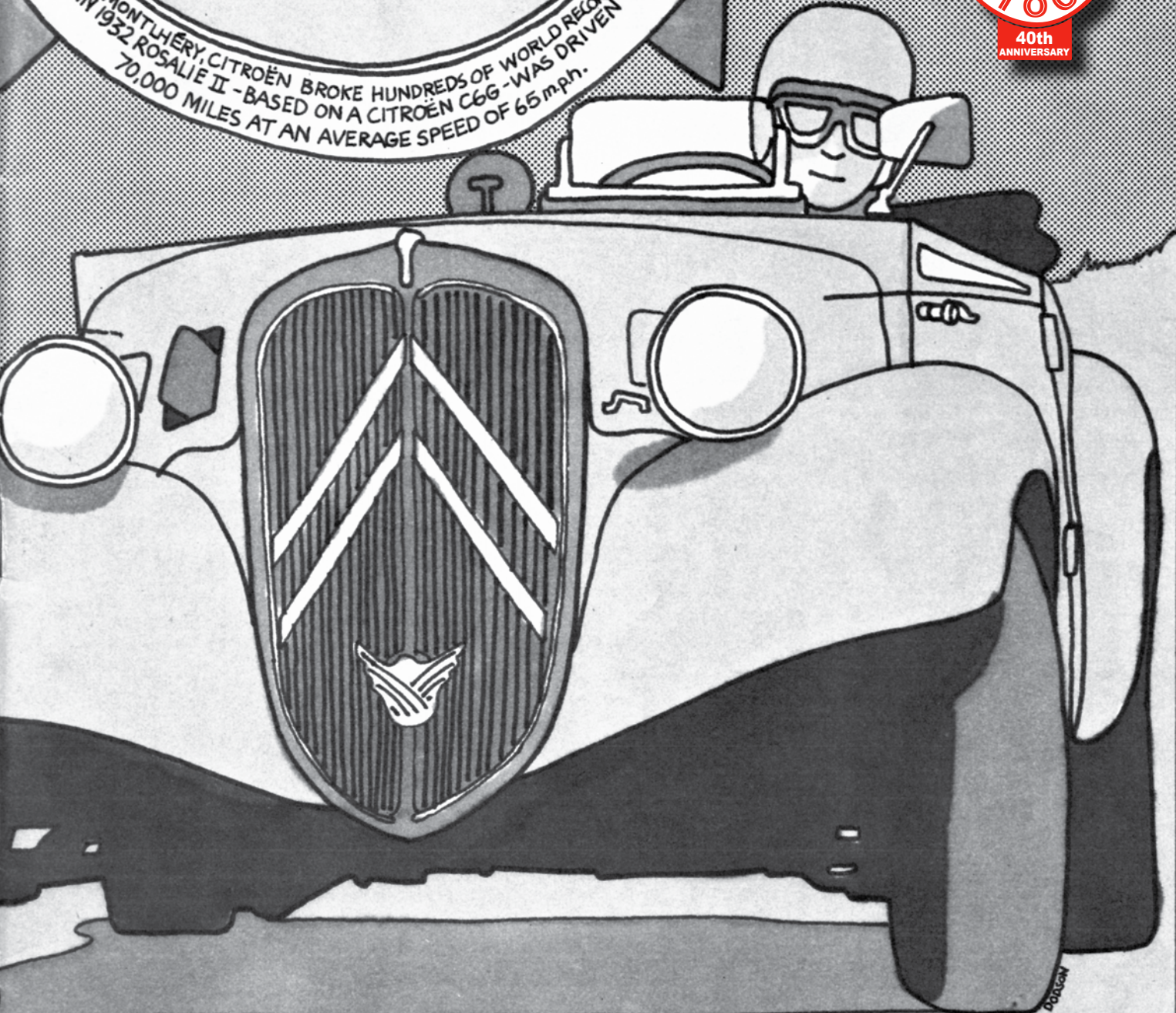


# Floating Power

May/June 2016



AT MONTLHÉRY, CITROËN BROKE HUNDREDS OF WORLD RECORDS.  
IN 1932 ROSALIE II - BASED ON A CITROËN C6G - WAS DRIVEN  
70,000 MILES AT AN AVERAGE SPEED OF 65 mph.



DRAGON



## 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.

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## Missing Magazine?

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

## Be a part of Floating Power...

The closing date for input for the July/August Floating Power is

**Sunday 12th June**

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

### Cover Image

The third edition (May/June 1976)  
of Floating Power. Artwork  
John Dodson.

# Editor's Epistle

Hi Everyone

**Well, that went well! You may recall me saying last time that I'd be living in France by the time the magazine arrived with everyone. Well, as they say in Panama, that may be strictly true, but the details are a bit more complex....**

A long term illness in the immediate family became critical just as we were due to leave the UK. So, I managed three weeks in France, then back to the UK for three weeks. I'm now writing this and putting the magazine together in France and then dashing back to the UK as soon as it's gone to press. So, not quite the relaxed unpacking of the boxes and that famous 'glass of wine on the terrace' that everyone says they dream of.

Still, it's nice to start thinking of this as 'home' and I've had to get into the habit of saying "à l'Angleterre" and not "chez nous". On the subject of making ourselves at home, I quickly made contact with our local branch of the Traction Universelle (the French Traction club). I've been a (distant) member for about two years and it's nice to be able to link up with similarly passionate-and-at-the-same-time-bankrupt tractionists in another country.

We were invited to a TU club get-together and were glad to take the opportunity. I was particularly interested to see if there were any differences between the sort of meetings the TU held, versus the type of TOC gatherings I was used to in the UK. Well..... the meeting was on a Saturday lunchtime and was billed as a "dégustation avec tapas". As it was 'Super Saturday' (the last big three-match day of the Six Nations), we thought we'd be okay with a quick gargle-and-spit, a few olives and then back home for the first match of the afternoon. What actually happened was the wine tasting didn't get going till 12.30 and there was no 'spitting'; just lots of wine consumed under the guise of genteel deliberation. After a long so-called tasting session we were cajoled into a tour of the wine making facility (when you've seen one, you've seen them all), followed by formal seating and the plonking (perhaps that's why they call it plonk?) of several bottles of wine on each table. There then followed ten (yes that's 10) 'plats' of food, served at a leisurely French pace. This tapas was definitely not what I was used to in the local wine bar in the UK! Following the final dish (and coffee and liqueurs), the chef and his assistants all came out of the kitchen for a big round of applause.

So, was it like the Traction meetings in the UK? Well, everyone was slightly squiffy by the end, so yes. Also, the company was charming and loquacious, just like in the UK (I can see some of you raising a questioning eyebrow at this point). The big difference – and those of you of a parsimonious bent will appreciate this – was that the cost per head of this mini-banquet was €18 (yes, eighteen euros!) I think we will like being members of this club and I will continue to tantalise you with future reports of our gastronomic adventures.

As you might guess, we missed the first match of the afternoon, but it was only Wales versus Italy, so we knew the result in advance (and we're not into blood sports) – apologies to any Italian readers ☺ However, the rest of the day was spent lolling about, watching the rugby and generally feeling that we'd been treated to a jolly good outing. Of course, England winning the Grand Slam added to the feel-good factor, but perhaps I will have to start rooting for 'Les Bleus' if I want to feel that I really belong down here. We'll see.

Until the next time.....



**P.S. I see the sun came out the other day..... So, it looks like this could be the start of the de-mothballing season. Please take your cameras out with you and send your marvellous snaps to Martin de Little (rwd@traction-owners.co.uk) so he can start putting the 2017 calendar together. Thanks in advance.**



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

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# President's Ponderings



**Where do I begin ...?  
(to quote the theme  
from "Love Story").**

The Annual Rally, perhaps? – no need .... Cleve has adequately covered that subject and I fully endorse all he says.

The appeal for volunteers, especially Social Secretary (again)? – Nope, thankfully Cleve has that covered too.

So how about reviewing members' suggestions for how the AGM can be made more appealing? Well ..... that didn't take much space did it!

And then there is the "Traction Moaners" group on the Forum. The purpose of the Forum is to help owners resolve car-related problems by instantly accessing the vast knowledge bank of other members. Complaints about the way the TOC is being managed should be addressed to the committee via the Secretary who will ensure they are duly noted, discussed in Committee and reported in FP.

If any of the above leads anybody to think they might detect a note of frustration tinged with despondency, they could be right. The fact is, due to various things over the last few months, my enthusiasm for maintaining cheery banter on Club matters, whilst banging my head against a brick wall behind the scenes, has waned seriously.

I have no doubt my own frustrations pale into insignificance against the troubles many others face but, having got some of it off my chest here, I already feel better. That is all very well for me, but if anybody feels strongly about what I have said or where and how I have said it - I encourage them to say so via the media of FP and/or suggest nominations for a change of President. If nothing else the latter might make the AGM more interesting and so boost attendance.

Now, for those who have not already stopped reading ....

Having sold the Traction – yes it really has gone – I desperately want another one. I never wanted to sell it anyway but the deal on offer was, to put it mildly, a "no-brainer" and it means I am happily in a position to "upgrade" to a 15/6 for my last Traction. However, now that I am actively looking for it, I have

discovered my ideal car (good condition, small boot, moustaches bumpers) is not that easy to find. After nearly 3 months trawling websites and magazines worldwide, I am starting to fear I may have to compromise and settle for those awful RSJs front and back. Nevertheless, I remain hopeful at present and am therefore prepared to wait a bit longer. The worst part of the situation is that, other than a short trip to deliver the car in January, it is nearly 6 months since I last really drove a Traction ... and I am definitely suffering withdrawal symptoms.

We are booked to attend the TOC rallies in Guernsey and Kent, the CTAB Brittany rally and the ICCCR in Holland. It now looks as if Mme and I shall be scrounging lifts when we get to Guernsey and Brittany but, if needs must, I can drag the Yellow Peril to the other two with the Picasso. Say larvae.

Meanwhile, weather permitting; I am currently driving YP using a Sat-Nav for a speedo whilst the odometer is somewhere in France being attended to. With no fuel gauge - and now no record of distances covered since the last fuel intake - guessing when the tank is going to run dry has become just another of the many pleasures of "vintage" motoring. Must remember to start with a full tank on DiD.

Believe it or not I am, as ever, expecting - and looking forward to - a great summer filled with pleasurable events, meeting old friends and making new. I therefore wish all members (and not just those that have continued to read to this point) a similar season.



## New Members

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

2504	Mr Thierry Habersetzer	Alsace, FRANCE
2505	Mr Mick Westlake	Cambs
2506	Mr Peter Thorp	Oxon
2507	Mr John O'Keefe	Northants
2508	Mr George Halsall	Gt Manchester
2509	Mr Stuart Dicken	Hampshire
2510	Mr Mathieu Dore	Warks
2511	Mr Keith Harland	Bucks
2512	Mr Justin Blundell	Somerset



**Having just got back from the annual stock take of the TOC spares store in Chichester where, along with four other willing victims guided by our spares maestro Chris Treagust, fed and watered periodically by Vanessa Plumstead, I have cause to reflect how much, as a Club, we rely on volunteers. On one level there is a great sense of satisfaction of working as part of a team to deal with this essential but laborious process (I never want to see another bulb "is it a single or double filament?" as long as I live!) on another, that people are willing to give up of their free time without reward. One of our number wasn't even a member of the Club so I was slightly intrigued as to how he was "persuaded" to get involved.**

In a similar vein, when John & Bev Barsley agreed to take on the organisation of the Club's 40th Anniversary National Rally, which for nostalgia's sake was being located at the same place as the location of the first National Rally, I doubt that they ever anticipated the scale or the speed of the positive response that resulted and the subsequent pressures that this has created. In recent years the maximum number of vehicles involved in the annual rally has from my recollection been approximately 30, so when the "first" rally site was identified as having a physical capacity of perhaps 60 vehicles this was considered more than sufficient based on recent experience. The Event has however, clearly caught the imagination of the membership, to the extent that it is now completely booked out. This has apparently led to disquiet in some quarters, since any member who did not take the opportunity to book when invited - or was simply anticipating being able to "turn up on the day" - discovered that there would be no space left to park.

You will note from this issue of FP that we are attempting to provide for the day tripper, but once again it is imperative that you let John & Bev know, on the form provided and by the deadline, whether you wish to attend

so that they have the opportunity to plan.

In this context, this event is now on such a scale, in an area of narrow roads etc that we anticipate having to liaise with Her Majesty's local constabulary and will be fully marshalled.

For my part, I would like to publicly thank John & Bev for their sterling efforts and remind our Members that the post of Events Coordinator/Secretary remains to be filled; a role that at present is being handled on a piecemeal basis by individual members of the Committee standing in on an event by event basis. So, if any of you fancy "stepping up to the plate" to volunteer for this role to spread the burden, please contact me; this would be much appreciated.

Finally, I would like to scotch all rumours, in the light of the exposure of the Panama papers, that the Club holds any shares in offshore trusts or tax havens and that the recent rally to the Channel Isles was nothing more than just that; a Rally.

I hope you all had fun on Drive it Day and I look forward to seeing many of you at the National.

Cheers

A handwritten signature in blue ink, appearing to read 'Chris', with a long horizontal flourish extending to the right.

## DON'T MISS THE BOAT

Those of you who missed booking for the 2016 Rally weekend, please note that there is now the possibility to sign up for the Sunday.

In order to avoid disappointment, please go straight to page 18/19 and fill in the booking form.

Ed.





## TOOLS

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

### SCOTLAND

#### Northern Scotland

Hi all. Well, spring has arrived and our Tractions are already in use and all serviced for the coming season; and it appears from feedback that we are all doing the same and looking forward to meeting up again at various venues.

Personally we like the Kildrummy Rally, held at Dess, one of the oldest rallies in Scotland, and have entered both cars there. We also never miss the (CCC) Wetherby Rally, as we always meet up with old friends there, but sans Traction, as we take the caravan and make a week's holiday of it.

When in the area, Stan Platts at Bradford and usually Roger Williams at Beverley also get a visit as, now long retired, I'm still on the lookout for those parts which can make my beloved Tractions even better.

On another adventure(?) I have now bought a 1954 Normale as a project to work on. Saw this car some 25 years ago, and it was needing a lot; didn't buy it and then some 15 years ago, met a chap who did buy it, and he has made a good job of the bodywork and a good respray. However, he got fed up of it; could not really afford the ongoing outlay that was needed to complete the car. He got in touch with me and I have now bought it. Plenty to do, so far: new brake cylinders all round, new brake pipe set, new fuel line, engine, gearbox stripdown and check, new thrust, new exhaust, driveshaft, wiper set-up, etc etc, and will have a lot to keep busy with! Great!

Lots of other rallies to enter for, so keep in touch and I hope to meet up with many of you again this year!

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**

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### SOUTHERN SCOTLAND

Peter Fereday

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

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### WEST OF ENGLAND

Sunday 17th April saw our Annual Lunch, much later than usual but possibly a better time of year for it.



16 of us gathered at the Britannia Inn on the Bath Road in Wells - Dave and Jackie Hackett, Derek Fisher, Elinor and Keith Padfield, Ian Griffiths, Terence McAuley, John and Lynda Ogborne, Justin Courtney a new member who is on the hunt for a Traction, Hilary and Ralph Hickman, Sheila Green, Walford Bruen and of course Liz and I. The meal was good as usual and we all had a thoroughly enjoyable time.

Sunday 24th April is of course Drive it Day and Ian Griffiths in his Light 15 and Liz and I will be taking part in the 2016 Lions Brimar Classic Vehicle Run raising funds for Children's Hospice South West and other local charitable causes.

**Events some of us are planning to take part in this year include:**

**May 19th, 20th & 21st** - Devon County Show at the Showground, one mile from junction 30 of the M5 on the A3052 Exeter to Sidmouth Road

**June 5th** - Chippenham Lions Club Cherished Vehicle and Farm Fun Day at Allington Farm Shop, SN14 6LJ

**June 18th & 19th** - Father's Day Weekend Classics - Tyntesfield, Wraxall, Bristol, North Somerset, BS48  
1NX June 18th & 19th - Bath Festival of Motoring at Walcot Rugby Ground, Bath

**July 2nd** - Coldridge Fete Vintage Rally and Flower Festival, Coldridge, Crediton, EX17 6AX

# SOCIAL SECRETARY POSITION

**We need someone to come forward and take over as Social Secretary.**

Paul and Pat de Felice have done the job for several years and now wish to spend more time with their family (a bunch of Afghans – honestly!) So, the time has come for someone (or some people?) to step forward and either take over as Social Secretary or form a Social Secretary Group.

The job isn't as demanding as it used to be. The Annual Rally is now planned and managed on an ad-hoc basis by members from different areas, the NEC Display is now managed by a separate group of volunteers and it seems to me that the main thing for a Social Secretary to arrange is the AGM, which this year is reduced to a half day meeting with 'refreshments'.

We have around 650 members and, while I appreciate that many members live quite a long way from the centre of the country, there must be several hundred who are centrally placed enough to feel they could contribute a small amount of time to take over the organisation (and for the most part, liaison) that the Social Secretary position requires.

If you think you could do this, or you and a couple of other local members think you might want to set up a small group to share the load, please contact Cleve at [chairman@traction-owners.co.uk](mailto:chairman@traction-owners.co.uk)

Thanks in advance.

Ed.





# Section News

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**July 2nd** - Catcott Open Gardens, Catcott, east of Bridgwater, Somerset. Now famous Open Gardens event (approx 12 gardens open) is made unique by transport between the gardens being provided by 20 vintage limousines. Plenty of varied gardens to view. Also climb St Peter's Church tower for a magnificent view

**July 3rd** - Donkey Sanctuary Car Show, The Donkey Sanctuary, Sidmouth, Devon, EX10 0NU

**July 9th & 10th** - Powderham Castle 43rd Vehicle Gathering, Powderham Castle, Kenton, Exeter EX6 8JQ

**September 17th** - Sidmouth Classic Car Show, Sidmouth Cricket Tennis Croquet & Hockey Club, Fortfield Terrace off Station Road, Sidmouth, Devon, EX10 8NT

**September 18th** - The Big Welsh Car Show - Margam Country Park, Margam, Port Talbot, SA13 2TJ

Also a visit to Burrow Hill Cider Farm, Kingsbury Episcopi, near Martock, Somerset

**For details of future planned activities or to advise of activities in the West of England contact:**

**Den Hewitt**

**Tel: 01934 834274**

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

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## **NORTH EAST ENGLAND**

March and April, despite the onset of spring, can always be "iffy" up here. In early March I tried to join the 2CV Club in their adventure around the lakes. Decided not to take the Traction but join them somewhere in my C4. The Sunday seemed promising. so I decided to head for their coffee meet at the Kirkstone Inn on the Kirkstone Pass. The weather looked OK, so over the Pennines we went, down the M6 to Penrith and then ventured down the side of Lake Ullswater to Glenridding and on up the pass. But our enthusiasm came to a sudden halt when we were confronted by big "Road Closed" signs. Now I had seen that Glenridding had been virtually decimated by floods some weeks before, but hadn't realised it was "off the map"! OK, so let's backtrack to Keswick and then drop down to Ambleside and up to Kirkstone. Not so - the road from Keswick had fallen into Lake Thirlmere and was impassable. OK so let's swing round the west side of the lakes and head south to see if we can come across them further down. No luck so we headed across the lakes to Grasmere and enjoyed a lovely lunch "in the sun". Then joined the M6 near Kendal and went home. Didn't see a 2CV anywhere, but Heh Ho, had a good adventure anyway and love the Lakes any time of year. BUT hope they get better soon!!

Now to start a new Traction year off we decided to have a gentle run to a Traction owner's hostelry between Durham and Sunderland. So ten of us (the Faulkners, the Ridleys, the Geddes, the Andrews and ourselves) met up at The Stables in East Herrington for Sunday lunch. Only 4 tractions (two light 15s and two 11BLs) because Ray's 6H was poorly.....we hope you can get that cracked block sorted. Joanne Geddes was delighted to have some time with her husband James again because she has hardly seen him since he started his Traction restoration business.....too much work on!! Lunch was good, the car chat (sorry ladies) was good and I think we enjoyed ourselves.....must have - they threw us out the pub!!

We keep talking about going to Ireland and we are. Time to do something about it me thinks.



*Four fine looking Tractions: Graham Handley's and Michael Ridley's Light 15s and James Geddes' and Dave Faulkner's 11Bs on display at The Stables East Herrington Co Durham*



*Michael and Sharon displaying their Light 15 – welcome to the North East TOC Section*

Graham Handley

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

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**Tel: 01661 843493**

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

---



# **‘Annual Rally’ - STOP PRESS**

## **Additional Places now available for Sunday 19th June**

**Due to a combination of unprecedented demand and abnormally early bookings, all the Saturday events have been fully booked for some time now. There is a waiting list in case of cancellations but, in the meantime, we have been fortunate to be able to arrange a number of additional “day tickets” for those members who would still like to join the rally on the Sunday only.**

**Please go to pages 18 and 19 if you wish to attend the Rally on Sunday 19th June.**

**As before, the organisers need to know from you as early as possible. The cut-off date for replies is Saturday May 21st**

# Section News

## NORTHERN SECTION

Due to an editorial mishap, my New Year's report disappeared into the ether somewhere, and so I will attempt a brief summary of what has happened since then, as part of this report. New Year's Day was cold and dry if a trifle overcast and threatening, and led to a good turnout at the Corner House, of all kinds of classics, from a 1904 De Dion Bouton through to some 60's US muscle. There were a handful of TOC members there, albeit only three in their Tractions, but it was an enjoyable start to 2016. Oddly, the usual New Year's Day event at Briar's Hall near Burscough appeared to have been cancelled.



We have been making plans for 2016, and one idea is to get together informally at a couple of the larger car shows in the region. Speke Hall and Tatton have been suggested, in the hopes of

drawing a few more Northern members out onto the road with us. If anyone has any other suggestions for suitable venues, then by all means get in touch and we can organise ourselves. We are also looking forwards to the regular gatherings and I hope to see a few of you there.

We will be hoping to enter the Manchester Show next autumn once more. I have made enquiries sooner this time and maybe we can get a larger pitch for four (or more?) cars, so again, we will be looking for cars and people for next September alongside last year's team who have all kindly volunteered their services again.



I have also been notified of an early summer show on May 30th at Mawdesley Cricket Club, and I have circulated details by email, and certainly some of the members in the Southport area are booking in for this one.

Weather up here in the north has been fairly awful for the first months of the year and as I write this in March, although the first signs of spring are here, temperatures are low and fine, dry sunny days have been relatively rare. Nevertheless, there have been a few classics about and, in spite of an unpromising start on Sunday the 6th of March (a dusting of snow), the day rapidly improved and a scattering of hardy souls made their way to the Corner House Breakfast Meet at Wrightington, and were rewarded by 9-45 am, with blue sky and bright sunshine. The day coincided both with Mother's Day and the Restoration Show at the NEC and many of the usual gang were missing, however, there were still plenty of interesting cars, mainly post war, and Ian Gardner showed the flag with his Traction having driven, in his own words, through almost every kind of weather, to emerge into the sunshine. My usual co-pilot was otherwise engaged and so I took Charlie, who always scores highly for entertainment, but doesn't have very well developed navigational skills.



The Corner House events do feature here fairly frequently and sometimes attract as many as four or five Tractions from the surrounding area, so, if you are up and about on the first Sunday of the month, do come along, no booking is needed and there is always plenty to see and talk about and refreshments are available alongside breakfast and lunch if required, at the pub itself.

The Segrave 90th Anniversary and Concours, as part of the Southport Festival of Speed 2016 to mark the Segrave Land Speed 90th Anniversary, took place on the 16th & 19th March.

During the early part of the last century, Southport was second only to Brooklands as a mecca for racing and speed related activities drawing huge crowds of spectators in the 1920's and 30's. This special anniversary marked the start of "Southport Speed Week" and featured displays, parades and demonstrations of motor cars from the period including the actual Sunbeam "Tiger" motor car that established the new Speed Record in 1926.

On Wednesday 16th March. Ainsdale Beach – Displays, parades and a "re-enactment" took place during the day. This featured low- speed parades along the same course used to set the new land speed record of 152mph. Although we were not involved as a club, a number of us attended to watch the festivities, and I will endeavour to compile any photographs that were taken and include them in a future section report. The Sunbeam car reached an alleged 100 mph on a rather cold and rippled beach on one of its runs.



Drive It Day in April is also not far away, and a few of us are proposing to tag along with the Pre-war Morris Owners Club, who have a suitable drive mapped out around the Rivington area. Again, I will report further after the event.

On the home front, I am girding myself up for a clutch change and hopefully, by the time that you all read this, I will have successfully completed the process. My aim is to substitute a modern diaphragm clutch assembly and I have been assembling parts and advice and am nearly ready to start. Ironically, although the adjustment is now almost at its limit, the car has behaved itself perfectly on trips out in recent days, but I am conscious that we are nearly at the end of the line and am limiting my motoring to fairly local sorties, albeit logic says that the existing clutch might still go on for quite a few hundred miles before it finally loses the will to live. You can keep track of my progress, aided by Mike McDonald on the TOC Forum. Mike has a similar issue and I suspect that we will be repeating the exercise on his car down in Cheshire, at some point in the summer.

Finally, this photo of my car was taken on a deceptively summery looking day (March 7th) after a lengthy run around the local countryside to take advantage of one of the best days of the year so far.



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

**Tel: (mobile) 07967 479701**

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## **SURREY, HAMPSHIRE & SUSSEX BORDERS**

A big change has occurred this year with the retirement of Helen Shelley after 15 years as our organiser which came as a bombshell to us all. Helen and John have done a fantastic job and put so much work into researching places to visit and organising outings for us.

Hers is a big seat to fill and there was a reluctance to take on the task. Sue and I decided we would take on the role to keep the section going. Unfortunately, despite being retired, we have difficulty getting to a lot of the meetings due to other commitments. We felt that the best way forward was to get more of the members involved by asking anyone who could, to organise an event in their area.

We hope this will help to carry the Club forward, although Helen will be a hard act to follow. We want to thank Helen and John and we hope they will enjoy coming along to events without the stress of having to organise them!

We hope more members in our area will join us even if it is only for a relaxed lunch at the Fairmile in Cobham on the third Sunday in the month when we are not out and about.

If you are reading this and have not received an email from me in the last 2 months and would like to, please drop me a line and ask to be included in the circulation list.

**For more information please contact me on 01256 761444 or email, [surrey-hants-sussex@traction-owners.co.uk](mailto:surrey-hants-sussex@traction-owners.co.uk)**

**We look forward to meeting everyone,**

**Philippe Allison**

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## **SOUTH MIDLANDS**

### **POSITION VACANT**

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#### **MID SHIRES**

Coming events:-

**Pistons and Props – Sywell 24th and 25th September**, excellent show, vintage planes, cars, motorbikes. What more can you possibly want? Club stand on both days, space limited, book early.

**More the Merrier Barbeque**, back after a break last year due to building work. Date to be confirmed, October.

#### **Reims Car Show**

This year I decided to give Retromobile a miss and driven by curiosity and the need for some parts, go and have a look at the autojumble at Reims instead. Tina and I managed to cajole Bernie and Pearl into going and we made a week-end of it.

The show is in two parts, outside in the car park of the exposition centre, five miles from the centre of town, is a huge autojumble, hundreds of stalls selling parts for all manner of French classic cars. I came back with a set of new / old stock kingpins, a radiator surround, a set of new valves and springs. There were lot of bits for Tractions.

Inside the halls there are club stands and all manner of classic car related traders; well-known suppliers Depanoto, Rennell, ENPI, Longstone and many others were all there. A very good show and well worth the drive.

Car of the show for me was the 1930's C6 Coupe de Ville. Although in need of complete restoration it was gorgeous,

# Section News

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the driver sitting in the open with no roof over his head, the passengers, up to five if the occasional seats were used, isolated in silk upholstered decadence with glass partition and speaker tube to issue their directions to the freezing / soaked/ roasted driver. It even had a pair of beautiful coach lamps on the A posts, cut glass with blue panels.

## Information

Show is on the Saturday and Sunday from 10.00am until 6.00pm

Entrance costs €12.50 per day

Public transport to and from the event, non existent! Taxi from Town centre to show €18

Buying tickets on line saves queuing for them.

## Mirabelle 1932 C4g MFP

Following a delay due to building the east wing at Prigmore Towers, work has started again on Mirabelle. She has been to the blaster where the steel was found to be in remarkable condition for 82 years young and she is now with the body man, where areas of rust are being cut away and new panels made. For an all steel body there is a surprising amount of wood used; as I write I am looking for a 1.2m length of ash for the rear crossmember.

Isn't it ironic? After getting a new oil / distributor drive engineered at vast expense, one complete with camshaft comes up for sale on Le Bon Coin for €50! C'est la Vie.

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

**Stephen Prigmore & Tina O'Connor**

**Mobile: 07759 372242**

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

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## EASTERN

### Meetings

For those who did not receive the email reminder for Drive it Day, please contact me. I have members' email addresses that bounce back. So if you would like to be kept up to date or would prefer not to be contacted, either way please let me know.

If you have an event or info to pass onto other members via **ESP** (Eastern Section Pop up email) drop me a line.

Our regular meetings go from strength to strength at both The Angel Inn at Larling and The Compasses at Littley Green; we have had a really good turnout. Don't worry if your car is not on the road at the moment or still with Mr G! We will be happy to see you. So if you fancy a chat, a drink, a meal, or all three! (a nice cup of tea for Mike) come on down.

**The Angel Inn Larling, Norfolk NR16 2QU May 10th - June 21st - August 16th**

**The Compasses, Littley Green, Essex CM3 1BU May 31st - July 29th - September 13th**

**For details or suggestions for future activities contact Jasmin Gagen**

**Tel: 01284 827039 [eastern@traction-owners.co.uk](mailto:eastern@traction-owners.co.uk)**

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## PEAK

Our report on Drive it Day will appear in the July issue of FP.

On Sunday May 15th we hope to attend a Classic Car day at the Tramway Museum in Crich. If you are interested in coming along then please email or call us.

Sunday 5th June – our usual meeting date. Venue to be sorted when we get back from the TOC visit to Guernsey.

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

**Bev & John Oates**

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

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## LONDON

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

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## KENT/E SUSSEX

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

Adrian (Phillips)

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

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## SOUTH WEST

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

Howard Speirs

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

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## REST OF WORLD (ROW)

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



## RARE FIND

Dear Bob,

My son had to visit a recently-arrived UK resident to Jersey. During their conversation he told my son he had a very large collection of "old" cars. This large collection was viewed and my son observed a D.S.

Naturally this English gentleman was told about my pre-war 1939 11 BL. To which my son was told that this gentleman's late mother-in-law had been the owner, from new, of a Slough-built 11 BL. But the car had been sold and was, to his belief, still in the U.K.

Over a cup of coffee he presented to my son a full set of papers and books (in absolutely original mint condition) appertaining to this Citroën 11 BL, requesting that my son forward all the "paperwork" to me. These included The Guarantee Certificate, duly stamped and signed by the Secretary of "Citroën Cars Limited". This identifies the car as having been constructed at The Trading Estate, Slough, Bucks with the Chassis Number 132882, Engine Number AHO 6047.

The find also includes:

- 1) Running-in your Citroën written by A.H. Stuart, Ph.D B.Sc
- 2) A diagram and exploded view, plus the written word on the Solex Carburettor.
- 3) A booklet in relation to "The comfort and safety" of the Citroën fitted with Michelin low pressure Broadbase tyres.
- 4) A Citroën Servicing and Instruction book and diagram of the oil and grease points etc etc.
- 5) A Maintenance Instruction book for Lucas Electrical Equipment as fitted on the Citroën supplied by Joseph Lucas of Birmingham.

This collection in absolute mint condition appertains to a particular post war Citroën constructed in Slough. I would be extremely grateful if you would consider publishing my possession, and possibly Robin Dyke may have a record to identify the present owner?

Thank you for your consideration.

Brian Follain (Jersey)

*I have passed this to Robin for any comments. Ed.*

## CHAMPAGNE ALL ROUND!!!!

The Ministry of Energy and Minerals  
754/33 Samora Avenue  
P.O.Box 2000  
Dar es Salaam  
Tanzania.

Attention: CEO / Director,

This is to bring to your attention of our meeting yesterday during which I was empowered to contact you by my colleagues, I am the Commissioner of Energy and Minerals, I am sorry if this letter come to you as an embarrassment but be rest assured that it was with trust that your particulars of contact reached me and I beg you to treat it with strict confidentiality for the sake of this transaction between us.

In the year 2010 the ministry of energy and minerals awarded a contract the project has been completed in the year 2014. And much of short term loan and related debts paid off and with my position as the commissioner in the said

department with collaboration of my colleague we have been able to reschedule for part of the payment already paid. We took advantage of some irregularities in the corporations account records and this amount was easily reflected in the corporations update statement of account as outstanding debt owed.

I and on behalf of my colleagues wish to transfer this amount into your company/personal account without any disappointment from you. We have agreed to give you Thirty Percent shared as the account owner Sixty Percent among us here in Tanzania Ten Percent is set aside for expenses that may incurred during procure of documentation and the transfer of the funds into your account.

Finally, may you be notified about our meeting in a neutral ground of any African country to have a face to face discussion.

Yours Faithfully,  
Engineer Paul Masanja

## TWISTED SISTER

Hello Bob

I'm most pleased you're staying on as editor and trust that from now there may be a Gallic tinge to your inimitable style. The other purpose of this communication is to state the obvious: the gent on the front cover of the March/April issue of "FP" is clearly cranking a six-cylinder model, whose engine turns anti-clockwise.

Meilleurs vœux  
David De Saxe

## THE AWKWARD SQUAD

**Following Jim Lee's letter in the last edition (Bothered and Bewildered) he writes again, as no one has responded with a reply to his query about why our club includes the earlier, rear wheel drive Citroën vehicles.**

**Perhaps a Freedom of Information request to head office....? ☺ Ed.**

Dear Bob,

Perhaps it would be an idea for the original aims of the TOC, when the Club was formed, to be reprinted for the edification of ordinary members? I was pleased to read your answer to my query, by the quoting of an unseen, unknown declaration that the Club was set up to represent all pre-1957 water-cooled Citroëns. Not a word of this was either printed or intimated in the interesting reprint featured in January/February of the seemingly original, written-down intentions of the first Traction Owners Club gathering, which specified 'Tractions'. Even the TOC's Magazine title relates only to the Traction Avant - no word of "And others".

What an odd Club this is! Having been a member of one or two old car clubs over the years, and visited others, the Traction Owners Club is the exception to the rule, whereby the name of the motor car model the club calls itself is not actually the whole truth, because apparently it encompasses many other models which bear not even a passing resemblance to the Traction! Unlike the genuine associations between the Traction and the DS, these totally different, rear wheel drive motor cars seem merely to share the name Citroën. In that respect, at the time, the Traction was a more innovatory model than the DS, but that of course, is another story for another day.

Meantime, Bob, perhaps a little more daylight could be shed on the peculiar addition of that phrase "all pre-1957 water cooled Citroëns", specifically not mentioned in the first ground-rules as seen by us all, in your reprint of those originally set out by its initial creators, in the TOC's first Charter?

Jim Lee

## AFRICAN QUEEN

Dear Bob,

John on the helpline gave me your details and said you might be interested in hearing about my car in Ireland. It was recently chosen by the Vintage Scene Magazine to represent their organisation at the Irish Axa National Classic Car Show which is held in the RDS in Dublin. This is the biggest classic car event in Ireland.

I have had my car for about 5 years. I bought her here in Ireland but she was a South African registered car. We don't know how she got to Ireland but we have all her documentation covering 26 years from her time in South Africa. This covered the apartheid period and my documentation shows the difference in what the white labour force were paid compared to what the black workforce were paid, which is fascinating.

She was registered in South Africa in 1948, but I think she was built for export. I have a copy of the registration for you. I have also attached a selection of photos of her at the show, on the road as well as some interior shots.

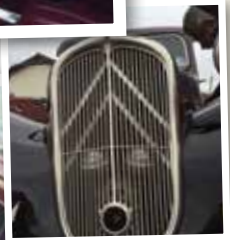
I hope you find this interesting.

Kind regards

Paddy Somers

Co. Wexford

Ireland





## APOLOGY

Apology to Terry Gest,

Further to comments made in the previous copy of Floating Power, Peter Best Insurance has now contacted Mr Gest and apologised for having misquoted for his Traction Avant earlier this year. Unfortunately human error was to blame and Mr Gest has now been advised of what the correct premium should have been.

PBIS takes any form of complaint very seriously and we pride ourselves on our high standards of customer service. Our sales staff have been further informed as to the various Citroen models so hopefully this unfortunate event will not be repeated.

Once again, to Mr Gest we apologise.

With kind regards

Stephen Best

Director PBIS

***If any members in the UK have any issues with the Insurance Companies that advertise within Floating Power please contact Bev Oates in the first instance, so we can try and resolve it personally.***

***We have a new advertiser in this issue of FP – 2Gether Insurance. Please note the TOC do not endorse any companies.***

## OH!

Dear Bob,

We have recently been to Barbados and, while there, I took the opportunity of visiting a small privately-owned car collection. For some reason that I don't fully understand, Lynda decided not to come with me to see it. The collection is called The Mallalieu Motor Collection and is owned by Bill Mallalieu who runs an estate agency adjacent to the building containing the cars. I was the only visitor and he opened up and showed me round.

The collection comprises mainly British post war cars but, as I'm sure you will have guessed, also a 1954 Slough Big 15. He had been a member of the TOC for many years and when I mentioned my membership he led me over to a collection of Floating Powers in an alcove that contained thousands of club magazines relevant to his other cars. He produced the July/August 2005 issue and, on page 9, showed me a half page item that he had written. It was in response to a 'Where is it now' letter from John Wisdom in the May/June issue of that year. I mentioned that I was chairman at that time and, sure enough, there was my name and picture (looking somewhat younger!) on the opening pages. He was a charming man and full of enthusiasm for his cars and particularly the Traction.

He claimed some sort of rarity value for the Big 15 but I couldn't understand what the unique feature was. Robin Dyke has it in his database and he couldn't see what could be rare about it. Perhaps I misunderstood and he meant that it was one of only two in Barbados – he

was aware of another one which he believes is a Light 15 and recently turned up at a small show on the island.

For those who do not have the earlier magazine, the registration was originally UEH 735 and owned and restored by John Wisdom in 1970. It was subsequently restored by John Gillard in 1979 and exported to Barbados by Julian Norris. It was used to film 'Miss Marple in the Carribean'. It has retained its original red colour and the current registration in MO 344, although it was initially registered in Barbados as G 1796.

Best Wishes to All,

John Ogborne



# Your Letters

## NOSE JOB

Hi,

I would like to share with you some pics of my 11BL from 1947...

I bought it from a gentleman who had owned it for the last 40 years near Lyon, and it is now carefully driven in Alsace, where we run a guest house. Needless to say, classic cars are welcome!

This traction features a "Tonneline" front grill which was specially manufactured in the 1940's in Paris, for those who wanted a different Traction. In particular, the Police used these then to shelter their sirens.

Best regards

Thierry Habersetzer

Saulxures, Alsace, France



## THANK YOU

Hi,

Just received a Thank You letter from the Cancer Ligue Dordogne. Waiting the MSF response.

Regards,

Ronald





## READERS' POLL – IN OR OUT?

**No, it's nothing to do with Brexit (thank God!) At the recent club committee meeting I gave my usual lengthy report: "Everything's fine". I then made the mistake of asking "Any questions?" A hand went up (well, actually it didn't – a throat was portentously cleared 😊)**

"Are you getting enough material for the magazine?" was the innocent question. "Yes" I replied naively, thinking this was someone about to offer a lot of new material for our readers. "Then whyyyyyyyy do you keep using material that's already been used in The Citroënian?" Ah, now I see where this is going: Bailey's Banter.

I know a lot of you don't read the rubbish I write in this magazine, so I'm used to re-treading matters that were covered in issues gone by. In this case I simply pointed out that I'd explained several issues ago that Chris Bailey took on the mantle of TA contributor for The Citroënian, but when I saw the quality of his writing and the amount of research he did into matters to do with Traction, I couldn't resist – with the permission of the Citroënian editor – giving a potted version of his scribbles to our own readers.

'Following a discussion' (the usual polite way of saying it went on and on), I agreed to put a Readers' Poll in this edition, to see how many of you seethe at the fact that some material in our magazine has already appeared in another magazine.

I don't know how many readers are also members of the CCC. I would hazard not many, in comparison to the whole 650 or so TOC membership. The usual reason for a TOC member also being a member of the CCC is because they also own a Citroën that's not a Traction. So, I don't understand why anyone would be worried that Chris's TA contributions to The Citroënian are also available, in a potted version, in our own club magazine. However, I'm perfectly willing to let those of you who find the whole idea abhorrent, have your say.

Therefore, I suggest that anyone who gives a hoot about this and who is a TOC member and a member of the CCC should write to The Chairman (that will keep it neutral and you won't suspect me of hiding negative responses in a 'missing file' like the government do). Please head your email READERS' POLL. Then you can rant on about seeing the same material (broadly) twice and what do you pay your subs for and while I'm at it can I just say the editor is an idiot and should be sacked immediately, oh and another thing.....

So, there you are. Cleve can give me an update before the next issue is due out and I'll report back to you on what response we've had.

All the best.

The Ed.

# ‘Annual Rally’ - **STOP PRESS**

## Additional Places now available for **Sunday 19th June**

Due to a combination of unprecedented demand and abnormally early bookings, all the Saturday events have been fully booked for some time now. There is a waiting list in case of cancellations but, in the meantime, we have been fortunate to be able to arrange a number of additional “day tickets” for those members who would still like to join the rally on the Sunday only.

The programme for Sunday 19th June is:-



Meet at Sissinghurst Castle Gardens (TN17 2AB) at 10.45am for a look around the gardens.

Depart individually for a 6-mile drive to a small family run Country Estate with lovely Gardens.

The entry fee includes a Ploughman’s Lunch and Dessert in the stables and, if anybody is in need of further sustenance, Tea and Cakes will also be available to purchase during the afternoon.

However, please be aware picnics are not allowed and the Estate is not open to the general public on Sundays so we are obliged to restrict admission and lunch to those who have pre-booked their places via the organisers.

The total cost for the day (two Entry Fees & Lunch Ticket and Rally Plaque) is £38.00 per head. Due to the limited space at the Country Estate it is imperative that bookings are received by May 21st

All applications must be made using the “Sunday only” booking form opposite





# 40th Anniversary of the TRACTION OWNERS CLUB UK

## UK SUMMER RALLY 2016

BOOKINGS ONLY ON THIS FORM - PLEASE - COMPLETE IN BLOCK CAPITALS

### Sunday 19th June 2016



## Meet at Sissinghurst Castle Gardens, Nr Cranbrook, Kent. 10.45 am. TN17 2AB

Driver's Name:.....Dietary Requirements .....

Your Membership Number of your Citroën Traction Club.....

Number of Passengers:.....Passenger Names:...../...../.....Dietary Requirements .....

Address:.....

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

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

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

Sunday Fee: Includes a.m. entry to Sissinghurst Castle grounds and p.m. entry to Country Estate with Ploughman's Lunch. (plus 1 rally plaque per vehicle)	..... persons @£38 each	= £
	Add 3% if paying by PayPal	= £
	Grand Total	= £

**PLEASE NOTE:** - Payment please with booking - No payment = No Booking.

**PAYMENT** You can pay in £ Sterling in the following ways:

Please tick method of payment?

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

**Conditions of Entry:**

1. All vehicles must be covered by a valid third party motor insurance policy.
2. Vehicles must not be driven or left in charge of any person who does not hold a current UK or EU driving license.
3. All vehicles will be at owner's risk and the Traction Owners Club cannot accept any liability whatsoever.

PLEASE RETURN ALL APPLICATION FORMS BY: **Sunday 21<sup>st</sup> May 2016**

To: John & Bev BARSLEY, Little Orchard, Foxhole Lane, MATFIELD, Tonbridge, Kent. TN12 7EP

[johnbarsley@googlemail.com](mailto:johnbarsley@googlemail.com)

**PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE** you will be sent final details of the event & joining instructions.

## BRITTANY RALLY (ALSO KNOWN AS CTAB RALLY)

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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

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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.***



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**EVERYONE'S INVITED TO THE**

**CITROËN CAR CLUB  
NATIONAL  
RALLY 2016**

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**8-10 JULY**



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

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(APPLYING TO JOIN IS EASY. ONCE APPROVED YOU GAIN ACCESS TO THE EVENTS PAGE, WHICH WILL GIVE YOU THE LATEST INFORMATION, CHAT AND UPDATES AS THEY BECOME AVAILABLE.)

**ANY CITROËN • ANY YEAR • ANY CONDITION**  
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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 2<sup>ND</sup> TO SUNDAY  
5TH JUNE - stay overnight until Monday 6<sup>th</sup>**

**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](http://2cvgb.com) or by post to Maurice Dilley, 46 Castle Road, Worthing, BN13 1DQ Telephone +44 (0) 1903 267469. Email: [national2016@2cvgb.com](mailto:national2016@2cvgb.com)  
All Traders welcome and should please contact Matt Damper – [matt@matthewdamper.co.uk](mailto:matt@matthewdamper.co.uk)

## SOUTH CERNEY – YEAR TWO

*Phil Allison has written to remind all members who wish to attend this year's South Cerney gathering that he needs your confirmed booking by **JUNE 1st***

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 CONTACT PHIL WITH YOUR BOOKING AT  
[philippe.allison@whitewaterfinance.co.uk](mailto:philippe.allison@whitewaterfinance.co.uk) OR BY PHONE ON 07899 658634**

Regards

Philippe Allison

## 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.

Entry fees are **£15** per person per day in advance or **£20** on the gate or **£25** per person for the weekend in advance or **£35** on the gate. They apply whether you are displaying your car in the club area or not. A special discount is available if you book before 21st May and quote code GEN16.

You can purchase advance tickets over the phone on 01242 673136.

By e-mail: [club@bugatti.co.uk](mailto:club@bugatti.co.uk). or on line at :

<https://www.prescott-hillclimb.com/events/tickets/la-vie-en-bleu-italian-day>

**If you wish to exhibit your Citroen on the club stand on either or both days please contact me first on 01905 454961 or at [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com). to obtain a code that will entitle you to an exhibitor's parking pass.**

Simon Saint



# 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.

*As someone who will soon (I hope!!) be re-fitting a windscreen to my Light 15, I thought this short article from Chris Holme would make an excellent contribution to our occasional TOC Tech series. Over to Chris..... Ed.*

## Quirks of a French-built Traction – a story of many screens!

In the Beginning .....

He was contented with life, as he motored off the nearby town of Hesdin. He was running an errand. The sky was blue, the roads were dry and he was in the “voiture quotidienne”: the 1953 11BL. What could possibly go wrong?

PAFF! His vision blurred. He blinked once, then twice, only to see the windscreen of the much-loved (if somewhat fickle) 11BL frosting over, following an impact from a stone or some other foreign body! The (short) return journey was observed through a tiny hole and/or out of the side window!

And so the quest for a replacement began. The people at the local “Carglas” were very charming but didn’t carry stock (why?). A close search of Leboncoin.fr revealed precious few examples. Well that isn’t actually true there were plenty available but no one was prepared to despatch one ... and frankly a 10 hour trip on the half chance the piece was OK was not an option.

With a flash of inspiration I called Mark

Harding at Devon Traction et voila! 48 hours later the long-suffering Lizzie was loading a replacement screen complete with frame into her car to bring it over.

The Removal .....

For those who have never removed a screen it is well..... actually quite easy (at least on my French-built car):

Undo the 2 x 8mm bolts that hold the opening mechanism to the frame, catching the “bague” that drops out from the frame as the second bolt comes out

Push the frame up and out as far as possible and there are 3 screws each side holding the frame to the upper hinges.

Undo those and out it comes. Remember to catch the 2 “bagues” in the frame that the screws grip into

Total time to remove – 10 minutes!!

Phase 2

As my ‘old’ frame was rather nice and shiny we decided to take the glass from the frame Mark sent and fit it to my frame. Again easy:

4 screws each side hold the 2 halves of the frame together

Apply WD40 and pop them out catching the “bagues” as they drop out

Tap frame apart aided by light mallet, and out comes the screen

*The Problem ... English-Built vs. French-Built*

The screen will NOT go into my frame. It is just too big by about 0.5cm! No amount of cajoling will let us join the frame halves.



A call to Mark who was at the time with Master Yoda (aka John G) reveals the answer – apparently English built cars have a shallower channel for the glass in the frame (which appears to be steel not aluminium) and hence the glass is marginally larger. Who knows why!

In addition the hinge mounts are different – why??

### *Problem Solved*

Mark H and John G despatched a further screen/frame combo to me next day. Another trip for Liz!! Apply polish to shine it up, replace the rubber seal (courtesy of CTA Service), into the frame (where the channel was lightly greased with Fairy Liquid) and re-fit to the car.

Not quite so easy as the removal, as we decided to use the frame that John and Mark sent to me which means the alignment needed some fettling, and a lot of muscle power to overcome the new seal but in it went, screws tightened and back on the road!

### *Thoughts*

It never occurred to me that Slough-built cars had different frame mounts and screens than French cars.

I do hope that this info will be helpful to anyone suffering the same fate as me – a joke it was not.

And 2 days after it was fixed Carglas rang me and quoted €572 for a new glass....

Thanks

Whatever would we do without the likes of Mark and John? They are both way more than helpful and without doubt their efforts keep us all rolling. My warmest thanks to them both since ..... I LOVE my Traction and would never be without it. So thank you Mark and John

Tally Ho, a local expo calls!!

Chris Holme

Tollent, France 28 March 2016

## **GEARBOX OIL – WHICH OIL TO USE?**

An interesting thread started up recently on the TA-L@yahoogroups.com Forum. I saw the same discussion about two years ago somewhere else, so it must be a perennial question for new Traction owners, when they come to replace their gearbox oil.

The answer – if you don't want to read the whole thread – is SAE 90 GL-4 (according to all the people who have been replacing their gearbox oil for years). If you have any trouble finding this oil (which some people on the thread reported), then do read all the comments, as there are some good leads on where to purchase it.

Happy motoring!

Ed.

# Bailey's Banter

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Several jobs have been started on my Normale, although not as many have been finished.

I offered my family a trip to the beach in February and funnily enough the route took us right past the front door of **Chris Treagust**, the TOC's excellent and valuable TOC Spares man. So when we got home from the beach I unloaded an exhaust manifold, a full set of dampers, door seals and a clutch set from the car. And we had a great time on the beach.

The dampers are fitted and have made a big difference. I have also fitted a new seal to the driver's door. Top tip – a little Vaseline smeared on the seal makes it so much easier to push the seal into the groove. The other three? They're not leaking yet so can wait.

The new exhaust manifold was easy enough to fit. A few studs broke in the dismantling and a lot of blood was shed in the refitting – the gasket to the exhaust pipe has very sharp edges. That flange must be in a slightly different place than on the old manifold. The exhaust went back in a higher position and was touching the underside of the floor until I fiddled about with the engine mounts to get a few millimetres clearance.

I have fitted the Blaupunkt radio I mentioned last month. If you recall, the big attraction is that it includes its own speakers (but you can't connect any external speakers). I have

mounted it under the glovebox. The Normale has enough space but it may not be so good on the narrower bodied cars. There was still



the question of the aerial as I didn't want to drill holes. Blaupunkt also offer an amplified one that sticks onto the windscreen so I got one of those too. I would have expected the plug on the Blaupunkt aerial to fit the socket on the Blaupunkt radio. It doesn't so I needed to get an adapter from Halfords. Anyway it all fits now – although I still need to tidy away the wiring. So far, I can say that the unit is loud enough, at least for front seat passengers. I was a bit surprised by the aerial - the picture shows a round thing that sticks on the windscreen but that is not the whole story. The antenna is actually a couple of wires running out from it that need to be stuck on the glass in a neat a straight line.





The Normale screen is just wide enough – a narrower screen like a Light 15 or a 2CV would require some adjustment to the line, or the ends snipping off. I have yet to decide if I like looking at that wire which is at eye height. More miles will tell but the alternative would be to get the drill out and fit a more conventional aerial. The aerial amplifier can be switched on when needed but I don't know yet how often that is and so far it seems to make no difference. This may be because there's some interference which I hope will go away when I fit a suppressor to the power line to the aerial, or the radio, or both.

But – before I can finish that job I have to finish the more significant one that I have started. The clutch. The Chrysler has been evicted from its garage and the Normale installed. As I write I would say the job is about 85% done which is to say the new clutch is in, as is the gearbox but there are a lot of things

to put back. The primary motivation was the noisy release bearing, and a secondary hope that the judder would be alleviated, so I am fitting a diaphragm clutch.



I initially planned first to pull just the gearbox out on its own and then tackle the bellhousing – as described by Practical Motorist in June 1957. I've taken the gearbox out like this a couple of times before so I thought I'd stick to what I know. However, I must have used

# Bailey's Banter

some kind of superglue as a sealant last time (silicone sealant by the look of it), particularly around the shaft seals and I couldn't separate them until I had the whole unit out and could dig out the seals. It's all very well putting sealant around the outside of the seals but it doesn't help if the seals themselves are not working. Their surfaces on which they run were not in good shape, pitted on one flange, worn on the other – so I have fitted "Speedi Sleeves". These are thin wall sleeves which were described by **Den Hewitt in Floating Power Vol 25 2011 Issue 3 May/June**. They present a nice smooth surface for the seals to run on. I haven't done this before but if I do it right the gearbox oil should stay in the gearbox and everything else should stay reasonable clean, including the driveway. They are easy to fit, as recommended in the instructions I filled in the damaged areas with metal epoxy.

way under the sleeve. Then it's just a case of hammering them on using the driver supplied.



The new release bearing will definitely cure the noise – the balls in the old one are pitted, not to the extent that it doesn't run properly, but enough to make it grumble. And the cause of the pitting? There's just a hint of rust inside which shows the thing has got wet – and without enough oil to protect the surfaces.

Once that happens it's all over.

There is no way of re-packing it without taking it out. There is an oiler through which you can drip oil onto the splines. If you drip enough it drains into the bearing but I'm not sure this will help as it may tend to wash the grease away. Really this needs to be a sealed bearing but the shape of the thrust surface makes that difficult to achieve.

I also found that the release bearing spring was broken. This pulls the bearing away from the pressure plate so it may have

been spinning more than it needed to. It wouldn't affect the way the clutch operates but it won't do the bearing any good. Pleasingly the clutch kit includes a new one.



I think this is partly to give support to the sleeve under where the seal runs, and also to take the heat away. I also used a smear of non-setting gasket sealant to stop oil finding a



This is a good opportunity to clean off the great dollops of grease off places I can't normally reach. I've found several nuts in the sludge in the cradle under the gearbox. Whilst it's all apart I took the opportunity to give the drive shaft joints and splines a good greasing and fit new felt seals. I now know why there's so much grease around – it's obvious that if you pump it in, it must come out somewhere but I have never known where it does emerge, I can now reveal it comes out of the hole in the yoke. I never knew there was such a hole but if it wasn't there you wouldn't be able to insert the shaft into the splines. So it is going to pump grease out every time the shaft slides along its splines.

Whilst I'm doing this I will replace the front engine/gearbox rubber mount as mine looks knackered which is presumably not helping the judder. Anyway, it all has to be back together, including all the bits I forget to put back or tighten, in time for the Guernsey rally at the end of April.

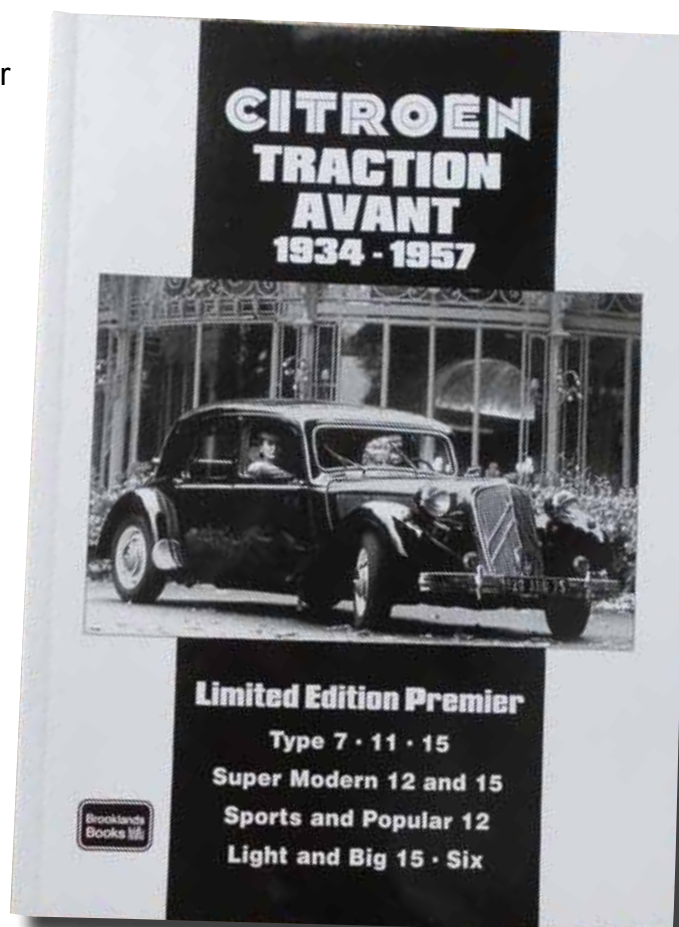
A discussion point on the Forum concerns replacing the volute springs with more solid rubber engine mounts and eliminating the square rubber block at the rear of the block. The objective of this is to isolate the block from the bulkhead to

reduce noise and vibration transmitted to the cabin. In principal this sounds good, but I'm not going to do it. The springs are not intended to support the engine or take any forward-aft loads, just to resist rocking. The brackets between the volute springs and the side of the block just don't look that strong to me. One of mine seems a bit bent already (after a mere 65 years). Mine is a Normale, those on the Légère are shorter and look sturdier. A lifetime ago I had a Scimitar SE5a fitted with a diesel engine (long story, doesn't end well) and one of the mounting brackets gave up the fight leaving the engine rather suddenly supported on its water pump. The result was certainly not a reduction in vibration. I don't know what would support the TA's engine if a bracket

let go and I don't want to find out. I'm probably being over cautious and will follow the forum with interest. Meanwhile, the volute springs will stay in place and I'll be replacing the rear mounting rubber block with a nice new one, when I get around to it.

The Practical Motorist article I mentioned is in the Brooklands book I recently acquired – "Citroën Traction Avant 1934-1957" (my purchase was prompted by Oliver de Serres's

reply to my ramblings on bumpers). I have the limited edition version although I'm not







## FLAMINIO BERTONI – A NEW EXHIBITION

I'm grateful to Martin de Little for pointing me at a recent article by Stephen Bayley in the Telegraph flagging up a new exhibition of the work of Flaminio Bertoni.

**'When Flaminio Drove to France', An exhibition of Bertoni's work at Citroën is at the Design Museum, Shad Thames, London SE1 until October 12th. More details available at: [www.designmuseum.org](http://www.designmuseum.org)**

To read the article in full, go to:

<http://www.telegraph.co.uk/motoring/2723822/Car-culture-Driven-by-art.html>

Stephen Bayley is renowned for his books and articles about Design. He is a big Bertoni fan and you might like to read another article from last year in the Spectator, relating to the 60th Anniversary of the DS and car design in general:

<http://www.spectator.co.uk/2015/04/why-cars-are-our-cathedrals/>

*(For newer members of the club who are not familiar with the work of Bertoni on the Traction Avant, 2CV, Ami and DS, Google Flaminio Bertoni).*

Ed.

## HANDY INSURANCE TIPS: WHAT YOU NEED TO KNOW ABOUT OFF-ROAD INSURANCE COVER

By Emma Airey, Account Executive at RH Specialist Insurance

The law is a minefield, with many traps for the unwary. In court, ignorance is not accepted as a defence, so it's in everyone's interest to grasp the basics.

Fortunately, the distinction between a vehicle that's on the road and one that isn't is pretty easy to understand.

If you use a vehicle on public roads, you're liable for vehicle tax.

If your vehicle is off the road – in a garage, on a drive or on private land – the requirement to tax it no longer applies, as long as you've made a SORN (Statutory Off Road Notification) to the DVLA. This is a straightforward legal requirement.

But what about insurance? When your classic car is laid up and correctly SORN'd, what kind of insurance do you need?

From a purely legal perspective, there is actually no requirement to insure a SORN'd vehicle. The common sense perspective is quite different, of course. Best practice for anything of value is to

insure it against unforeseen events, whether it's being used or not.

For a laid-up car, experienced insurers like RH Specialist Insurance will provide DFT (Damage, Fire and Theft) cover\*. DFT protects your vehicle when it's off the road, but it offers no cover when a vehicle is on the public highway. That means you can't rely on it to cover you for even a quick run, even if it's to the MOT station.

The police have instant electronic access to the insurance status of any registered vehicle. Using that system, a DFT-covered car will come up as uninsured for road use. It's as black and white as that.

You may be lucky and be given some time to produce a valid insurance document. Or you may not, in which case you will receive a penalty notice.

When the time comes for your car to emerge blinking into the sunlight after a restoration or other absence from the road, always remember to upgrade your DFT cover, ideally to Comprehensive. Then you know you're covered.

*\*Subject to underwriting criteria*

# FBHVC NEWS (2-2016)

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**I often gloss over a lot of the items in the FBHVC News and invite any members who wish to read matters in more detail to simply go to the FBHVC web site. In this instance, I think a full version of The Editorial is appropriate as it involves the work that FBHVC is doing to try to ensure that classic cars are given dispensations in the increasing number of Low Emission Zones in the UK. These zones are starting to come into effect in Europe as well, so the complex situation outlined by the FBHVC may make interesting reading for TOC members.**

## **EDITORIAL**

### **David Whale**

Those of you who follow us closely through the News pages of the website ([www.fbhvc.co.uk](http://www.fbhvc.co.uk)) or on Facebook ([fedbhvc](https://www.facebook.com/fedbhvc)) will already be aware that with much regret and after due consideration of your Board of directors, FBHVC was forced to publicly distance itself recently from a press release put out by our international federation, FIVA. It is a feature of multi-national representative organisations that from time to time differences of opinion arise and it is usual in the spirit of cooperation that time and effort is invested to reach accommodations or compromises in the interests of the value that the influence that our unity brings. Occasionally, however, as in this

case we conclude that an issue is so disadvantageous to our national membership interest, that we must follow our prime responsibility to you, the clubs, museums, and trade and individual supporters.

The issue is complex but in essence officials of FIVA initiated an international release to the press indicating that FIVA favoured a campaign across Europe for a common approach across the community for the introduction of Low Emission Zones and in particular through this to secure commonality in the application of exemptions for historic vehicles.

This approach is not FBHVC policy and thus the release served only to confuse and confound when it was received by the UK media. Being well-briefed by our press office these journalists rightly believed that it had long been FBHVC policy and practice to lobby at a regional level for exemptions, that being the appropriate course our government having devolved application of LEZs to the regions on a decentralised basis. It would therefore be bizarre and contrary for us to appear to support a pan European approach to this issue.

Despite advising FIVA of our concerns over this press release they have ignored our requests to withdraw it. It was therefore necessary to publicly confirm our position.



We have had some success pursuing our current lobbying strategy to LEZs and in particular we have won an exemption in the case of the London LEZ. We are engaged with the authorities in the consultation over the London ULEZ (Ultra Low Emission Zone) and we will take part in the regional consultations as these come forward, optimistic that we have a well-researched and compelling case for exemptions for historic vehicles.

We are encouraged by the support we have received for this action by individual members and from our colleagues of the All Party Parliamentary Historic Vehicle Group and we understand there are other national federations that share our view.

## **Roadworthiness Testing Directive**

The FBHVC reports that: As of the date of writing this, the consultation to be issued by DfT had not been released. We await the publication with bated breath.

## **Insurance Values and Write-Offs**

This is a piece worth reading in full, but of course will only apply to a few members and then only very occasionally (we hope!) However, one line from this report is worth including here: The advice to all members affected, must be never to accept the position of the insurance company or its representatives without being satisfied it is reasonable in all the circumstances.

## **Ethanol**

The FBHVC reports that Belgium is planning to increase ethanol in petrol to “at least 8.5%” from 1st January next year. In effect this will mean that all petrol purchased in Belgium will be ‘E10’. You have been warned.

## **And on a lighter note (maybe).....**

Should any member own a military-style classic vehicle that carries anything resembling a gun (albeit completely unusable), then watch out – Brussels is gunning for you (geddit?!?)

I know there are unlikely to be any Tractions toting machine guns (even mock ones), but the occasional member likes to dress up in ‘maquis’ style for Wartime Weekends and so on, so be warned, Brussels is not amused!

As usual with Brussels, the proposed directive is a complete dog’s dinner of unthought through statements. It seems that there may be poor buggers out there who have bought a tank (as you do) and who may now have to send it to the crusher (I’d like to see that 😊)

So, I’m sure this doesn’t affect any of our members, but thought you would want to know you can’t even play at soldiers now... 😞  
Ed.

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

### May 2016

28th – 29th

La Vie en Bleu

Prescott Hill Climb

Contact Simon Saint 01905 454961

[janeandsimonsaint@hotmail.com](mailto: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](http://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

## 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](mailto:shop@traction-owners.co.uk)  
01243 511 3780

## Membership Renewals

With this issue of Floating Power you have received your letter detailing that annual renewal subscriptions are now due. Please try and pay as soon as possible and for UK members there is now the opportunity to pay via Direct Debit.



## FBHVC SURVEY

Dear TOC Member,

The Federation of British Historic Vehicle Clubs, of which our club is a member, has announced the launch of the National Historic Vehicle Survey 2016. This important national survey is designed to identify the importance of the historic vehicle movement to the UK economy and the trends in historic vehicle ownership. The results will be used by the Federation of British Historic Vehicle Clubs to support their work on our behalf in representing the movement's views to Parliament and to ensure we are able to enjoy the use of our vehicles on the roads for many years to come.

Members completing the survey can elect for complete anonymity or may choose to add their email address to the survey to become part of the Federation's focus group to be consulted from time to time on issues important to the historic vehicle movement. The Federation have confirmed that no email addresses will be released to third parties.

The survey is critical for the preservation of our historic vehicle interests and we are happy to give it our full support. We encourage you to participate by completing the survey.

To complete the survey click here <http://tinyurl.com/zy3qqy2>

On behalf of the FBHVC may I take this opportunity to thank you for your time and involvement in the survey.

# TOC SPARES HOTLINE

# 01243 5113780

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

**Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)**

# 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](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

**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:** 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](mailto:savco@snap.net.nz) for more information, recent specific photos or shipping costs etc, if required. Offers invited.



**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.**

## 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.**

**FOR SALE:** I have seven Pilote wheels for sale; I am open to good offers. All bead blasted, primed and six finished in good quality gloss yellow as per Citroën.



Also 2 good Slough painted headlamp shells £10 each, painted Lucas side lamps complete £10 each, working but worn Solex carburettor complete £30, through dash spot lamp/search lamp operated from inside, chromed £100 complete and working. **Contact Dan Uprichard tel 07831548803 email danuprichard@ymail.com**

**FOR SALE:** Cheap Roadsters! Three Matchbox Kits 1.32 Roadster or Hard Top £5 each. Two Heller Kits 1.24 15/6 £10 each. One Matchbox Speed King Die Cast S.M. 1971 in mint condition, no box. £20. P&P extra.  
**Phone: 01209 921979 email: a.vickerstaff041@btinternet.com**

**FOR SALE:** As new Lt15 boot lid (Small Boot). Also reconditioned 1953-on dash, with some instruments. I also have a good radiator for sale.  
**Contact Michael.plumb695@btinternet.com or 01493750818**

**FOR SALE:** Reconditioned steering gear for a Traction Normale. Available at the ICCCR in Holland. Price: **250 euros**  
**Ronald KNOTH. Mail ronaldknoth@gmail.com**

## PARTS WANTED

**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:** 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 rayricks@hotmail.com**



**WANTED:** by new member. I'm looking for my first Traction. Would love small boot but! LHD or RHD. Must be in good mechanical and cosmetic condition. Cash waiting for the right car.  
**Please contact Justin on 07974 177350.**

**WANTED:** Set of D/DS doors. We are tired of patching the doors on our 1974 DS. We decided to take them to a professional bodyshop who said they are beyond repair. Has anyone knowledge of anyone who might have a set of doors for our D Special? They do not have to be perfect, as long as they are easily repairable. **Ring Scott or Steve Reed on 07789 750 047 / 01730 821 792.**

**WANTED:** Early ID exhaust manifold (without a crack!) Like the one in the picture. **Please contact Tom Evans, Norwich. 01603 628668 or 07808335123**

## MEMBER SERVICES

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

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





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