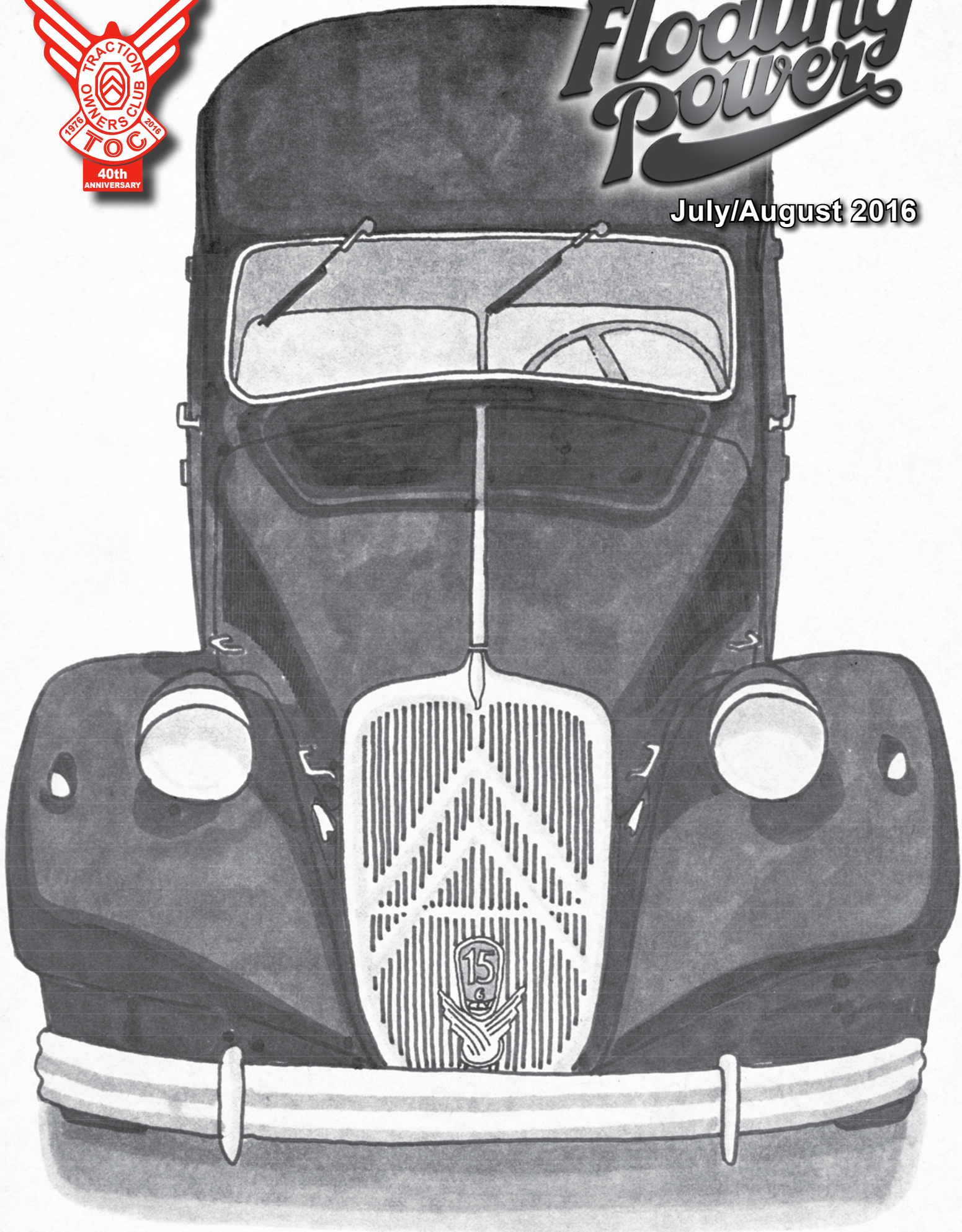




Floating Power

July/August 2016



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Floating Power is the official magazine
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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
September/October Floating Power is

Sunday 7th August

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

Cover Image

The fourth edition (July/August
1976) of **Floating Power**. Artwork:
John Dodson.

Editor's Epistle

Hi Everyone.

Three people recently wrote to **The Times** to ask why, whenever they print a photo of a painting at a new exhibition, it is, as one correspondent put it: "invariably being studied by a young lady wearing a mini skirt and black tights". I know what they mean.

My personal *bête noire* is the way major newspapers, and I think **The Telegraph** is the biggest offender, use any sporting fixture that attracts women spectators – Ascot, Wimbledon, the Derby – to take up half the front page with a picture of 'posh totty' doing a chaste version of the can-can.



Photo Paulette Picard

The answer to this particular question was that, firstly **The Times** uses a human figure to give an idea of the size of the painting and secondly (which I thought entered the 'not a lot of people know this' lexicon), that most paintings are copyrighted and "may not be reproduced on their own without some surrounding context". So, typically, a young female gallery employee is used and they mostly wear mini skirts and black tights. (Is this some sort of contractual dress code, I ask myself and, after the recent 'high heels gate' at PwC, can we look forward to a 'black tights gate' at major art galleries?) Just imagine all those young women demonstrating outside the National Gallery, burning their black hosiery and hoisting placards saying Down With Tights.....

So, if three people amongst the huge readership of **The Times** warranted a written reply, three comments from our own small membership must warrant a reply from yours truly. The comment in question was that the last two editions of **FP** have included some pages in a rather large typeface (and, by implication, why doesn't the Editor just use fewer pages and keep to a normal size typeface throughout the magazine?)

The answer is, quite simply, if you look at the magazine you are holding, you will see that it is made up of several sheets of A3 paper folded to form an A4 magazine. Therefore, the whole confection is made up of groups of four pages. This means that, if all the items that have to go in amount to 38 pages at standard typeface, some of that material has to be 'stretched' to fill the full 40 pages. (Whereas, if we reduced the number of pages by just one A3 sheet, **FP** would then have only 36 pages and therefore not enough space). Now, the older and wiser members reading this will be thinking: "Why didn't they keep their mouths shut? He's probably going to start asking us to do something". And you'd be right.

To avoid having to do an editorial version of **Twister**, what I need from you is more short pieces that run to two to four pages. All items are welcome, but in particular we lack short, technical pieces to share 'tricks of the trade' and answers to questions that non-techies like me didn't even know existed. We used to get these fairly regularly and I could squirrel them away to fill the gaps during the darker months of the year, when **Traction**s were quietly sleeping in their garages. Lately, I'm using longer technical letters just to cobble together a couple of pages of **TOC Tech**.

Of course, the rally season is now upon us, so my (happy) problem will be trying to squeeze everything that is current into this and the next edition. But, for the rest of the year, those short pieces are an important part of the magazine and I know you will all now dash off to your computers and start furiously typing to give me lots of short pieces to stop-up the gaps in the winter editions to come. Only kidding! But, they do say we each have one album or one novel in us, so if you feel the creative urge, don't delay; type today!

All the best,

P.S. A 40th anniversary comes but once in the lifetime of a club and **Vanessa Plumpton** has bought some nice commemorative tidbits and clothing for the shop which one member, who knows his *schmutter*, says are very good quality. So, to avoid the proverbial disappointment, early contact with **Vanessa** to order your items is advised.

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Committee

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

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President's Ponderings



I have been made aware that one member considered some of what I said in the last issue of FP to have been ill-conceived. I offer my unreserved apologies to anybody who was either offended by what I said or did not like the way in which I said it, and my thanks to those who uttered kind words of support in one of my darkest hours.

I shall therefore stick to facts this month ...

Laurence Acher has kindly agreed to take over the role of Social Secretary. I thank Paul and Pat de Felice for having held the post for so long and Laurence for agreeing to pick up the reins.

My last PP did produce one suggestion regarding the AGM which has been reviewed by the committee and is under consideration for future events. However, the committee had already agreed that this year's AGM will be a stand-alone meeting on Sunday 23rd October at The Village Hall, The Green, Steventon, Oxfordshire OX13 6RR. It is agreed that this year there will be no social distractions but there will be a buffet lunch for those attending the meeting. We shall therefore need to know how many to cater for so, if you would like to have lunch, please contact the Secretary, Ian Harvey, (secretary@traction-owners.co.uk) and let him know you will be there.

As previously stated, the committee's view is that the on-line Forum is for technical matters or posts which are of practical use/interest and input will be moderated to ensure this ethos is upheld in future. It is hoped none of the rich history will be lost and, while posts can be removed at any time by the person who created them, there is no intention to ever suppress pertinent and informative "blogs" which can be a great help to somebody who is new to the Traction and may not even know which questions to ask.

As you will see in this issue, the Guernsey Rally was an excellent event thanks to the efforts of Rob and Carol Kiff. We were all made very welcome everywhere on the island and members of the Guernsey Old Car Club (www.gocc.co.uk) kindly turned out to meet the main contingent on arrival in St Peter Port and then a large number of members and cars joined us en-masse on the Saturday morning for coffee and car-chat.

The next big calendar event, our annual rally, will be gone by the time this issue is published. John & Bev Barsley have put together an excellent programme for the weekend and I am looking forward to dragging the Yellow Peril down to the scene of the first TOC rally in celebration of the Club's 40th anniversary.

Back on the home front, I have not yet found the ideal replacement for the Légère. We therefore attended the Guernsey rally in the Picasso and scrounged lifts – so heartfelt thanks to those who obliged. In July Mme and I shall borrow a Traction from Pete & Sue Simper for the annual CTAB (Brittany) rally – I hope I can remember how to drive one.

Without the (dis)Traction I am currently using the Yellow Peril on an almost daily basis and we went to a small show at Olney in June in the vain hope of repeating the success of last year when it was judged best in class. Needless to say it was unplaced this year - but I am overjoyed to say the accolade still went to a Citroën – member Tim Newing's painstakingly restored 1937 Slough Light 12 which was on its very first outing (other than local road tests). Well done Tim!



New Members

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

2513	Mr Michael Bullen	W Sussex
2514	Mr Kelvin Peel	W Midlands
2515	Mr Denis Kelly	London
2516	Mr David Walton Masters	Berks
2517	Mr Andrew Thomas	Cornwall
2518	Mr Colin Jenkins	Hants
2519	Mr Kevin Taylor	NSW Australia
2520	Mr Richard Gray	Worcs
2521	Denise Emmett	Cheshire
2522	Jerzy Kapszewicz	London
2523	Mr Anthony Mayes	E Sussex



It was good to hear that we have been allocated a stand for this year's Classic Car Show at the NEC. The organisers have clearly heeded our call for a significant allocation to recognise that we intend to continue to celebrate the 40th Anniversary of the Club at this event. As ever we are close to our Citroën Car Club colleagues.

As previously mentioned, Julian Pratt has kindly agreed to organise this year's event assisted by Pete Simper who will be primarily responsible for stand design and assembly etc. If you are interested in helping in any capacity, a dedicated email address has been set up which can be used to contact Julian. This is; nec-classic@traction-owners.co.uk

As I am sure many of you appreciate, time has a habit of flying by very quickly and while the November Show may seem a long way off at present, trust me it has a habit of creeping up, as if by stealth.

The National Rally, at the time of writing is now literally days away. The check list is being checked and re checked. Who is bringing the banners? Where's the Gazebo? Has anyone done a Health & Safety Risk Assessment? (I'm not joking; I have just drafted it and sent it off to John & Bev for final checking!)

Chris and Vanessa will also be displaying some excellent new stock items to commemorate the event that will be available for purchase and/or order.

On the personal front, in addition to the usual round of "pre-flight checks" for the ol' girl, I must not forget to bring some fold up chairs and, vitally, drink and glasses for the

Friday evening Hog Roast. Heaven forbid that I forget to bring the tipples of choice. The good lady has been rummaging through the local shops to try and ensure that she has something to wear in line with the theme of "red white & blue". Hopefully this won't prove too damaging to the credit card.

That just leaves the final decision; do we take swim wear? For my part, I am not sure that the assembled company is physically or mentally ready to see me in my budgie smugglers, albeit that when checking in the mirror to try and assess the effect, it didn't crack or shout out "You must be joking!" I won't repeat what the good lady said.

Anyway, nearly there now, just one more final check of the Risk Assessment. Here's looking forward to the 40th Anniversary National!

Cheers

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

**ARE YOU
READING YOUR
LAST COPY
OF FLOATING
POWER?**

At the time of going to print 180 members have not renewed their membership.

Please do so before the end of July – your renewal letter outlines the various methods of payment.

Contact John Oates, membership secretary, for details.

membership@traction-owners.co.uk



TOOLS

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

SCOTLAND

Northern Scotland

Hi, Folks. Rally season is upon us and on a high!! First, went to the Crathes Rally: lovely weather, almost 500 entries, no prizes, but on the front cover of the programme - our Light 15 in full colour!! Obviously taken at last year's rally, but still a big surprise!!

Next, just back from the Kildrummy Rally, now in its 60th year. Again, a record turnout of cars and wow, our Light 15 won its class!! Very humbling when you see the quality (and value!!) of most of the competition; but also a fine feeling. The (CCC) Wetherby Rally was also much enjoyed - not so much for the rally itself, perhaps, but for the chance to meet up again with old friends!! Lots more rallies coming up, quite a few with lots of autojumble on offer too, (Glamis Extravaganza, Scone Yesteryear, Alford Autojumble, etc), so looking forward to rummaging through it all in the hope of finding parts suitable for our British built Traction.

One bit of bad news - Brian Garden who lives locally, is going to sell his Light 15. He bought it only a few years ago and has done a good bit of work on it, but for many years now he has also owned a Classic Lagonda, which he also does shows and rallies with, and feels that he cannot really do justice to both classics, so the Light 15 is to go. Good luck with the sale, Brian, it is a nice car, and obviously, we hope it is sold locally to keep the Section numbers up!!

That's about all for the moment, but hope to meet up with some of you during the summer!!

Smithy & Andy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

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

SOUTHERN SCOTLAND

Drive it Day on April 24th was celebrated by the joint TOC/CCC Scottish Section/2cvEcosse brigade with a very interesting trip around Lanarkshire. Starting from Hartshill Services on the M8, lunching at the Last Shift Inn in Braehead (Village, not Shopping Mall) we finished with a photo opportunity in Whitburn. There was an eclectic group of cars including a 4 wheel GS-engined Lomax but, as ever, I was in the only, lonely Traction.

Thanks to Dot Moran for putting it all together and supplying the smart reusable DID plaques.





Many of us also went to the Stirling and District Car Club Annual Show at Bridge of Allan on Sunday May 15th. Once

again a varied group of cars with mine the only Traction, BUT, just for a change, not the oldest Citroën at the show. Tucked away on the other side of the site and not with our display, was what I believe to be a 1933 Rosalie 10 – although there will doubtless be those who know better. I didn't manage to track down the owner for a chat, but I'm sure I'll see it again. Weather was terrific, and, in what is a stunning location, made for a great day out.

Peter Fereday

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

WEST OF ENGLAND 

POSITION VACANT

NORTH EAST ENGLAND 

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

NORTHERN SECTION

At last some show news for the summer 2016.

First in line was the local show on May 30th at Mawdesley Cricket Club, which comprised a morning run and an afternoon show. This was a very enjoyable event, attracted over 100 cars on a warm sunny day, and we were able to have a small selection of Tractions present.



My own car decided that it would rather stay on after the tea time closing, and refused to start initially. Fortunately, after the usual diagnostic routine, a sharp tap on the float chamber with a rubber handled screwdriver remedied the

situation and we were off again. Thanks to my fellow exhibitors who all rallied around.



The following weekend we

again attended the Heskin Steam Rally. Again a nice sunny day, but the classic cars, although numerous were largely sidelined and not even mentioned in the programme! Mainly a day for Land Rovers, tractors and commercials, with, again, surprisingly few steam engines either!



Still, an enjoyable day and a chance to enhance the suntan, and some interesting cars on display...

Amongst those events coming up in the next few weeks are shows at Speke Hall, and Hoghton Tower. I hope to see some of you there.

If you have read the forum, or kept an eye on your inbox, you will note that we are still a car short for the upcoming Manchester Classic car Show in September. If anyone would like to volunteer, then I would be most grateful if you could get in touch. Don't worry if your car isn't in Concours condition, we would be happy to hear from you.

Email: northern@traction-owners.co.uk
Tel: (mobile) 07967 479701

Section News

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our monthly meeting in May was held at the Fairmile in Cobham. This is an opportunity to get together, have a nice Sunday lunch and chat about anything and everything!

Our next meeting clashed with the Annual Rally in Kent and so it was decided that as most people were away we would cancel that day. As an alternative we invited our members to join us on the Watercress Line in Hampshire for their "War on the Line" event the Sunday before. Unfortunately this date was difficult for everyone and so only Pat and Paul de Felice joined us for the event. Despite the weather being unpredictable it was a great fun event, with the whole line being turned into a 2nd world war re-enactment. The 'Yanks' arrived and there was music, jitter bugging and authentic food. Some of the 40's outfits were fantastic. The Tractions were displayed at the station and attracted much attention.

Our next meeting is on Sunday July 17th and will be hosted by Steve and Julie Reed as we will in Brittany with the French Club.

Calendar for rest of the year:

July 17th Fairmile; August 21st or 28th BBQ at Marcel and Hazel's; September 18th TBC; October 16th Bombay Sapphire Distillery Tour, Laverstoke; November 20th TBC; December 18th Christmas Lunch at The Barley Mow.

For more information please contact me on 01256 761444 or email, surrey-hants-sussex@traction-owners.co.uk

We look forward to meeting everyone,

Philippe Allison

SOUTH MIDLANDS

POSITION VACANT

MID SHIRES

The Sywell show is 24th / 25th September. Also the 'More The Merrier' BBQ will be on Sunday 2nd October.

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

EASTERN

Meetings

And a Partridge in a Pear Tree (Almost)

What a lovely line up: our jaunt to the Lighthouse Cafe and the East Anglian Transport Museum was good



fun. The cafe was - I think the term is - 'rammed', but it all went swimmingly. Obviously this hostelry is used to being busy. The Citroënists claimed various tables and all enjoyed various breakfasts. Then, onto the EATM. Our slightly early arrival was very handy; time for staff to allocate us a long parking area which was also one of the bus ride routes, so a constant supply of double decker rides admiring the display. 7 Tractions started the line up moving into 2 2CVs, 1 XM, 4 DS Saloons, 4 DS Safaris, 2 DS3s and a Berlingo in place of a rain-shy GSA. The EATM and its staff (thanks Jean) all great fun and cannot come highly recommended enough (thanks to Tom for the suggestion). Do look up their Special Event Days when their wonderful buses will take you on rides into the town. After much Tram riding and rooting in sheds and shop we departed. Some headed for the beach. Now the weather had given us everything: lovely sunshine, a few showers, but when you are paddling in the sea in a raging hail storm you just have to find the nearest tea room to thaw out. Thanks to the CCC for joining in our fun. Thanks go to Bernard for getting a photo into the Classic Car Weekly and nice to see Dave Hackett in there also with his Big Six.

We look forward to seeing all at the regular meets.

**The Angel Inn Larling, Norfolk NR16 2QU August 16th
The Compasses, Littley Green Essex CM3 1BU July 29th – September 13th**

Make a note in your Diary: we hope to host a joint DS / Traction Technical Weekend 24th – 25th September. More info in the next FP.

For details or suggestions for future activities contact Jasmin Gagen

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

PEAK

Drive it Day was a small event this year – with 5 Tractions, a 2CV and an MGB plus 15 adults. Why was there an MGB, I hear you ask? Well my good friend Pete Marley had washed his Traction the day before and didn't want it to get it dirty before he set off to Guernsey 4 days later...what could I possibly say and still be friends?!!

We started it off in sunshine from Rowsley and headed over the Moors into Staffordshire for lunch at the Hollybush Inn on the Caldron Canal. Unfortunately, by the time we reached our destination it was raining heavily, so no chance to have

a stroll along the canal. All had enjoyed the Run – not all used the Route given but at least all but one ended up in the right Inn!

Pete was pleased he hadn't driven the Traction as it did rain heavily but justice was served as it was also raining when he set off for Guernsey a few days later, so his beloved Traction got dirty after all.... Why was I blamed for that?? I never mentioned my rain dance all day!

In June we met at the Knockerdown Inn near Carsington Water for lunch.

There will be no meeting in August, so our next Peak event will be on Sunday October 2nd at the Yew Tree in Caudon from midday. All are welcome to join us for a good old fashioned pie and a pint.

For details of future planned activities contact:

Bev & John Oates

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

LONDON

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

A reminder that we now meet on **THE FIRST THURSDAY OF THE MONTH**, still at:

THE ROSE OF YORK, Petersham Rd, Richmond, TW10 6UY

Starting at 8 pm

DiD – HAYLING ISLAND

Darrin and Kris Brownhill organised a group outing to Hayling Island (it is to Balham what the Hamptons are to New York). The West London CCC group, plus the London and Surrey/Hants/Sussex Borders TOC groups joined forces for a Fish & Chip run to this most elegant of locations. A good time was had by all and here are some photos.



Photos: Kris Brownhill & Richard Marshall

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

KENT/E SUSSEX

For details of future planned activities contact:

Adrian (Phillips)

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

SOUTH WEST

For details of future planned activities contact:

Howard Speirs

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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

THE BERTONI AWARDS

Some of you (in fact, probably the whole membership) spotted a slight error in my report about the Bertoni Exhibition in the last FP. Here are three of the hundreds of letters I received. Ed.

Hello dear editor,

FP arrived today, a good reason to abandon work and sit in the shade.

I much enjoyed the Flaminio Bertoni exhibition (FP page 31) at the Design Museum although it rather passed over the real genius of Andre Lefebvre. More to the point the exhibition was 13 years ago. Is this an April fool?

Regards Mike (Wilcock)

Hi Bob - hope you are well. I'm really envious of your 18 Euro [the only currency with no plural: look at the notes!] jamboree. Time I got back to France...

The point of the email is that I reckon Martin de Little has got stuck in a quantum leap [his flux capacitor may be faulty] as I

believe the Flaminio Bertoni exhibition at the Design Museum was in 2003!

Or my capacitor is stuck on my computer as it doesn't seem to pick upon anything with regard to the exhibition?

Adrian Hall-Carpenter

Hello Bob,

The most recent edition of FP has an announcement of an exhibition on Bertoni at the Design Museum in London running until the 12 October. I checked with the Design Museum and was told that there are no exhibitions on after end of June until the autumn because they are moving to a new location and that in any case there is no Bertoni exhibition this year. Just thought I would let you know.

Best wishes

Simon Saint

LEGAL ALIENS

Dear Bob,

Thought you might find this interesting. It was sent to me by an American friend. This is a report of a classic car show in Carlisle - that's the Carlisle in Pennsylvania! A couple of Tractions in the mix, including one particularly lurid blue one.

All the best and kind regards,

Clive Hardy

(Clive's friend further writes that this show is an 'imports' show, so is dedicated to European cars imported to the States. Might be of interest to our members across the pond on the Eastern Seaboard?) Ed.



SMOKING TRACTION

Hello again, Bob

Maybe one of these surfaced before, but I hadn't previously seen a Traction ashtray.

This was at the Enfield Pageant a couple of weeks ago.

All the best

Clive (Hardy)



TWINS?

Hi Bob,

Steve and Joss Kemp joined June and I for a Cab Trac get together last month in Rutland. Kind weather blessed us, so the cars were a real bonus on the day.

Not often you see two Slough Roadsters together on English roads these days!

Hope you are well.

Regards,

David (Boyd)



READERS' DRIVES

Slough Light 15 KVS 864 purchased 2014 from John Gillard, London. Previously owned by TOC member Gerald Walton, Surrey. This car was owned by a previous editor of the Floating Power magazine.

My brother John and I collected the car in Liverpool after John Gillard kindly transported from London to save me the trouble of driving such a long unfamiliar journey. We then set sail on the overnight ferry to Belfast, Northern Ireland.

The car and I have enjoyed the Northern Ireland countryside and have had many happy times together and I would never consider parting with the best car I have ever owned.

The photographs were taken in Northern Ireland.

David Selfridge



JUST TO LET YOU KNOW.....

Dear Bob,

Following the letter from Malcom Bobbitt in your March/April 2016 issue, I am happy to confirm that SMH 244 is indeed in Jersey under J822 and has been since 1985, when I brought it over from England.

Our family has had many happy years of motoring, including occasional trips to France in this 1947 saloon, which Malcom had, in an article in the Citroenian in 2002, described as early post war production.

With kind regards,

Roger King

Your Letters

BRIGHTON BELLE

Hi Bob,

These photos were taken on Madeira Drive in Brighton after we had just completed the London to Brighton classic car run on Sunday 5th June. The run started at Mercedes Benz world at Brooklands.

This is the 4th time that we have completed the run in a Traction. I did the run with my father Peter who is now 85 and must be one of the oldest traction enthusiasts in the UK!

The car is a 1939 11B Normale cabriolet, original factory built cab which I bought in Oslo in 2008. The car has been fully restored since and returned to its original 1939 spec.

Regards

Mark Cooper

Photos: Ian Crease



PHOTO ALBUM

These 100+ photos - taken by Dave Burnham Citroën - document extensive work done over four months on my 1951 Citroën Traction Avant 15-Six, including removing front end to replace the silent blocks, installing a new diaphragm clutch from R. Williams, fixing hoses on period-appropriate aftermarket interior heater/blower, removing and repairing gas tank, fixing fuel gauge sender system, redoing fuel sender lines, rewiring of lights, horns, and siren, installing new electronic distributor and matching coil, new battery case, temporary rustproofing of some rust elements on frame, rebalancing car and wheels, repairing non-stopping windshield wipers (with additional resistors and fixed parts), checking and adjusting front and rear brakes, and reconfiguring wiring for the semaphore trafficators, and some additional minor jobs.

<http://tinyurl.com/z9qz69d>

Mark Gluck





SARATOGA IN THE SPRING

Traction Avant Tour of Saratoga (Saturday afternoon, 18th June)

Taking a break from the field, 6 of the 8 Traction Avants at Citroën Rendezvous took a late Saturday afternoon tour of the country roads, parks, and lakes around Saratoga Springs, NY.



TESLA?

Dear Bob,

The electric Traction you featured in a previous month's magazine was assembled in my workshop last year and was a collaboration between the owner, Sasa Malskour (who did the technical research), Mark Harding (who did the engineering) and myself (who did the easy bit of assembling the car).

For electrical anoraks the details are as follows:

MOTOR: Hpevs ac50 with Curtis 1238 controller powering a Traction avant gearbox, typically in second gear.

BATTERIES: 36 X WINSTON 100A lifepo4

BMS: Elektromotus CAN interface

CHARGER: Elcon TC CAN capable 3kw

A chance encounter by Peter Simper saved the bodyshell from the breakers and I was in the process of repainting the car at Steve Thompson's when Sasa came along and proposed the project. It has now performed faultlessly for over two years.

When time permits, we will provide you with more detail and be happy for you to road test the car. It is exceptionally fast and eerily silent.

John Gillard



Your Letters

WELL STUFFED

Dear Bob

You probably know we had our Traction interior re-done late last year. When Graeme Stephenson took the seats to pieces they were in a terrible state. Somewhere along the line the original leather seats had split open in several places and been recovered with vinyl with bits of blue foam stuffed in around the edges, a right mess indeed.

I have some photos of before and after if you would like to include them in the mag?

We already took our Light 15 out for quite a run yesterday around North Wales and she went very well.

Cheers

Mike and Sue Ward

Llanfairfechan



TOM'S TRAVELS

Hi Bob

A couple of sets of photos for you.

First are from Drive It Day at The East Anglian Transport Museum in Suffolk

Second, a few Tractions spotted + one missed at a fuel station, on a recent trip to Brittany and the Dordogne.

All the best

Tom (Evans)



BUT SERIOUSLY....

In the last FP I made a rather facetious (moi?) precis of the latest ideas from Brussels on banning replica firearms and how (according to the FBHVC) this might have an unintended effect on the historic military vehicle 'community'. David Murphy makes an important point about the more serious side of this matter. Ed.

Hi Bob,

While I agree that a lot of bureaucracy flows out of the EU, nonetheless I think that the banning of "lookalike" guns and weapons is a sensible ruling bearing in mind the recent terrorist events in Brussels and the Paris tragedy in particular.

It seems one never knows these days when such attacks are about to take place and it's surely unfair to expect police to discriminate between toys and the real thing.

Indeed during the "troubles" in Northern Ireland retailers were banned from selling toy weapons. Soldiers were under constant threat of being shot at and had little time or opportunity to make that critical decision.

Now one reads of "dissident" threats. Dangerous times we live in.

Thanks & Regards

David Murphy

IN MEMORY OF JANE MCAULEY

A great number of people in the Traction Owners Club will remember Jane, because whenever there was an event Jane and Terence would be there. Whether it was flinging themselves around the dance floor with gay abandon, trips to France and Spain, or on every rally they could get to, enjoying the local hospitality.

It was Jane who threw the Traction around the driving assault course to win second prize, losing to a much smaller car with power steering! Jane loved driving the car and was often seen at the wheel.

For the last few years (although no-one would have known it) Jane bravely fought cancer with the loving support of Terence. They never gave up the fight and always hoped that a new cure would be found. Jane left us on the 17th May and we all feel cheated that we did not have her here for many more years, but the time we did have was precious and she will always be remembered with love and admiration for the way in which she lived her life to the full.

Sue Allison



SOUTH CERNEY 5th, 6th & 7th AUGUST

Registration for this formally closed on June 1st. However, if you are interested in attending, do check with Phil Allison (philippe.allison@whitewaterfinance.co.uk) to see if there are any last minute vacancies.

ICCCR 2016 11th – 14th August

If you are going to this you have probably already booked, but if you are making a last minute decision, then please see the last copy (and the one before that!) of FP for precise booking details.

READERS' POLL RESULT

You may remember (if you stayed awake up till that page!) that I asked you for your views on Bailey's Banter in the last FP. As usual with our attempts to interest readers, there was a huge response (just over 1% of members – hooray!!!)

So, seven people responded and all said that they were in favour of keeping Bailey's Banter in the magazine.

Funnily enough, there is no Bailey's Banter in this issue as (a) Chris spent most of his writing in The Citroënian of late talking about the Guernsey Rally and (b) he was blagged to write up the Floating Power report on what happened over there. (I've noticed he has even more of a self-satisfied grin on his face than usual since he got back. Presumably, money changed hands under buff envelopes to keep the worst of the tittle-tattle out of his report.) Thanks for a good one Chris.

PHOTOS FOR THE 2017 CALENDAR

Just a reminder that Martin de Little will be putting the 2017 calendar together in the next few months, so please send him any photos you have from your roaming around. rwd@traction-owners.co.uk



AUCTION OF A 15/6 CONVERTIBLE

In March, at an auction at Fontainebleau, one of three surviving Traction 15/6 convertibles reached a price of 612,400 euros.

The previous month Bonhams sold an 11BL convertible for 'only' 184,000 euros, so this puts the difference in price for this special 15/6 into context.



Photos © Osenat



Dear Mr Street,

First of all, the CITROËN HERITAGE team does thank you warmly for your « Floating Power » Magazine and for the interest which you carry in the Brand CITROËN.

We would like to inform the members of your Traction Owners Club that our association can identify their cars (if they were made in France) in the production records and provide various official documents.

You will find enclosed our order form. Thank you very much for sharing it.

Cordialement / Best regards.

Guillaume KELLER

ASSOCIATION L'AVENTURE PEUGEOT CITROEN DS

Editor's Note: Costs for this formal authentication are 70€ or 90€, depending on what you actually need it for. I have copies of the order form (which runs to two pages, so too big for FP) if and when you want them.

The 2016 Guernsey Rally



In the gloomy months of the end of last year I was thinking it would be good to move with my Traction and also with the TOC. The Channel Islands has always been a nice place to go and the notice in F-P of the Guernsey Rally caught my attention. Guernsey was sure to be bathed in sunshine in the spring and would be even better with the addition of a few Tractions.

So, we booked up and I made a list of preparations I could leave to the last minute before departure.

Rob and Carol Kiff, being relatively new to Guernsey, had (or had been) volunteered to organise this event. Organise they certainly did – it was like a well-planned military operation. Everything was arranged in good time.

Travel arrangements for the whole event were made by a nice man called Chris from a firm called Travel Counsellors. We received our Orders in the form of a newsletter detailing our landing instructions and the kit we were expected to bring. As the appointed day approached the sunshine was looking less likely - but there was no turning back. We had paid money. We were going to Guernsey.

G-Day

The darkest hour is just before dawn – and the coldest too. The South Coast in late April does not normally involve salt spreading trucks and scraping ice off the windows, even if the coast in question is Blighty's. But such were the challenges to be met before we could rendezvous at Poole, to board our landing craft, the Condor Liberation. Departure was set for 0830 hours.

This turned out to be a bit too early for some. Well aware of the motto "no man left behind", we sailed off anyway leaving two cars to their fate which

turned out to be a day in Bournemouth and a night in Poole. Protocol prevents naming names – but one of them would be more familiar with "Nights on Broadway" than an evening in Poole.



Being unsure of petrol supplies on the island, some of us had packed some extra cans. Condor thought this was rather risky but, after some serious thought, they agreed a strategy. If we agreed not to tell them we had them, they would agree not to tell us we shouldn't. So off we went on very smooth and sunny crossing to Guernsey. It's quick that boat. It turns out it was initially ordered by the Australian navy. At some point they realised they weren't in the car ferry business and cancelled the order. The Islanders don't seem to like their new ferry – but they didn't get a choice in the matter.

A second, smaller landing party set off from France, with some using non-Traction vehicles as decoys. The excuse "*ma Traction est malade*" is always acceptable (common even) but only the Club President can get away with "I've sold mine".

All told there were (eventually) 20 tractions – including 2 cabriolets, a Découvrable and a Familiale. Otherwise we were a typical mixture of Normales, Légères, Light and Big 15s, the earliest being **Walford Bruen's** 1935 Light 15. There were no six cylinder cars, except in the mind of our President who was rather focussed on replacing his Légère with one.

We were met in St Peter Port by our hosts **Rob and Carol** as well as elements of the "Guernsey Old Car Club" (aka GOCC) who brought along a newly restored Légère and an Austin tourer with a couple of terriers. Goodie bags stuffed with rally



plaques, maps, plans and rendezvous details were handed out and we were lead to our billets which were two comfortable hotels – Les Douvres and La Barberie.

A little free time before organised manoeuvres allowed us to wander around and take in the views. Initial impressions? Nice place Guernsey. Not the warmest place on earth but sunny and very picturesque. And you're never very far from the sea.

A reception was arranged for us at the castle, which is known as Castle Cornet, clearly named to confuse enemies – it looks nothing like an ice cream cone. There was a speech by a local dignitary which included an amusing tale of history of the fortification during various battles and invasions. If Kenneth Williams and Syd James weren't involved they should have been.



On to dinner Chez Kiff who have integrated themselves into the local community and who have a very nice house indeed. We were introduced to something called Bean Jar which is more than a jar of beans (it's very nice, see Wikipedia for details). When we were full and it was suitably dark we headed off into the night to find our billets. Oddly the lack of signposts was no handicap - it was when we could see them the trouble started.

Casualties – two cars missing in action.

G-Day plus 1

Not sunny, not warm, not dry. A recce of the island was meticulously planned by **Carol** and **Rob**. Clear and detailed instructions were provided. The mission was to reconnoitre the western side of the



island, learn about shipwrecks and where to get a cup of coffee with a spectacular view. The shipwreck museum had a display about the Vega Red Cross ship which kept the islanders from starving before Liberation.

Departure was scheduled for precisely 1000 hours and duly executed right on time at about twenty past ten. It soon became apparent that some war time security measures were still in place. Signposts and street names were properly hidden and although Rob had placed bright orange arrows to guide us, even some of these seemed to hide in the scenery. Perhaps that was because I was concentrating on navigating the narrow roads without mishap.

The true purpose of the day seemed to be to test our equipment, particularly clutches, gearboxes (including reverse) and wipers. Thankfully our newly fitted diaphragm clutch proved to be fully functional. I think the previous juddering one would have been very annoying. Working out how to make a satnav work on Guernsey was fun. TomTom's view of what constitutes a city was not immediately obvious.

When the rain came our car was not a place to stay dry. So we went underground – to the German hospital – a place that made the NHS look rather appealing. It was about as damp in there as it was outside and there were no sea views.



Guernsey Rally

The route also included a chance to buy pearls and gold and a visit to Saumarez Manor and Gardens. On the other hand, we disobeyed orders and chose to have lunch in an enormous garden centre where we bought a dog bed.

Encounters with locals proved them all be very friendly and helpful and, at times, assertive. There almost always seemed to be just enough room to pass oncoming cars but when there wasn't the locals seemed less inclined to back up than we did. On the other hand, local drivers can spot a tourist and make allowances – they somehow seemed to know that we would sail through the filtered junctions as if they just weren't there.

At the end of the day, debriefing was at the very nice Mint Brasserie where our lost comrades finally showed up. The party was now 45 people. The enterprising locals (actually American) continue to innovate with such pre-dinner aperitifs as horseradish or espresso vodkas, both of which I liked but weren't to everyone's taste. Concern was raised that the Mint Mess pudding contained no mint – maybe time to arrange for another visit from the Vega?

Casualties for the day – one mildly re-profiled rear wing. One battery. Some nerves.

G-Day + 2

Rain gone. Sun shining. We occupied the free "Traction Only" parking spaces that had been reserved for us in St Peter Port harbour, courtesy of **Rob** and **Carol's** connections at the town hall. Those who maybe didn't trust this arrangement and feared the free parking wasn't real whipped out French



Some of the party had a crack at Pétanque with apparently some success and the day finished with a dinner with the GOCC at a secret location (well we had a hard time finding it) called Les Cotils with a great view above St Peter Port. Good food, wine and speeches were had by all.



number plates. Tours of Victor Hugo's house were scheduled. He wasn't in so a very nice French lady told us how he came to have such a strange place and what all the oddities meant, although she left out the racier side of his domestic arrangements. Bit of a character that Hugo chap.



Guernsey Rally

Casualties, none (except for my camera which had obviously seen enough iconic Tractions with scenic backdrops – Calendar Girl **Martin de Little** was of course properly equipped).

G-Day + 3

Sun shining, no hot water – shortage of fuel on the island maybe? Knew we were right to bring those cans. Must add that to the Red Cross list. The day started with coffee outside the Les Douvres hotel with some of our new GOCC friends who brought some of their cars along. These included a pre-war BMW 328, Bentley Mk VI special, Bugatti type 35 and a



wonderfully original and patinated 1920s Austin.

Today's mission was to drive backwards and forwards along as many roads as possible causing the maximum chaos especially near churches at chucking out time. Mission accomplished.

Most obeyed loose instructions to rendezvous for lunch at (or near) Pembroke Bay and again at the Occupation Museum at 1500hrs – or thereabouts. The museum really does show that



the conditions and deprivations suffered by Guernsey islanders during the war were no joke.

The debrief at the Alternative Liberation Ball at 1900 hrs was mandatory with people arriving in various disguises. **Carol** asked us 10 questions to discover what we had learnt about the island. If we had followed the driving instructions accurately we would have covered about 55 miles on the island, which is only about 12 miles long. You would think that would be sufficient to see everything. Somehow, and I think navigating skills may be to blame here, we managed to do about twice that and should have seen twice as much. So how do we explain our score: 1/10? The shame of it.



Guernsey Rally

Rob tried to sell us his surplus orange flags and marker pens and a couple of local musicians played the accordion and guitar. English songs sung in the French style seem to sum up Guernsey.





G-Day + 4

The day started with a butter shortage. We didn't think to bring any with us. Another thing for the Vega's next visit (although they definitely have cows on Guernsey).

Having failed the knowledge test, we were sent home. After a final tour of the coffee shops and a visit to the castle, off to the port we went. Six cars returned to Blighty with nobody missing the boat. For some inexplicable reason Condor appointed me their ticket collector. I've no idea why that happened but I did remember the "don't ask, don't tell" arrangement – there were no questions asked about petrol cans this time.

This crossing was not so smooth – the water was a bit choppy and we got to understand why the locals are not happy with their new boat and maybe why the Aussie Navy rejected it. It has a tendency to roll which caught us all by surprise. The boat builder's website says of the vessel *"Designed and constructed by Austal, the Auto Express 102m incorporates an iconic, all aluminium trimaran hull design - and Austal's proprietary 'Ride Control' technology - that delivers greater speed, improved fuel consumption, greater passenger comfort and enhanced seakeeping capabilities."* I say: it's a good thing that you can pour coffee out of a laptop computer.

Suddenly we were back in Blighty and heading for home. Mission accomplished.

We'd had a great time, met and got to know interesting people and enjoyed the island. All the cars behaved themselves and survived interference from mischievous pranksters (you know who you are) and interest from the locals.

Being a rookie as far as TOC touring is concerned I was volunteered to write this report. I'm pretty sure my task was

easier than **Carol and Rob's** to whom we owe a very big thank you for such well thought out planning and execution. I'd also like to thank our fellow travellers for being such good company and with whom I look forward to teaming up again for another mission.

For the record we were:

Laurence & Teresa Acher, Philippe & Sue Allison, Chris & Christine Bailey, Walford & Frances Bruen, Brian & Inger Brockwell, Walter & Noëlla Callens, Paul & Pat De Felice, David Gardner, Dave & Jackie Hackett, Ian & Elizabeth Harvey, Den Hewitt & Florence King, Barry & Carol Joyce, Rob & Carol Kiff, Ronald & Helene Knoth, Martin & Annette De Little, Peter & Sheila Marley, Martin & Victoria Nicholson, John & Bev Oates, David & Anne De Saxe, Bernie & Pearl Shaw, Peter & Sue Simper, Steve Southgate & Kelvin Peel, Mike & Verna Wilcock.

Chris Bailey



Rob & Carol

ANOTHER TOW BAR

I wanted to attach my bike rack to the Traction so looked in back issues of Floating Power to find information on Tow Bars. Drawings can be found by searching the Club website. Although differing in detail, the basic design of all these is similar, with a main attachment to the boot floor, incorporating internal strengthening and a forward attachment on the torsion bars. Unfortunately I possess neither the equipment or skill to carry out the necessary welding so was looking for an alternative.

Luckily, I found one at last year's Drive It Day on a member's car (apologies, I can't remember your name!). He informed me that he bought it from CTA about 10yrs ago. At the time it wasn't listed on their website so I contacted them and was told that they were having another batch made so I ordered one. I was hoping to fit it in time for the Brittany Rally, but despite the best efforts of CTA to accommodate this, the Calais troubles led to my parcel being stuck on a lorry in a queue for the Tunnel. However, it arrived soon after my return and is now fitted. The first picture shows the main component parts supplied. The

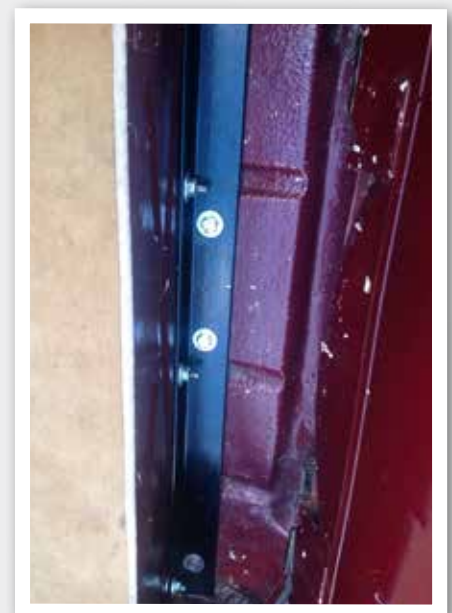


assembly is designed to fit all models, Normale, Légère, big and small boot versions. It can be seen that the main member is a substantial tube, shaped to clear the fuel tank etc, into which the swan neck ball fitting is bolted. This tube needs to be shortened for small boot cars like mine. The forward attachment consists of 2 clamps around the large circular cross member ahead of the rear torsion bars,



which I think is a better arrangement than using the torsion bars. The long right angled section is installed in the boot well, secured to the boot floor and vertical section immediately behind the fuel tank, as shown in the next picture.

The main fitting is bolted to this under the floor. The second bracket assembly



(nearest the ball in the first picture) is an additional support for big boot cars. Fitting is relatively straightforward, although you will need access to a pillar drill for the holes in the tube (for the attachment fitting(s)) and the ball fitting which is a solid section. Even then it is a bit of a fiddle to get the correct alignment with the long tube so it is really a 2 man job for that stage. As access into the boot well of the small boot cars is limited, I decided to remove the fuel tank to make life easier, and clean it out at the same time. You can manage without doing this, but you will need a suitable drill to fit in the space, not forgetting to protect the fuel tank of course! The internal floor reinforcement component is both straighter and nearer to 90 degrees than a typical

Traction boot so some care is needed to obtain the best position for the holes. In addition, I had some minor issues due to the relative positions of the pre-drilled holes and swages in the boot panels. The assembly is quite a neat looking arrangement with a quality paint finish (powder coating I believe) and does the job well. When I bought mine it cost about €333 including delivery, bolts etc, electrical cabling and a 7 pin UK trailer socket. Finally, I found CTA to be very helpful, keeping me up to date on manufacturing progress, doing their best to meet my Brittany Rally timescale and answering promptly my enquiries during fitting.

John Moon

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

July 2016

14th – 17th CTAB Brittany Rally Morbihan. Booking now closed.

August 2016

5,6,7th South Cerney Phil Allison is co-ordinating.
philipe.allison@whitewaterfinance.co.uk

11th – 14th 16th ICCCR Rheden, Arnhem NL See update last two issues. www.ICCCR2016.nl

September 2016

17th – 18th Manchester Classic Car Show There will be a TOC stand this year. See announcement in this issue. To offer your car or to help on the stand contact Bryan Pullan
northern@traction-owners.co.uk

October

23rd TOC AGM Steventon Village Hall, Steventon, Oxfordshire, OX13 6RR

November

11th – 13th NEC Classic Car Show See info this edition for tickets. To offer help on the stand contact Julian Pratt on nec@traction-owners.co.uk

In Committee

The meeting was held at Steventon Village Hall on Sunday 22nd May.

Floating Power – a few members responded to the Editor’s request for comments on the “Bailey’s Banter” articles. All were in favour of its inclusion in FP so it will continue.

Shop – Vanessa has been sourcing new stock to celebrate our 40th anniversary including polo shirts, sweaters, fleeces, and keyrings. Stock will be ordered to take to the annual rally and one off orders can also be made. We also have a new supply of TOC hi-vis jackets for sale.

Spares – Chris is planning Open Days on Sunday 28th & Monday 29th August so any member can visit and buy parts – new and second hand.

Membership – renewals are coming in – only a few have opted for Direct Debit with a lot more members this year paying by Bank Transfer.

Social –

- Guernsey was a very successful weekend and the Committee wished to thank Rob & Carol Kiff for organising the event.
- Annual Rally - 63 Tractions are attending the annual rally which is excellent. A huge thank you was passed on to Bev & John Barsley for all their hard work.
- Brittany is going ahead in July and will be in the Morbihan area.
- NEC Show is on November 11th to 13th – Julian Pratt has volunteered to take over the admin for the event and Peter Simper the Stand design and construction. Members are asked to volunteer to help run the Stand over the 3 days – expenses can be paid in line with the TOC policy. Please contact Julian Pratt if you wish to help.
- Manchester Show is on September 17th & 18th and is being organised by Bryan Pullan. Again volunteers needed to help run this event.
- AGM – this has now been booked for Sunday 23rd October at Steventon Village Hall. It will include a free buffet lunch before the meeting. The venue is ideal being fairly central with plenty of parking. The Committee hopes this will encourage more members to come along and have their say.
- Social Secretary – Laurence Acher has agreed to take on the role and Pat & Paul de Felice were thanked for all their hard work in the role.

Webmaster – this was a very difficult part of the meeting as it became necessary for the Committee to take control of the website and Forum whilst considering its future developments.

Next meeting – Sunday 11th September in Flitwick.

Bev Oates

Why include RWD Citroëns in the TOC's articles (In reply to the question asked recently by Jim Lee) By Martin de Little

I was never privy to the deliberations of the club's founders, but the inclusion of RWD Citroëns in the TOC articles is perhaps not quite as daft as it may seem. There is a sound explanation rooted within the engineering of the Traction.

The reader might begin by asking him/herself where did the extraordinary idea of the world's first all steel monocoque body come from? Did André wake one morning and declare that this was the way forward? Perhaps he already had the idea and the fine details of the engineering came upon him in an idle moment? The answer, inevitably with engineering, is far more prosaic.

André Citroën's selling point (like Henry Ford) was to provide cars that were fairly simple and reliable, that people would like and could readily afford. In the early 1900's he was visiting Henry Ford in Detroit principally to acquire information on the rationalisation of the factory production process - developing the notion that the skill of manufacturing lies in the machines and not in the men who operate them. Ford in turn was working with and adopting Frederick Winslow Taylor's ideas on time and motion - a subject that he worked on at great length.

In Pennsylvania, Edward Gowan Budd was developing the metallurgy and principles of pressing out steel panels for railway carriages and motor cars. As early as 1913 he had produced 70,000 all steel motor car bodies for the Dodge brothers.

By 1923, André Citroën was the only European manufacturer to have personally visited the Budd factory. The following year the stamping equipment and dies arrived in Paris. The Citroën B10 was launched in 1925. With a license fee of \$5 per car payable to Budd, over 20,000 bodies of this model were produced in Paris - the first European all steel motor car.



Left...

A B10 Torpedo with an all steel body sitting on a steel chassis.

Subsequently, the core models of the B12, B14 and B18; the AC4 & AC6, along with much of the Rosalie series were made entirely from steel.

In 1931 on one of his several visits to Budd's factory Citroën was shown a fwd prototype car in a monocoque body, designed

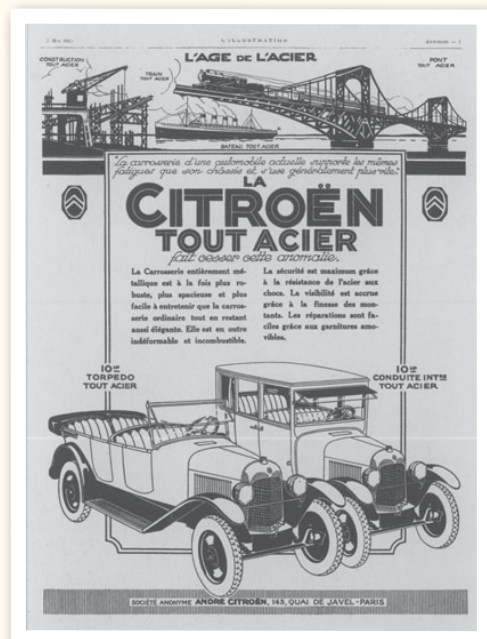
and patented by a Budd employee - Joseph Ledwinka. Clearly this sighting resonated with the great man.

Back in Paris, the first plans for an all steel Traction in a monocoque body were drawn up in February 1933 and the first two prototype cars were presented to Citroën in August 1933.

In conclusion, TOC club founders were probably well aware of how the car came into being, and that through the club's articles, felt they should celebrate the evolution of the Traction as the body pressing technology derived directly from the all steel RWD models.

Right.

Period advertisement for the B10.... The age of steel is here...



La Vie en Bleu - 28th and 29th May 2016

Report by Simon Saint

I have been attending and reporting on this event for so many years now that I have in mind that I must try and avoid the trap of repeating last year's account, weather report and all. All the usual elements were in place, food, entertainment, automobilia and of course lots of noisy cars racing up the hill, including a BMW powered 2cv. Incidentally I have had the opportunity to drive a road version of such a car and it really is quite entertaining! Mrs P, our Light 15, was on duty both days and benefiting from some recent work to the brakes, including relined front shoes and a new master cylinder. She is now pulling up strongly and in a straight line.

We were joined on the Saturday by Colin Crawford and by Jonathan Howard in his Rosalie and on the Sunday by Adrian Moore, Ian Harvey, Dave Hackett, David de Saxe, Patrick Russell-Jones and David Boyd. The latter is of course, like me, fairly local to Prescott which may help to explain how he manages to arrive in two cars, or maybe that should be 'with two cars'. Anyway both his Slough Roadster and his 5cv were on the club stand and made quite a pretty picture. Altogether 10 of 'our' cars showed their faces over the weekend with the Sunday contingent making a good display and generating a lot of interest from the 'general public'. Thanks to you all.



Although usually this is billed as a French Weekend this year there was the added interest of an Italian contingent, particularly Lancias but also Fiats. A modern 500 parked next to Dante Giacosa's original makes an interesting comparison.

Anyway, the event was as usual most enjoyable, a particular feature being the ability to roam the paddock and get close up and personal with the competing cars and then to watch them from several excellent vantage points as they race up the winding hill; practice on Saturday, competition on Sunday. Incidentally if you choose your spot well you will also enjoy fine views over this particularly attractive area of English countryside.

No aerial display this year unfortunately but we did share the stand with the Citroën Car Club and 2cvGB and had the joint use of the Mobile Exhibition Unit loaned by Citroën UK and organised by Brian Drummond. Incidentally it did not get much use this year as we were not in need of shelter either from rain or too much sun. Oh dear, there is the weather report again!



MANCHESTER CLASSIC CAR SHOW 17/18 SEPTEMBER

CONTACT BRYAN PULLAN FOR DETAILS
(NORTHERN@TRACTION.OWNERS.CO.UK)

We now have had confirmation of our display space at the Manchester Classic Car Show in September, which I have accepted.

The area that we have been allocated will be large enough for four cars and is opposite the Citroën Car Club stand.

The dates for your diary are the **17th/18th of September**, with build-up day on the 16th.

The show has arranged a discount for TOC members (non-exhibiting members who simply want to visit the show) of up to £5 off the full ticket price. Club discount gets a £10.00 ticket (vs £15.00 on the door).

This offer is available in advance only. All the details and the discount code are on the advert below.

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FBHVC NEWS (3-2016)

There's quite a lot of material in the latest FBHVC bulletin. I'll give you some highlights below, but please remember you can read the whole issue for yourselves, on <http://tinyurl.com/k2fj69j>

The FBHVC National Historic Vehicle Survey has received thousands of responses. I gave a plug to this in the last FP (page 35) and to remind you, the link is: <http://tinyurl.com/zy3qyq2>

DVLA Registration is still causing problems for the FBHVC and there is a lengthy explanation of the problems the organisation is encountering with making and continuing contact with anyone responsible at the DVLA. I won't go into any more detail here, as it seems to affect only cars with a chassis. However, RWD members may wish to have a read of this in more detail. It's fascinating that 'the new lads' at the DVLA don't even know the instruction that the government originally gave for how to formally recognise a vehicle.

FIVA has been in dialogue with a consortium of chromium trioxide producers and formulators who are making an application to the European Chemicals Agency to allow the continued use of chromium trioxide (for the purpose of chrome plating) under the REACH regulations. Fingers crossed!

Now to the bit I thought would make fun reading (yes, really – from a FBHVC News Bulletin) for our readers. On the subject of Drive it Day, Keith Gibbins goes off on a wonderful story of the early days of motoring.

Horatio's Drive: America's First Road Trip

As we know Drive It Day commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900. This was professionally organised with fuel and accommodation en route by the RAC, starting in London and passing through Bristol, Birmingham and Manchester, travelled through Scotland, then passed back through more English locations until they were back in London again. The tour lasted until 12 May and 46 cars made it to the finish line.

In comparison, three years later a doctor, the wonderfully named Horatio Nelson Jackson, was having a drink in the San Francisco University Club, when he got into a

discussion about the future of automobiles. Most people in the club felt they were a useless fad but Jackson believed they were the next big thing and accepted a wager of \$50 that he would be first to cross the USA from coast to coast by car.

The terms specified that Jackson could travel with a mechanic, Sewall Crocker, who was given the job of choosing the car. Crocker selected a 20-horsepower, two-cylinder automobile made by the Winton Motor Carriage Company. He also purchased the supplies they would need which included fishing gear, pots, pans, and sleeping bags as well as assorted items for keeping the car going through what promised to be challenging terrain. Jackson provided an axe, a spade, extra tools, a pistol, and spare containers for water and gas... there were no gas stations along the route as there was not yet a route at all.

They departed on 23 May and shortly after starting purchased a bull terrier they named Bud who became, along with the Winton, a major attraction wherever they went.

Bud was apparently the perfect companion. He became quite skilled at watching the road and bracing for hills and bumps, and Jackson noted that was the only member of the trio who, "used no profanity for the entire trip".

They arrived in New York on 26 July having averaged 71 miles per day. Jackson was later to say the trip cost \$8,000.

After enlisting to fight in the First World War, he was wounded in action on the Western front and was awarded the Distinguished Service Cross. After the war, Dr and Mrs. Jackson seemed to have lived successfully in Vermont with only one driving incident to mar their memories. One day in Burlington, Jackson got ticketed for speeding; he was going at over 6 miles per hour.

The PBS channel made a documentary, Horatio's Drive: America's First Road Trip, narrated by Tom Hanks, celebrating the centenary. It is repeated on the satellite occasionally and well worth watching and a tribute to the US spirit. See <http://www.pbs.org/horatio/about/>. A short clip is here <https://www.youtube.com/watch?v=Ssv2q6Txb1A>

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LANCASTER INSURANCE CLASSIC MOTOR SHOW

Friday 11th to Sunday 13th November 2016

Hello everyone, my name is Julian Pratt and I was a member of TOC for most of the nineties until I moved to Devon in 2001, and sold my car. However I re-joined last year and bought another car and am now the co-coordinator/organiser for the **Lancaster Insurance Classic Motor Show** that will be held from Friday 11th to Sunday 13th November at the NEC.

When we applied for a stand we learned the organisers had received a record number of 310 Club applications fighting for 250 places. The good news is we have just been informed we have been allocated space so we now need to tell you what is going on and why we need your help.

The theme this year is 'Heroes and Heroines'. Clubs and exhibitors are invited to pay tribute to the people and motors that are their inspiration. Dan Nwaokolo, Show Director, explains: "Everyone has a hero, something or somebody that inspires and encourages them, and with the timing of this year's show, being Remembrance weekend, we simply had to recognise the brave men and women who have served their country, so this theme was the perfect choice."

The 250 exhibiting clubs are encouraged to get creative with their displays and to interpret the theme in their own unique way, be it milestone motors, world records or epic adventures.

Peter Simper is designing the layout of the stand and he has some exciting ideas to mark the 40th Anniversary of our Club.

We need to know how many of you would a) be interested in exhibiting their car, and b) be prepared to help on the stand. I will be getting more information about when the stand has to be constructed and dismantled. So there will be extra days involved in addition to the 11th, 12th and 13th! The TOC is prepared to offer to volunteers not only a mileage allowance to help offset travel costs but also a contribution to accommodation costs if an overnight presence is required. I will be considering these on a case by case basis!

This is a great opportunity to shout about our Club, and to use the relaxed and comfortable environment to attract new members. We should always remember that the Club will die without new members, they are our life blood!

If you are interested in helping please contact me on any of the following:

E Mail: nec-classic@traction-owners.co.uk

Tel: 01363 83425

Mobile: 07824 313541

LANCASTER INSURANCE CLASSIC MOTOR SHOW

11-13 November 2016, The NEC, Birmingham

Come along & visit our club stand (number 5-430 in Hall 5)

Call **0871 230 1088** or book online www.necclassicmotorshow.com

For our Members there is an exclusive advance ticket offer giving £5 off the Sat/Sun door price. See the **Exclusive Club Weekend Ticket Discount** advert on facing page for details and discount codes.

Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. Don't forget to hand in your ticket stub or print-at-home voucher to the TOC stand at the show so the club benefits from a commission. Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Book before midnight on Monday 31st October to be automatically entered into a free prize draw to win a HERO Cup limited edition Zenith Open Face Chronomaster watch worth £7,000 (inc VAT) courtesy of Hero Events.

NEW 40th ANNIVERSARY MERCHANDISE

Vanessa Plumpton has been scouting around and can now offer some excellent 40th Anniversary merchandise. As you will see from the photos, there are key rings, fleeces and polo shirts. All sizes are available (said the chubby chappy who edits this magazine!!)

For more details contact Vanessa on shop@traction-owners.co.uk



SPARES OPEN DAY

28th – 29th AUGUST 10.00am – 4.00pm

Chris and Vanessa are holding Open Days on Sunday 28th and Monday 29th August. Any member can visit and buy parts – new and second hand.

Tea, coffee and light snacks will be provided.

TOC SHOP

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

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

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

TOC SPARES HOTLINE

01243 5113780

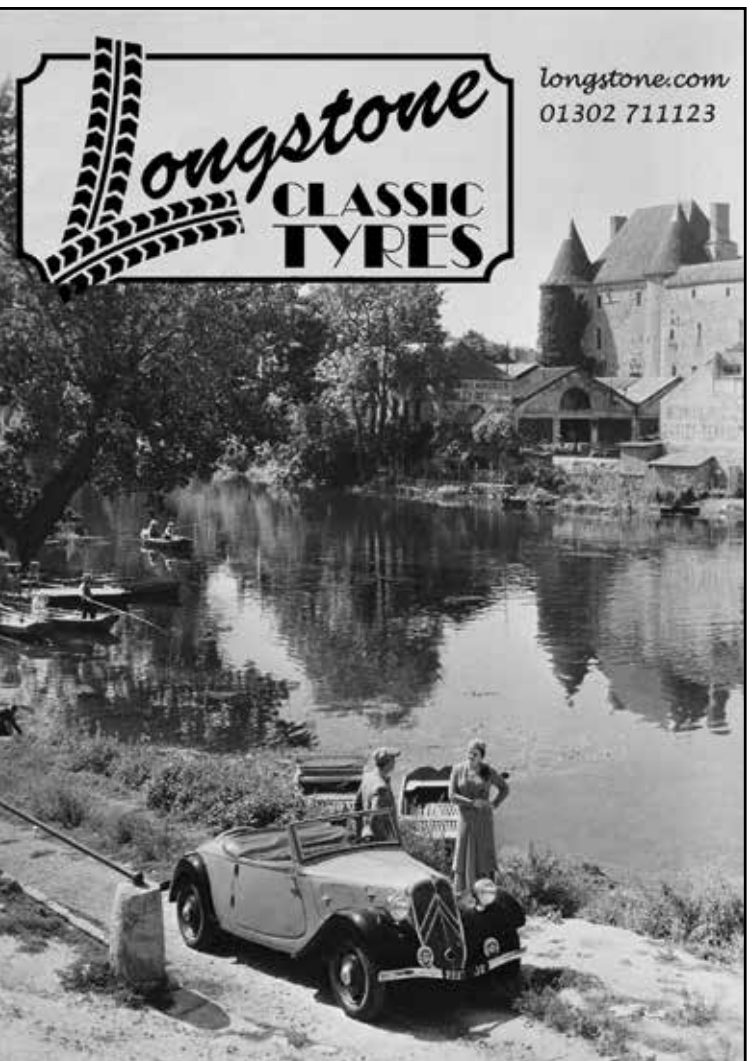
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Classified Adverts

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



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CARS FOR SALE

FOR SALE FROM CLASSIC RESTORATIONS. 1953 11BL LHD Blue Nuit Big Boot. Comprehensively rebuilt by us 20 years ago. Well maintained and little used since. 12V converted with alternator, heater, CV drives, stainless exhaust. **£9,500**
Tel John Gillard 0207 358 9969 (24 hours)



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



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



FOR SALE: 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. **£35,000.**

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



FOR SALE: French built 1956 BL Traction Limo, in perle cream used as wedding car. I am selling this car because of old age and illness. Beautiful red leather interior, body good for year. New battery, hub remover and a few bits and pieces. New front tyres. Has an electrical problem, but for someone with knowledge of these cars shouldn't be a problem. Taxed **Tel 07596829209 Antonio tony08041944@aol.co.uk**

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: 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.



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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: 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

FOR SALE: Pair of polished aluminium rear mudguard protectors 480mm long 103mm wide to suit all models. As seen on Maroon and Black Big 6 pic page 14 FP March/April 2016. £50. **Tel Ray Wicks 01273 844564.**

FOR SALE: Tools for checking the concentricity of front and rear brakes, drums and linings. Apparatus 2100T &

2103T See pages 61 and 80 of the Citroën Illustrated Repair Manual (Citroën Front Wheel Drive Twelve and Fifteen Models Repair Manual 1938 -1950). Usable Front Hub puller. **Contact Julian Taylor. 01278 691152. Bridgwater Somerset.**

FOR SALE: : Advance / Retard dashboard mechanism to suit UK Traction. New cable fitted and front plate recently Nickel plated. Works smoothly as it should. **£55 incl P & P**



FOR SALE: : Very nice pair of highly polished Spats to fit the rear wings(narrow type) of a pre-war Traction. Rare. **£65 incl P & P.**



FOR SALE: : Set of 4 Highly polished Aluminium Wing Spats for a Traction with the wider type rear wings. Some marked Robri. I have other similar sets for sale too. Quite rare to get these in such good condition and they really do set off your cherished car. £120 the set. Would really prefer you to collect. (Redditch, Worcs)
Contact David Boyd 01527 89 4599 or E Mail pariscars@btinternet.com



PARTS WANTED

WANTED: Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569 davejackie@hackett7.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**

Classified Adverts

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



WANTED: Starting handle for TA Light Fifteen 1939 (same as post war). See photo. Should be in usable Condition. Good price paid for the right one.
Contact: David Boyd Tel 01527 89 4599 or email pariscars@btinternet.com



WANTED: A Solex 26 MHD Bronze carburettor in good condition, suitable for a Citroën 5HP. **Ask for John or Helen on 02083307216. Open all hours.**

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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