

# Floating Power

September/October 2016



## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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

### Registered Office:

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

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

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

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

## Missing Magazine?

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

## Be a part of Floating Power...

The closing date for input for the November/December Floating Power is

**Sunday 9th October**

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

### Cover Image

*The fifth edition (September/October 1976) of Floating Power.*  
Artwork: John Dodson.

# Editor's Epistle

Hello Everyone.

Can it really be four years since the last ICCCR, up in Harrogate? I say that because, at time of writing (early August) a TOC friend asked if he'll see me at the Dutch ICCCR and I replied that I can't make it for a variety of reasons, not least being the fact that I don't have a Traction to go in. It then struck me that that was exactly my situation four years ago, except then I did go, using a non-Traction, as it was our biggest event for many a year in the UK.



Hence, you see me in the accompanying photo, sitting in an MG at a rally here in France. The MG belongs to my French neighbour, Jean-Pierre, who some of you met when we did the trip to Angoulême a couple of years back. We are blessed with a classic car club about fifteen minutes' drive away and we happened to be here at the same time as a recent large gathering of the club. So, as we are Traction-less (even longer than Bernie – about a year now) J-P kindly offered Trisha and me the use of his MG, while he took one of his many Alfas. A good time was had by all, except J-P's old Alfa sprung a leak and had to be nursed down to a local garage at the end of the show. Sad for J-P, but it was a great relief that, in a changing world, you can still rely on an Alfa to break down at some point in the proceedings ☺.

My Normale is down at **John Gillard's**. All of the bodywork has now been done, including replacing the whole floor (thanks to **James Geddes** for that) and there remains very little to do to get it back on the road. So, John tells me I should have it back soon after he returns from the ICCCR. The L15, stored in another location, is still in bits, but at least the bodywork repairs and paintwork are now finished, so it 'only' remains to put the whole thing back together again..... (Do I hear you say "Good luck with that!")

And now for something completely different! I was sitting here in France, looking at the equivalent of TV Times, to see what was on French telly, when I spotted a documentary on the **École Olivier de Serres**. (For newer members, Olivier de Serres is the club's walking encyclopaedia and go-to person for the most obscure of Traction questions). A quick check online showed that the school – whose name is really *École Nationale Supérieure des Arts Appliqués et des Métiers d'Art* - is actually based in the Rue Olivier de Serres in Paris, so gets the abbreviated title. Does this bode well for the future of our club? What about the Rue Bernard de Shaw? It turns out the original Olivier de Serres (1539-1619), for whom the street is named, is considered 'the father of modern agronomy' and is best known for developing a better form of crop rotation. I can't really see the connection with our own Olivier (tyre rotation perhaps?), but maybe we'll hear from him with some further background to this fascinating connection?

Until the next time, enjoy the rest of the season!

**P.S. I've had a good response to my request in the last issue for more short articles to store away for the winter months. Thanks to those of you who have made contact and to anyone else: please send in your creations!**



Olivier de Serres Mk1

<b>Editor's Epistle</b>	<b>2</b>	<b>TOC Rally 2016</b>	<b>18</b>
<b>Contents / Committee</b>	<b>3</b>	<b>Bailey's Banter</b>	<b>22</b>
<b>President's Ponderings /</b>		<b>A Visit To John's</b>	<b>26</b>
<b>New Members</b>	<b>4</b>	<b>ACI News</b>	<b>27</b>
<b>Chairman's Chat</b>	<b>5</b>	<b>Sleeping Beauty</b>	<b>28</b>
<b>Section News</b>	<b>6</b>	<b>Manchester Classic Car Show</b>	<b>29</b>
<b>Your Letters</b>	<b>10</b>	<b>RWD</b>	<b>30</b>
<b>Social Secretary</b>	<b>12</b>	<b>Merchandise</b>	<b>34</b>
<b>Events Diary &amp; News</b>	<b>13</b>	<b>AGM Notice</b>	<b>35</b>
<b>Brittany Rally</b>	<b>14</b>	<b>Classified Advertisements</b>	<b>36</b>
<b>NEC Classic Car Show</b>	<b>16</b>	<b>Display Advertisements</b>	<b>38</b>
<b>FBHVC News</b>	<b>17</b>		

## Committee

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

### **PRESIDENT Bernie Shaw**

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

### **CHAIRMAN Cleve Belcher**

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

### **SECRETARY Ian Harvey**

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

### **TREASURER Mike McDonald**

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

### **MEMBERSHIP SECRETARY John Oates**

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

### **SOCIAL SECRETARY Laurence Acher**

71 Burnham Way, London, W13 9YB  
07828 241877 • Email: [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk)

### **HELPLINE Steve Reed**

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

### **CLUB SPARES Chris Treagust**

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

### **CLUB SHOP Vanessa Plumpton**

98 First Avenue, Batchmere, Chichester, PO20 7LQ  
Email: [shop@traction-owners.co.uk](mailto:shop@traction-owners.co.uk)

### **EDITOR FLOATING POWER Bob Street**

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

### **MARKETING & PUBLICITY Bev Oates**

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

### **REAR WHEEL DRIVE Martin de Little**

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

### **NON-DESIGNATED**

**Colin Gosling**

**Peter Riggs**

**Laurence Acher**

### **ADVISOR to the COMMITTEE**

#### **COMMITTEE ARCHIVIST John Ogborne**

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP  
01749 675312  
Email: [committee-archive@traction-owners.co.uk](mailto:committee-archive@traction-owners.co.uk)

#### **COMPANY SECRETARY Tony Malyon**

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

#### **SOCIAL MEDIA Dylan Harvey**

Email: [social-media@traction-owners.co.uk](mailto:social-media@traction-owners.co.uk)

# President's Ponderings



**I thought being Tractionless would mean attending fewer events this year but, thanks to a combination of outings in the Yellow Peril and the kindness of**

**friends with the odd “spare” seat in a Traction (and even a whole car on one occasion), Mme. and I have so far managed to attend and enjoy a number of events – and there are still more still to come.**

Guernsey is now a distant memory and even the annual at Peasmarsh – excellent and fully reported in this issue so I shall not steal the author’s thunder – is starting to fade into the shadow of the more recent CTAB Brittany Annual Rally. Pete Simper kindly lent me his Familiale for Brittany so I was able to drive. That was fine until the Sunday when Pete & Sue joined us in a BX which duly broke down causing the Simpers to commandeer his Traction – but he did offer Mme. and me a lift back to base camp! As always this was a superb fun weekend with all the usual quirkiness as well as the good food and bonhomie we now expect of a CTAB rally.

The Dutch ICCCR will be over by the time this issue is distributed but today, in eager anticipation of the event, I have had yet another attempt to determine the best combination of carb jets to get the most out of the Cloverleaf’s relatively underpowered power unit for the trip. (There ain’t much there in the first place so it is imperative to harness as much as possible of the little it does have). YP will travel to Holland on a trailer behind the Picasso but will then be used daily to get to-and-fro between our accommodation and the rally site and, all being well, for a bit of local sight-seeing as well. And, as a bonus, there could even be a 15/6 or two for sale as well ....

Thereafter we have a couple of local events to attend. “Sywell Pistons and Props” takes place on the last weekend of September and that will be closely followed by the MidShires Pizza-Q (a BBQ with a twist) the following weekend. “Pistons & Props” is always an excellent weekend with vintage air displays and much, much more. The low cost of a place on the TOC pitch offers a very

substantial saving over the normal day-visitor gate price but TOC places are limited. However, at the time of writing there are still a few for both Saturday and Sunday so, if you are interested – or curious, give Stephen Prigmore a ring to find out more. Stephen’s details can be found in the Section News pages of FP.

The “MidShires More-the-Merrier Pizza-Q” will again be hosted by Tina and Stephen Prigmore (in Great Doddington) and, as the snappy title suggests, it is open to all TOC members, not just the MidShires Mob. As above, if you are interested, please contact Stephen for more information.

The next national event will be the AGM in October. As stated in the last issue it will be a stand-alone meeting on Sunday 23rd October in Steventon Village Hall, The Green, Steventon, Oxfordshire OX13 6RR. There will be a buffet lunch for those attending the meeting but please be aware we shall need to know how many to cater for. If you would like to have lunch, please contact the Secretary, Ian Harvey, ([secretary@traction-owners.co.uk](mailto:secretary@traction-owners.co.uk)) and let him know you will be there and hungry.

The final big National event in the 2016 Calendar is the Footman James Classic Car Show at the NEC, 11th – 13th November. Julian Pratt has kindly agreed to manage the TOC stand and he will be assisted with the design and build by Peter Simper. If you would like to be involved in any way at all, please contact Julian on the dedicated e-mail address: [nec-classic@traction-owners.co.uk](mailto:nec-classic@traction-owners.co.uk) .

And finally, two events for next year’s diaries –

- The first weekend of May - a tour of the Highland of Holland, courtesy of one of our Dutch members. Full details will appear in the next issue of FP
- June 23rd – 25th - the 41st TOC Annual Rally will be in the region of Loch Lomond and the Trossachs National Park. Those of us south of the border should start saving for petrol now!

## New Members

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

2524	Mr Eric Godber	Cambs
2525	Mr Matthew O’Keeffe	Bucks
2526	Mr Paul Conway	Essex



**I think I am still in recovery following prolonged exposure to the Cosmic Sausages (the Saturday Night musical entertainment) at the National! What a great craic as our Irish cousins would say. The rally season is at its peak and in common with many of you, I suspect, in addition to any TOC organised events many of you attend local events organised by various car clubs.**

The good lady and I are no exceptions to this, having recently attended "Classics on The Green" which is a simple open event run on a midweek day and evening, beer and sustenance all readily to hand. We were the only Traction present and there were only two 2cv's and no DS's! Pre-war Austins were very well represented along with the usual MG's, Jags and Daimlers.

I must say, it also called us to question what the definition of "classic" should be, particularly as a number of very modern Ferrari's and Maserati's were also present on what I can only assume (please forgive the prejudice and the desire to be provocative) is the "mine is bigger than yours" basis! I am sure this may stimulate a number of letters to the Editor.

There are at least two more events in the calendar before the Sywell excursion in late September. One is linked to an Edwardian Steam Fair and has the great advantage of exposing new generations to the nostalgia that, for many, drives our passion. Another is at a pub (there's a surprise!) the Crooked Billet, which our niece seems especially keen that we should attend.

It is sometimes easy to forget that we are part of a wider classic car community which by attending these local events this not only helps bring this back into focus, but hopefully stimulates interest among a new generation. We are extremely fortunate in the UK that this community is very strong, if not the strongest in the world, long may it continue.

On a different tack, I must confess that I did, without any success, try to persuade the good lady to consider writing a piece based on a theme of the trials and tribulations of being married to a Traction owner, to see what an alternative perspective might reveal. This thought came to mind as stoically she kindly assisted with changing the brake fluid on the ol' girl and I tried, also without success, to grab a photo of her putting one of the wheels back on, in what I can only describe as "Longstone" style. Vehicle maintenance training will continue!



As was very apparent at the National, many of us rely heavily on the support of our partners as we pursue our indulgence and I would personally like to raise a rally glass to them. So cheers and many thanks for your help and support, this is much appreciated.

Enjoy the rest of the season and I look forward to seeing you all at the AGM.

Cheers

## NEW EDITOR

**Yes, that got your attention didn't it!?!? As you'll see from the AGM Calling Notice elsewhere in this issue, my position is up for renewal on 23rd October.**

**I've done the job for a few years now and we have the added complication that I'm trying to do the job from deepest France. Additionally, now that Trisha and I are retired, we are planning to make long forays to foreign parts, which means I won't always be here at my desk when the usual time for compiling the magazine comes round.**

**So, we really need someone to step forward and take over the eyeshade of fame.**

**Please contact Cleve as soon as you can, so that nomination(s) can be agreed before the AGM date.**

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

**Ed.**



## TOOLS

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

### SCOTLAND

#### Northern Scotland

Not a lot to report this time around. Have been to various local rallies, looking for Slough spares as usual, but with little success, and where you do find something suitable, it is at a price you simply walk away from!! Trouble is, even parts which were fairly common to get/buy - they have simply disappeared.

Spoke with John White, Glenrothes, who was showing his beautiful Normale at Glamis, but do not know if he won his Concours section - it certainly deserves to win. Have at last managed to get a Big 15 Slough rear bumper, bit rusty, but now in the hands of an excellent chromer; thanks due to the ever helpful Noel Davidson at Carlisle, but wow, not cheap!! But at least this firm's 3 stage rechroming will last longer than I will, and am very happy I now have a spare bumper!!

Noel also informs me that he has sold his Light 15 to a chap in Newton Stewart. That car was the ex-demonstrator from Noel's family Citroën agency all those years ago, so must have been a hard decision to part with it. He still has his blue Big 15, which he certainly intends to keep.

Locally, Brian Garden has been advertising his Light 15 for sale, and has had a few offers, but perhaps thinking of now keeping the car unless someone comes up with a decent offer!!

Just back from the big Ballater parade of vintage cars, and it simply is amazing how a little village can attract literally thousands of spectators to line all the streets to see all the cars slowly passing and having a chat with the drivers and occupants as they pass by! Just shows how much interest Joe Public has in our old cars!!

Plenty more shows and autojumbles to go to so hope to meet up with some of you there!!

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

#### SOUTHERN SCOTLAND

Holed up in France for the summer season so only Scottish News is from Andy Burnett. However here in the Dordogne there are quite a few Tractionns around.



The first Sunday in July we were tootling along a back road in the Activa when, at a crossroads, about 15 immaculate Tractionns came towards us glittering in the sunshine - a little jaunt organised by Les Tractionns du Perigord I think. I was so taken aback I didn't have time to get my camera out.

So to make up for that I am attaching two pics taken two years ago of an ultra-rare 6 cylinder Familiale taken at a 'vide grenier' in Cognac-sur-l'Isle.

Anyway, it looks as if the 2017 National Rally is gradually taking shape. Working title is 'Tractionns in the Trossachs' and so far the dates are confirmed as Friday 23rd - Sunday 25th June 2017 and it will be based at the Rob Roy Hotel, Aberfoyle. The weekend will include trips through the stunning scenery of Loch Lomond and the Trossachs National Park and current plans involve an obligatory distillery visit and also a ceilidh on the Saturday night.

Final details later on - cost will be kept to a minimum to encourage as many as possible to venture north.

Peter Fereday

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

WEST OF ENGLAND 

## POSITION VACANT

NORTH EAST ENGLAND 

Newby Hall Show in July has become a firm favourite of Classic Car owners in the North East of England. Run by a branch of the NECPWA it is a truly large classic car show with 1400 cars on display and numerous autojumble stands.



We've started to have a separate section for Traction and six tractions gave a fine display. Michael Broadbent borrowed his church's gazebo and the photographs are with thanks to Stephen Wright. It's a catch up for our small group who have travelled from Stockport, York, Tyneside as well as locally. Let's hope this becomes an annual event for us all.

We are planning for a run in the middle of September to the Lavender Fields and on to a motor museum in Yorkshire. Anyone interested in joining us please do get in touch.

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

**Graham Handley**

**Tel: 01661 843493**

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

## NORTHERN SECTION

Summer is passing very quickly now and the nights are just starting to draw in. Due to an early copy deadline, I am writing this in the first week of August, so not a great deal of substance has happened since my previous report. Family commitments kept me off the road for much of July, and there have also been a couple of disappointments on the show front. In particular, Speke Hall was cancelled at the last minute, due to heavy rain water logging the field and we are waiting with bated breath to see whether the Hoghton Tower show (another potentially boggy venue, in spite of being on top of a hill!) survives the weather, on the 14th.

My car continues to have the sticky float issue and I may cannibalise my spare carburettor for the float in that and see if it makes a difference. The issue is usually fixed by a gentle tap on the float chamber with the rubber handle of a screwdriver that now lives in the glove box, and providing that I add that to my pre-flight checks, then all is generally well for the day.

We have had a couple of other breakdowns. Bill Dyke has struggled with his ball joints (nasty!) after setting out to replace the gaiters that retain the grease in the joints. He has managed the top ones okay, but is waiting now

# Section News

---

for a club lower ball joint splitter to finish the job off. He is, at the time of writing, off the road and has been for several weeks, and is rather frustrated with life in that direction. Hopefully he will be sorted in time for the Manchester Show; otherwise we may have to find a trailer to get him there!

Speaking of which, we now have four cars for the Manchester Classic Car show in September, being provided very kindly by Mike MacDonald, Bill Dyke, Vic Lupton and my own Light 15 and I hope to see a few of you there over that weekend. I will put together a brief report for the subsequent FP with a few pictures.

Our regular venue, the Bowling Green, appears to be nearly ready again, so hopefully there will be some news in that direction in the next couple of weeks. Watch your inboxes.

Finally, the picture below is of a turnout of three Tractions at a recent Breakfast Meeting at Wrightington.



Enjoy what's left of summer.

**Bryan Pullan**

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

**Tel: (mobile) 07513 362202**

---

## **SURREY, HAMPSHIRE & SUSSEX BORDERS** **CHRISTMAS LUNCH** (from Helen Shelley)

Please note the date for the Christmas lunch / party has been changed to 11th December. It is never too early to book as we are limited to fifty people. It was agreed that I would organise bookings etc. for this year. Therefore please contact me to be put on the list. [helenshelley@msn.com](mailto:helenshelley@msn.com)

## **GENERAL NEWS**

Nothing to report, only that our trip to the Bombay Sapphire distillery near Basingstoke is happening on the 16th October with a pub lunch afterwards. We still have a few places left so please drop me a line.

---

**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**

---

## **SOUTH MIDLANDS**

# **POSITION VACANT**

---

## **MID SHIRES**

'Sywell Pistons and Props' takes place on 24th – 25th September and that will be closely followed by the MidShires Pizza-Q (a BBQ with a twist) the following weekend. 'Pistons & Props' is always an excellent weekend with vintage air displays and much, much more. The low cost of a place on the TOC pitch offers a very substantial saving over the normal day-visitor gate price but TOC places are limited. However, at the time of writing there are still a few for both Saturday and Sunday so, if you are interested – or curious, give Stephen Prigmore a ring to find out more.

The 'MidShires More-the-Merrier Pizza-Q' will again be hosted by Tina and Stephen Prigmore (in Great Doddington) and is open to all TOC members. As above, if you are interested, please contact Stephen.

**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)**

---

## **EASTERN**

## **24th – 25th September 2016 Traction & DS Technical Weekend**

We will be hosting a joint Traction and DS technical weekend at Little Home Farm, Bury Road, Thorpe Morieux, near Bury St Edmunds IP30 0NT. A relaxed weekend is on offer, where you can work on your own car, assisted by Graham Bradley for Traction and Adie Pease and John Gagen for the DS and any other Citroëns that may like to join in. We would appreciate forewarning of what day and time you hope to be with us, and the nature of your task. We have full workshop facilities, but please bring any oils, fluids or parts you think you'll require. Tea, coffee and cake are on offer throughout the weekend, together with lifts to nearby historic Lavenham for those not working on their cars. Saturday evening will see us enjoying dinner at a local pub – please let us know if you'll join us so we can book a large enough table. There's adequate space for camping or camper vans. All Citroënists are welcome, if only for a cuppa and catch-up. Please do give John a call (01284 827039) if you need



further information, to let us know you're coming. Mike hope to see you for that cuppa!

## Hello (in Lionel Richey mode)

This is for those of you that did not receive the email about my incorrect dates for our regular- meet ups in the last FP. **That Means** I do not have your correct/ current email address, please do make contact so you do not miss any updates or c...ups that may occur mid FP editions.

## Invitation

We have received an invitation from The Oaksmere (Hotel), Rectory Road, near Eye, Suffolk, IP23 8AJ they are hosting a Classic & Sports Car Show on Sunday 18th September 2016 from 10am there will be a Hog Roast, BBQ & Bar by the Oaksmere plus Alder Tree Ice Cream and the Cheese & Pie man. For further information or to register and interest please contact: Peter Ashford email eventseapc@gmail.com or tel 01449 722759. Peter is happy to reserve an area to keep those who would like to attend together, cars to be in place by 10am please.

## Regular Social Meet-Up

The Angel Inn, Larling, Norfolk NR16 2QU 13th September - 25th October

The Compasses, Litley Green, Essex CM3 1BU 4th October - 15th November

We tend to arrive around 7pm, food available if required, no need to book.

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

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

## PEAK

Our next meeting is on Sunday 2nd October at midday. It is our annual visit to the The Yew Tree at Cauldon.

This is a pub well worth a visit described as "an Aladdin's Cave featuring a unique collection of antiques and curios including Queen Victoria's Stockings, a 3,000-year-old Grecian urn, penny farthings, the Acme Dog Carrier and various musical instruments including one named the Serpent".

So 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

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

**south-west@traction-owners.co.uk**

## REST OF WORLD (ROW)

Walter & Noëlla

**Section Co-ordinators - Rest of the World**

**Traction Owners Club**

**Tel: 0032 471 860 979**

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

# 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)**

## FROM THE HEROS OF PEASMARSH

Dear Bob.

Through your pages Bev & I would like to thank all those attendees of the Annual Rally for their messages of appreciation.

We have been members of the TOC since its inception and enjoyed many Rallies.

We felt it was time that we put something back into the club.

As we had the time to give this year, we have enjoyed getting involved in the organising of the Rally and would encourage any member even vaguely thinking of hosting an event or Rally to chat to someone on the committee where they will find help and encouragement throughout the process. You really do learn much more about how the club ticks and the great people on the committee.

Such reassurance from the committee assisted us greatly in the planning of the Rally and through you we want to express our thanks to them.



John &  
Bev Barsley



## IGNORANCE OF THE LAW?

John and I were driving The Brigadier (our Traction 1951) back from a meeting. John overtook a police car on the A3, which then continued to follow us. Turning off to where the car is garaged John was aware that they wished us to stop. Of course the stupid question from me was "why are we being stopped?" One can guess John's answer.

John stopped, got out and was greeted by a smiling police officer who then said: "Excuse me sir, but there's something strange about your car; we can see your car is insured but, you don't appear to have an MOT".

Whereupon John informed him that cars manufactured pre 1960 do not require one. Neither of the officers were aware of this and had to confirm this was the case via their radio. Next time I won't start getting concerned when stopped by the police.

Helen Shelley and John Gilroy White.

## AC-CENT-U-ATE THE POSITIVE

I have never really understood why people install a battery cut-out switch on the negative terminal of the battery. The negative side is stone cold dead and the positive side is very much alive. Picture the battery as a box full of gremlins; nasty, violent little men who are up to no good. Picture these poisonous leprechauns crawling around your car trying their worst to cause trouble with the circuitry. When you cut off the negative, the gremlins are still crawling around, but can't get back home. Cut off the positive and they never leave the box! They're in there bitching, but they can't cause trouble if they can't get out and voltage can't leak out through charged flux capacitors, phantom grounds and other electrical mysteries most of which I don't understand. There have been theories that when a circuit is complete the electricity does not really move as such but the volts? amps? watts? leprechauns? or whatever there is, gets excited, moves around and this is what causes the electrical device to function, I guess.

I imagine you have all guessed by now that I am not an electrician and that you think that I don't know what I'm talking about, but back when I had a 6 volt Volkswagen, (a 62 convertible that I wish I still had and my parents had a string

of VWs too) batteries never lasted more than three years. The facts speak for themselves! On my 6 volt 11B, my last battery lasted five years and the one before that lasted nine! The first one lasted six years; not a bad record especially that for almost all of those years the car stayed in an unheated garage and it gets cold in Canada. Now that it lives in a heated garage, I think my luck will get even better with battery life.

My 11B has an interesting device made by Robri; it's a battery cut-out switch mounted on the passenger side of the firewall. This has a key that extends into the passenger compartment so you can turn the key and cut out the battery and take the key with you as an anti-theft device. I've seen quite a few of these on Tractions and sometimes they come up for sale on French Ebay. On every single car that I've seen that have it, they are located on the positive side between the battery and the starter. Makes sense to me. What do I do when I store the car for the winter? Disconnect them both. Easy. So just when everything looks so dark, just do what Bing did and don't mess with Mister In-Between!

Larry A Lewis

## TAKEN INTO CUSTODY

Hi Bob,

Just received the latest TOC. Great !!

For those who participated on the Liberation Rally in the Dordogne, Caroline, the hostess of Château de la Vitrolle, married her gendarme Pascal.

My wife Hélène drove the couple in her Traction BL of 1949 to the Mairie of Belvès.

All the best,  
Ronald (Knoth)



## LUXURY TRANSPORT?

'Here we all are together', as we say in Norfolk.

A few hardy annuals turned up for the North Norfolk Transport Rally held at Holt Station on Sunday 3rd July and a few 2cvs too.

It was a pleasant event with a steam railway journey to Weybourne and Sheringham to while away the afternoon.

Also it was the furthest that Chris's Belgium built Lt15 and Mike's Slough Lt15 had travelled, so they were both pleased to get to Holt as opposed to grinding to a halt.

Weather was normal for Norfolk, but no rain. It was even warm enough for an ice cream on the beach at Sheringham.

Rosemary and I got a 1948 3 speed Leyland coach back to the car park which said LUXURY TRAVEL on the back. My god how things have changed! I think the driver should have been wearing ear muffs. Apparently this coach had been to Red Square in Moscow! We arrived back with ears singing then drove back through the North Norfolk countryside in the LUXURY of our Traction, with sun roof open.

I understand Mike had a slight mishap on the way home but expect the others got back ok. Next stop Holland.

Tom Evans



*Mike's Lt15, my Big 15 (I'm not showing them what's under my bonnet) and Andy Smith's very nice DS*



*Chris's Belgium Lt15*



# Social Secretary

---

Meet our newly-installed Social Secretary,  
**Laurence Acher.**  
Here are his first announcements. Ed.



## THE DUTCH MOUNTAIN RALLY 4th-7th May 2017

---

---

Wiljan and Lisette are putting together a fantastic rally based in Mechelen in the south of Holland (not to be confused with the same named town in Belgium), situated close to the German and Belgium border in lovely hilly countryside. Who said Holland was flat?

With vineyard visits including wine tastings, steam train excursions, a sightseeing tour of the Ardennes, not forgetting the odd brewery visit, there will be plenty to amuse all participants

There will be facilities for campers, although the maximum number of participants will be limited to 54 people.

Planning is still in the early stages and further details and initial reservations can be addressed to [wiljancats50@gmail.com](mailto:wiljancats50@gmail.com) and [Lisette.smits5@outlook.com](mailto:Lisette.smits5@outlook.com)

Demand for this rally is expected to be high so we will be publishing the application form with further details in the November FP.

There will be, as before, an early booking discount available up to a certain date

## TOC NATIONAL RALLY 23rd-25th June 2017

---

---

We will be heading north of the border into the Scottish Lowlands for a tour of the Trossachs based in Aberfoyle surrounded by many lochs and beautiful sight seeing venues.

Peter Fereday, the South Scotland section leader, is putting together a fantastic action packed rally to please the Northerners and Southerners coming from both sides of Hadrian's Wall.

Peter can be contacted on [peterfereday@google.com](mailto:peterfereday@google.com) for further details

Again, this is likely to be another well subscribed rally with application forms coming out in the January FP, with early booking discounts

For further details of all TOC events contact Laurence on [events@traction-owners.co.uk](mailto:events@traction-owners.co.uk)

Regards

Laurence

## 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)

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

### May 2017

5th – 7th The Highlands of Holland Overseas Rally

Dutch members, Wiljan Cats and Lisette Smits, have kindly offered to organise a rally in the Maastricht area of Holland. This will be a three-day event over the first weekend of May 2017. Further details will be released as plans are formalised.

### June 2017

23rd – 25th 41st TOC Annual Rally

THE LOWLANDS OF SCOTLAND. The 2017 Annual Rally will be in the region of Loch Lomond and the Trossachs National Park. It is planned for the fourth weekend of June. More detail will follow but, in the meantime, please keep these dates free.

## SOUTH CERNEY WEEKEND 2016

The first weekend in August found us at the Gloucestershire Steam Extravaganza at South Cerney. Following the success of the Annual Rally here last year we decided to attend again on a more informal basis and invite anyone who would like to come along.

The weather was lovely, and Saturday saw a gathering of 4 Tractions, 3 DS's, 1 SM and a CX, so a very mixed bunch! Four cars attended on Sunday. During the parade on Saturday in the main arena we (to our surprise) were joined by another Traction. We later made contact with the owners to find they have just joined the TOC and are looking forward to joining us at other events, so we look forward to welcoming them in the future.

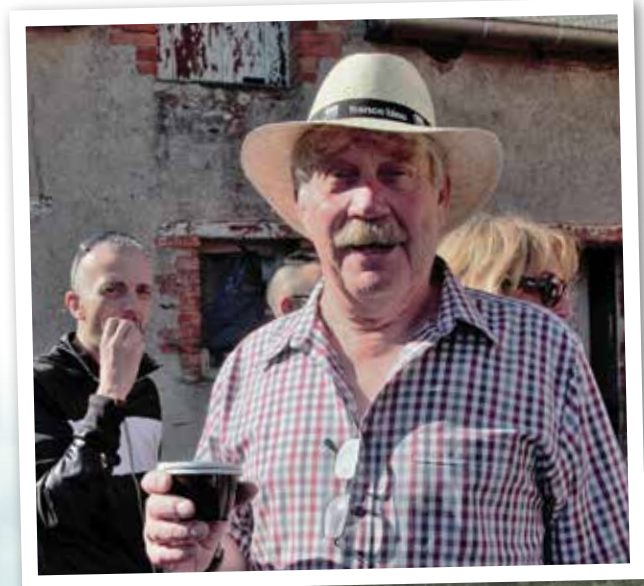
All who attended had a relaxed and very enjoyable weekend, with so much to see at the event it was never going to be a boring weekend. Everyone expressed their intention to come again next year and we hope to make this an annual event.

Phil Allison



# BRITTANY RALLY

First pictures from the Rally. Full report in the next issue.



Photos: Laurence Acher



# 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](mailto: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](http://www.necclassicmotorshow.com)

For our Members there is an exclusive advance ticket offer giving £5 off the Sat/Sun door price. Use our **Exclusive Club Weekend Ticket Discount**.

Discount Codes are **Single (£19.50) CSCMS16** and

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.



# FBHVC NEWS – 4/2016

On your behalf I read through the FBHVC News every two months and it occurs to me that, like the autonomous functions our bodies carry out all the time to keep us alive, we tend to ignore the fact that there is a group of people out there whose only job in life is to consider how things can be made easier for the classic car enthusiast and in what ways they can influence future legislation to make sure it doesn't unintentionally cause us any real problems.

I always advise you to have a look at each new FBHVC News (<http://tinyurl.com/k2fj69j>). There's a good reason for that: no Tractionist is an island and although much of the material in the FBHVC Newsletters doesn't apply to 'us' it can give you a warning about other legislation that may have an effect, if you own and drive any other vehicle. One such matter that features in the latest Newsletter is the continuing 'demonisation' of diesel vehicles. I recently joined the diesel owning community by purchasing a cheap second-hand MPV that will suit our needs down here in France, without leaving a huge pile of money sitting on the drive which is only used for ten-minute journeys to the shops. So, I was interested to read that the new mayor of London and the mayor of Paris have written a joint letter to the EU demanding harsher measures to reduce the emissions from diesel vehicles. I would suggest that, over the next few years, those of you owning diesel vehicles will see a rise in the cost of diesel fuel for 'political' reasons and possibly even retrospective legislation and a rise in road tax to exorbitant levels for diesel vehicles.

Funny, then, that in the same Newsletter is a piece on the extraordinary lengths that some European manufacturers are going to, to 'game the system' and pretend that their diesel offerings are not as polluting as you would expect. So, the European politicians want to reduce the levels of noxious emissions, yet – due to economic reasons, and yes I'm talking about the huge German and French car industries – there seems to be a desire to turn a blind eye to what is actually going on. Make up your mind, please???

## **Analysis of emissions' defeat devices**

*The environmental lobby group Transport and Environment said it has identified three new car emission defeat devices after analysing government investigations by Germany, France and the UK into the VW emissions scandal. They were: a 'thermal window' defeat device that switches off pollution control technology in low ambient temperatures; a 'hot restart' cheat, which enables the car to produce higher emissions after a warm engine restart because EU law only requires tests for cold restarts; and a device allowing*

*some car models to switch off the exhaust treatment system two minutes after the lab test has finished. The Group has accordingly called for a more comprehensive investigation to force carmakers to come clean on their emission strategies.*

There's not a lot else of interest to Tractionists in the latest Newsletter, mainly because the latest change of UK government means that all projects that need input from the UK authorities are on hold, due to lack of direction.

However, one other item caught my eye. As I said earlier, we tend to take the work of the FBHVC for granted and I think the same can be said for the All-Party Parliamentary Historic Vehicle Group, which I've mentioned in previous issues. So, good news that they are still going strong after more than two decades.

*East Yorkshire MP Sir Greg Knight has been re-elected unopposed as chair of the **All-Party Parliamentary Historic Vehicle Group** at Westminster. The Group was founded by Sir Greg in 1994 to support the interests of historic vehicle owners, promote the use and enjoyment of classic vehicles and to lobby government over forthcoming legislation affecting older cars. The Group's achievements include successfully lobbying Ministers to bring back the historic vehicle 'rollover', which exempts classic cars over 40 years old from paying Vehicle Excise Duty and in maintaining the exemption for classic cars to undertake wedding-hire without needing a taxi licence.*

Finally, I've sent the letter from John and Helen (see letters pages) regarding their encounter with police officers who were unaware of the current MOT Test legislation, to the FBHVC. I suggested that, as so many of their projects are currently on hold, they might want to use some time to make sure that all police traffic departments are up to date with legislation that has now been in place for nearly four years.

Ed.

# TOC SHOP

Contact Vanessa Plumpton on  
[shop@traction-owners.co.uk](mailto:shop@traction-owners.co.uk)  
 01243 511 3780

## PEASMARSH RALLY REPORT FROM ADRIAN PHILLIPS

For its fortieth anniversary rally the club came back to the place where the very first inaugural rally had been held: Peasmarsch in the heart of the Sussex Weald. Two veterans of that momentous event, Walford Bruen and Bernie Shaw, brought cars to the 2016 event and a third, Graham Sage, also spent some time with us on both Saturday and Sunday.



From the word go the rally was popular and even the generous number of places for the full week-end were soon all taken, although the inevitable drop-outs meant that everyone on the waiting list was able to get a place in the end. The Flackley Ash Hotel in Peasmarsch nobly went into full Tardis mode so the maximum number of people could come to the dinner. There was an innovation to cope with the high level of interest so it was possible to join the rally for the Sunday only.

In all with 67 Tractions registered as entrants and a couple more which seemed to have sneaked in off the radar screen, turnout was well ahead of the usual numbers for an annual rally. Being close to the Channel Ports was doubtless a draw for Continental tractionistes and there were 23 entries from France – including a solid contingent from our old friends of the CTAB – Belgium, the Netherlands and the Turks and Caicos Islands, whose number plates are curiously identical to those of the Bouches-du-Rhône department of France. The only official non-Citroën entry was a 1949 Series I Land Rover, whose services as recovery vehicle were, to the amazement of many and the pleasure of all, not required at any point during the week-end.

Proceedings began with a top quality hog roast on the Peasmarsch recreation ground, which also featured that near-indispensable component of any British outdoor summer event: a spectacular downpour. Wisely, two shelters had been provided and the people who had picked the hemispherical one were soon congratulating themselves on its superiority as a rain-dispersal mechanism over the more traditional gazebo. Signs of smugness could also be detected amongst those of the non-polishing persuasion. The cricket pavilion provided extra shelter as well as a baffling choice of loos between “home” team and “guests”.



The Saturday rally provided the assembled Tractions with healthy but not cruelly demanding exercise in the shape of 53 miles or 85kms through varied landscapes. Tenterden has a good claim to being the definitive Wealden townlet in the middle of rolling close countryside before the route took us across the Romney Marshes, crossing the Royal Military Canal, now a gentle countryside stroll. The road flattened out even more as we reached the coast and headed through the old-style seaside resort of New Romney and out to the unearthly, remote landscape of the spit at Dungeness.

With its feeling of lying at the far end of everything, Dungeness was a series of contrasts. Antique fishermen's huts, now colonized by the chic of Islington and the like, epitomized by the

magnificent gravel garden created by the late Derek Jarman, the film-maker. The old lighthouse with its dramatic views still seemed to dominate the rather more substantial bulk of the nuclear power station. Chi-chi seafood stalls competed with the solid merits of classic fish and chips at the Britannia Inn. The team at the local lifeboat station proudly showed off their state-of-the-art equipment and talked us through some of the more surprising parts of their heroic work.

The in leg took us past the massive sand dunes of Camber Sands with a final stop at the perfectly preserved and iconic Cinque Ports hillside town of Rye, immortalized by the 1920s novelist E. F. Benson, as Tilling, the battleground between those remorselessly competitive ladies, Mapp and Lucia, whose understatedly venomous guerilla warfare is irresistible TV mini-series fodder every decade or so.

scale at the Romney, Hythe & Dymchurch line. History buffs were treated to the Brenzett Aero Museum and wine buffs to Chapel Down vineyard.



Along the way, many succumbed to the various temptations of the route. These included two steam railways: full sized at Tenterden and one-third

Dinner was enlivened by the unique and far-ranging musical and comic talents of the Cosmic Sausages. They had an unerring eye for those, surprisingly many, who played up to the table-side serenades – the Italian accordionist was especially adept on this score – and for those whose instinctive reaction was to dissolve into utter embarrassment. The rousing singalong of “We’ll Meet Again” provided the perfect closing number.



On Sunday it was the turn of the Kentish part of the Weald to be treated to massed Tractions as we headed northwards. First stop was Sissinghurst Castle and gardens created by Harold Nicolson and Vita Sackville-West, wisely scheduled to bring us in just ahead of a very large crop indeed of horticulture fiends,

# TOC Rally 2016



Hole Park was a contrast in every sense. We had the whole place more-or-less to ourselves. There was hardly a camera-shutter to be heard as we wandered through the cleverly compartmentalized blend of formality and spontaneity of its famous grounds. After two cooked breakfasts on the trot and a proper buffet supper, the ploughman's laid on was astutely calibrated to keep body and soul together.

principally deposited by fleets of coaches. Ever-improving weather ensured that the supply was continually topped up. Classic cars fought an uneven battle with flower beds for the attention of visitors.



The real treat of Hole Park were the classic vehicles that the owners, Edward and



Clare Barham, had out for our delectation. The Mulliner bodied Rolls Royce 20 has been in the family since Edward's great grandfather bought it as new in 1926. Its original luxurious Bedford Cord upholstery is still immaculate, giving the flavour of an Edwardian drawing-room on wheels. At the other end of the comfort scale was a 1958 Ferret Mk I open-topped British army scout-car. Fresh mud splashes along the sides gave a good clue that it was toy that is being properly relished.



The long terrace at the front of the house was the ideal setting to line up seventy or so Tractions to give a backdrop to the presentation on prizes on what had turned out as a perfect summer day.



## Best First Time Entry

**Andrew Tweed**

1953, Light 15, Runner-Up Tony Stokoe, 1949, Big 6

## Best Paris Built Car

**Marcel Fontaine**

1938, 11BN, Runner-Up Walter Callens, 1951, 15/6

## Best Slough Built Car

**Tim Newing**

1937, Light 12, Runner-Up Walford Bruen, 1939, Light 12 Roadster

## Best In Show

**Tim Newing**

1937, Light 12, Runner-Up Philippe Allison, 1939, Light 15 Roadster

## Special Commendation for non-members

**François Marc** (CTAB)

1954, Familiale, Runner-Up Gwénaél Andre (CTAB), 1951, 15/6

## Best Overseas Visitors Car

**Daniel Stevens**

1939, Big 15 Roadster, Runner-Up Daniel Barraud, 1937, 11BL Cabriolet

## Furthest Driven UK

**Walford Bruen**

1939, Light 12 Roadster, Overseas Jan Zeinstra, 1948, 11BN

## Disaster Of The Year (Graham Pitcher Trophy)

**John White & Helen Shelley,**

Everyone enjoyed themselves thoroughly and no-one could say enough in praise of the huge efforts that **John and Bev Barsley** had devoted to planning and organizing the rally over two years with total success.



John and Bev



# Bailey's Banter

---

**I'm sure that elsewhere in this issue there's a full report of the TOC National Rally. Suffice to say we went and thoroughly enjoyed it. Top marks to Bev and John Barsley for superb organisation.**

We got soaked getting there. Having taken the insulating tape off my scuttle vent for a little T-Cut action, I had forgotten to replace it. Of course I didn't realise this until we were on the way there and the heavens opened, the roads were awash and water was absolutely pouring into the car. Mrs B was not amused. Getting wet in a Traction is not unusual and there are a range of coping mechanisms. I find stoicism helps. I refer you to the June 2003 issue of Floating Power which contains a letter from **Celia Scuttle and Matt Swonetrot**, addressed to "Flirting Powder" which seemed to describe the experience from the female passenger's point of view.

What even is the point of the scuttle vent? The only time I ever open it, other than when just fiddling around is to help dry out the inside – normally after the vent has leaked. Early cars had two of these things which makes even less sense to me. Zero must be the optimum number for this self-serving nuisance feature. If you need air, open the windscreen or any of the four windows. On the other hand of course it does help you see what you're doing when fiddling with something behind the dashboard. I ranted about this in the Citroenian and heard back from **Martin Vickerstaff**. He is of the same opinion but instead of complaining he has acted – his scuttle vent is never going to leak again.



I guess, having a cream coloured car Martin didn't have the insulating tape option available to those of us who have black cars have.

My scuttle vent is now "properly" sealed with sticky tape and, despite many subsequent deluges, has remained

leak-tight. Other issues of F-P contain various opinions on more professional ways to deal with this thing but there are not many problems for which sticky tape is not a solution. That Celia Scuttle and Matt Swonetrot letter suggests that there are many other ways for water to penetrate the scuttle which have not apparently afflicted my car. This is good because I'm using my Normale every day, my Alfa having given its last message that it has suffered "Motor Control Failure" and that I should "Go To Dealer". I did that and for the Alfa it was a one way trip.

The TOC Forum has gone a bit quiet of late but there was some discussion about electronic ignition choices. There are several options available. I have the 123 distributor and a similar thing is available from CSI and there are others which replace the points but use the original distributor. The question of its reliability has come up, with reports of the odd failure. Chris T no longer offers electronic ignition distributors, mainly because of the difficulty of dealing with the manufacturers. I continue to be happy with mine and I'll let you know if that changes.

I had the pleasure of driving the Traction into Brighton recently – the route over the Dyke avoids most of the rush hour traffic and is picturesque and good fun, probably less so if the car was full. I had to park at the Station Car Park next to a Tesla and took the opportunity for a photo of a car that was once the future next to one that still is.



I discovered I was missing one headlight and one brake light. I use 12 volt halogen bulbs that fit the original 3-pin headlamp sockets – specifically 1263H from <http://www.vintagemotorspares.com/>. I had no spares so ordered some which arrived very quickly. When I dismantled the headlamp I found the problem was not

a bulb failure, just that the connections had become contaminated. A quick clean up (I know, I should use petroleum jelly but we only have strawberry which will not do) and light was restored. I put it back together – and ham-fistedly cracked the glass. Bother, as one more polite than me might have said. Luckily I had a spare – but it turns out that has a crack too. Repeat of bad word. And no, sticky tape won't fix it. Happily the brake light bulb also just needed a clean and a tweak to the spring terminals – I managed to do that without breaking anything.

And so to the CCC 2016 National Rally in Abbots Ripton near Huntingdon where I also received advice on how to make the rubber scuttle seal work properly. In 2015 there was one Traction at the rally - mine. So of course we won the award for "Best Traction". When we arrived this year Jasmine and John Gagen were already there with their Light Fifteen which, I later realised, may have been the only Slough-built car in the whole field.



We again stole the Best Traction award by dint of having a French car and therefore having less chrome to rust. Sorry Jasmine and John.

There were at least three other Tractionists at the rally who, for various reasons, had left theirs at home.

**Ray Andrews** was unable to bring his 6-H (Slough built, 6 cylinder, hydropneumatic) because it has a cracked block – he did promise to get it fixed and bring it next year which means I won't win anything. Fixing it will be no mean feat though. First the engine which, being a 6, is a large and heavy lump, has to come out. Then of course the crack has to be mended. The technique of "metal stitching" was shown on one of the Car SOS programmes – not the one with the Traction, the one

with the big Austin. It looks like a "don't try this at home" job. If anyone can recommend a good metal stitcher / cold welder I am sure Ray would be glad to hear from you. He made a promise so let's help him keep it.

**Barry Annels** was there with a van load of Citroën parts to sell – too many to fit in the dicky seat of his Faux Coupé which would otherwise have taken the plaque.

**Simon Saint** came in his trusty 2CV. His Traction was in the middle of a wheel bearing job. And that got me thinking – when did I last check my wheel bearings, and is that grumbling sound anything to worry about? In fact when did I last grease my bearings? The answer to the last question was of course - never. I didn't even know how to – well I've only had the car for 20 years.

And so, as we started our drive home, on the country lanes I was listening for noises. Of course, there was a grumbling sound, possibly from the nearside and yes, it seemed to get louder on right hand bends. Could it be just because I had the left window open? Soon though we got onto the A1 and we achieved cruising speed.

This is the speed at which acceptable velocity meets unacceptable volume and so individual sounds tend to become subsumed in the general cacophony, i.e. when everything is louder than everything else (did Ian Gillan have a Traction?).

Any wheel bearing rumble was now drowned out, but suddenly we had a new noise, a kind of rasping buzzing noise that was louder than everything else. It seemed to be coming from inside the car. I looked in the rear view mirror and, instead of seeing the usual OVLOV or AINACS, I saw what looked to be a helicopter almost filling the rear window. And it was inside the car! Actually it was the biggest dragonfly I have ever seen. Now I'm sure these Odonata are harmless and, from a distance they are beautiful creatures. Close up, in a confined space travelling at 55mph, a flying carnivore is an unwelcome distraction – so sorry, no photo. We made a sharp left into a side turning, stopped and baled out! We didn't see the dragonfly leave but, after a suitable interval we had a look inside the car and seeing no sign of life off we went, but with some trepidation. Were we sure it had actually gone? No, we were not and a mile or two later the noise was back – this time from right in front of me! I couldn't see anything and there were no handy escape roads. This

was not good but we had to be brave and carry on. Then the noise stopped – what did that mean? And then it came back. This pattern repeated randomly for the rest of the journey. I decided to believe this noise was coming from the speedo cable which is also crying out for some maintenance. It may be capable of a pretty good imitation of a desperate dragonfly – or vice versa. There were no further signs of the invader. According to Wikipedia three inches is a good size for a dragonfly. I don't wish to brag but ours was definitely larger.

So, I am now sensitive to noises, I know my speedo needs attention and I am beginning to think my main bearings are getting a bit rumbly at idle. I'm also starting to wonder if I am becoming a hypochondriac. But with the ICCCR looming the most urgent thing is to reassure myself that my wheel bearings are ok. Jacking up each front wheel confirmed that one – the nearside one, seemed fine but the offside one had a little play. Neither felt rough though. But that rumbling on right handers needed resolving. Clearly more investigation was needed – and this would mean getting dirty.

The August issue of *Practical Classics* contains an article on the Traction Avant "How to overhaul your groundbreaking big Citroën at home". You may have missed it as it doesn't get a mention on the cover and thanks to those who pointed me towards it. It's a pretty comprehensive article and shows that there is little to be feared with these cars. No mention of greasing the wheel bearings though! It does however recommend all owners invest in the special brake drum puller but it doesn't mention that, with the correct collet, it also extracts the outer bearing. I already had one of these but, to change the inner bearings rather more ironmongery is needed.

Citroën developed a host of specialist tools which are needed to dismantle the swivels and drive shafts. I could have borrowed these tools from the club but I decided to invest in my own set so, as well as ordering new bearings and seals, I added them to the shopping list. Not wanting to wait before I took a look inside the hubs I pulled the outer bearings from each side. I was hoping I could just pack fresh grease into the inner bearings and satisfy myself they was no need for urgent deeper intervention.

This indeed seemed to be the case with the offside one but the nearside hub contained rather more loose bits of cage than I was hoping for nesting in the spacer



between the inner and outer bearings. The outer bearing was intact but I couldn't really see enough of the inner one – it's dark in there with, thankfully, a lot of grease. I had a bit of a dilemma now – I didn't want to risk pushing debris back into a damaged bearing that was somehow doing its job so I didn't scrape any grease out to see the cage. I had to assume though that the inner bearing was damaged and I wasn't going to get away with putting the replacement off until after the ICCCR. But without the tools and new bearings – and without another car as transport, back together it had to go. At least the outer bearing was cleaned and greased and in good condition, and those bits of cage were better out than in. It'd be good for a few more miles... and it was.

I drove around quite gingerly for the next week, trying to avoid potholes (not easy round here), slowing down for right hand curves and wondering how the wheel was managing to turn at all without some of its bearing cage. And for just how long would it have been like this? Did it happen when the torsion bar broke a couple of years ago? And what exactly does happen when it finally gives way? Nothing good I would imagine.

A week later I had the tools (it takes this many special







tools to dismantle the upper and lower ball joints and replace the inner bearings) and the replacement bearings so set to work stripping the nearside. The upper and lower ball joints both need to come apart which is a messy job – and shims are involved. Then the shaft can be pushed out of the hub to reveal the inner bearing which – was totally complete! Doh! – This meant those cage bits must have been left over from an earlier failure of the outer bearing and been sitting there for over 20 years! I replaced the inner bearing anyway, since it was now obviously older than its mate which had failed so long ago. But I couldn't replace the outer bearing. The new one was wider than mine – there are two widths. I could have shaved 2mm off the spacer but felt I'd rather not do that as I had spent enough time on this already and there was nothing wrong with the bearing I had. So it all went back together which took some time – I was grateful to some neighbours who had

a late night party which covered my hammering of tab washers. Rumbling on right hand bends seems to have gone – was it even ever there?

All this gave me an opportunity to grease everything else at the front of the car – you will know that the lubrication schedule calls for this every 600 miles so although it only seems like 5 minutes since I last had the grease gun out, it was well over due again. My Grandad used to say that Mr Coleman made his fortune from the mustard you left on the side of the plate – I think the grease manufacturers had a similar business model – what a wasteful business! I have asked on the TOC forum if there is a less messy way to lube the driveshaft as I'm sure more grease comes out of the breather hole than gets into the splines.

As for the speedo, I haven't greased anything yet and that noise hasn't returned – maybe the dragonfly was hidden behind the dash after all.

The rumbly main bearings will take a little more planning. I think I'll get a second opinion before I whip the engine out (better get another car running too). Maybe I should get my hypochondria treated instead. I heard from **Leigh Daykin** who is offering a superbly patinated barn-find 1936 Rosalie Commerciale on ebay. I rather like it – not for me though. If you want a nice practical hatchback without having to worry about getting it scratched this could be for you. Even if the driving wheels are at the wrong end, IMHO.



## A VISIT TO JOHN'S.....

Mr de Little and I recently paid a visit to John Gillard's. Ostensibly, to look at the work John has been carrying out on my Normale, but Martin had never been to John's and thought that this was something that every UK tractionist should do at some time in his life (like visiting Lourdes or the Vatican if you're of the Roman persuasion).

As Martin was carrying his ever-present camera, we took a few shots while we there. We were particularly surprised to bump into one of the most famous (and yet invisible) members of the UK Traction community: **Larry Lewis** (or as he is more formally known, Larry A Lewis). Larry, of course, usually lives in his home country of Canada, but we were especially fortunate to find him hanging out in the Old Kent Road.

You may wonder why Larry looks like he is getting ready for the Olympic Freestyle Swimming championship? Well, Larry is wearing protective clothing, as he likes to spend his 'holidays' fiddling about down at John's. A true devoted tractionist, Larry uses his free time to play with Tractions and John is happy to have an extra pair of hands, especially as he pays Larry Rumanian potato-picker wages, feeds him on gruel and makes him sleep on the workshop floor during his stay. But, Canadians are hardy creatures and Larry seems to thrive on this ascetic regime.

We also bumped into the ever-jolly **James Geddes**, who was chopping and welding hot metal along with another gentleman whose name I didn't catch.



**John** was his usual very welcoming self. Coffee was served and we chatted of cabbages and kings and the fun and games of running a repair and restoration business, while dealing with a regular host of calls from stranded tractionists who need help NOW. John, ever the good Samaritan, can't leave people stranded, so he always does his best to get them back on the road with some advice, or just go and bring the car in to join the large collection of Tractions already 'resting' at his place.

Finally, we got down to the business of having a look at how the Normale is coming along. Bodywork is all finished and it's just seats, carpets, front loom and a bit of this and that.

If you haven't been there yet, go and make the pilgrimage. It's a real Aladdin's Cave and I've only got room for a few photos of the vast parts collection John has amassed over the years. A nice day out for Martin and me.

Ed.



*I'm obliged to David Conway for passing on an ACI Newsletter which covers lots of info, as you will see below. Thanks David. Ed.*

## Update: Paris Ban for Historic Vehicles – Good news!

We are happy to share with you that the national representative of FIVA in France, the FFVE, has negotiated an exception for historic vehicles to access the inner city of Paris.

The ACI has been in close dialogue with FFVE via the Director, Laurent Hériou, and also directly approached the Paris city government to advocate for an exception for historic vehicles.

In France, only vehicles which have a registration via “Carte Grise Collection (CGC)” are permitted to enter also Mo-Fr, 8-20h into the inner city (within the borders of the Péripherique).

For international visitors traveling with historic vehicles, the comparable national registration levels do apply, eg. in Germany “H-Plate” (type “xx-yy zz H”), in Belgium “O-Plates”, in Poland the Yellow historic vehicle plates etc. registered vehicles are also permitted to access the inner city of Paris. That does mean though, that the same vehicle model, just registered with a different status, may enter - or not!

(NB: Please also note that during weekends, the vehicle access is granted anyways. So for those events which do happen typically on weekends, the restrictions may not be relevant.)

Also you may want to note down another date:

on Sunday 25-Sep-2016 the inner city of Paris will stay vehicle-free (650km roads, 38 km2), info:

[www.paris.fr/journeesansvoiture](http://www.paris.fr/journeesansvoiture)

## New Website for “Citroën Origins”

Xavier Crespin has informed us today that two new history-oriented websites were launched:

<http://www.citroenorigins.co.uk/en> and <http://www.citroenorigins.fr/fr> where you can discover many different Citroën models and learn about their variants, history and other facts.

CITROËN Heritage is the authoritative source to provide the presented contents.

Please try it out for yourself – and please inform the clubs about these exciting portals!

Please note that the contents on these pages are currently under development and will grow over time.

## Organizational Changes at L’Aventure

We are happy to share with you that we can warmly welcome Xavier Crespin as new acting Director of “L’Aventure Peugeot Citroën DS”. He is following Marie-Thérèse Lardeur who has decided to take another role within the PSA Group, and will be in his role until a new Director of the organization has been appointed.

With Xavier Crespin, the ACI entertains an intensive and regular information exchange within this year.

## Sleeping Beauty and the Seven Carburettors

(With apologies to The Sleeping Beauty, Snow White and Cinderella!) By Tim Newing

Once upon a time there was an aged Traction, tired and sick with the dreaded tin worm and she went to sleep for a hundred years (OK more like twenty) in an enchanted castle (read scrap heap). Eventually



a handsome Frenchman found and rescued her but his evil wife nagged and nagged and soon the sleeping beauty was dozing away at the bottom of their garden by the dustbins, a dead 2CV and tall Pampas grass. Her picture was posted on eBay.

Enter the Brave Mechanic with his shining spanners and big.....welding kit!

He rescued her from the evil wife and moved her to a nice warm garage and slowly nursed her back to health. But the bad people of Buckinghamshire christened her 'Tintin' because of all the new metal sheets and strangely curved panels that kept going into her new home with the Brave Mechanic with his shiny spanners and big..... welding kit. The noise that came out was something terrible.

After sixty days and sixty nights (more like two and a half years) she was feeling much better and started to wake up. The party of the decade was announced: The TOC 40th anniversary rally in Kent in June.

"Oh I should so like to go to that" she sighed.

"Tintin", said the Brave Mechanic, "You shall go to the ball"

After all it was still six months away and that would be plenty of time for a full recovery wouldn't it?

Now the noise was better but the dust and smell something awful as the Brave Mechanic with his shining spanners and big.....compressor clothed her in a brand new shiny red dress that sparkled in the sunlight. Then it was time for her to come out of the garage for the first time and move on her own. But oh dear!

Somewhere she had lost her carburettor and the kind Brave Mechanic had at vast expense bought a nice shiny reconditioned one in France (guaranteed to just bolt on and run guv, or the French equivalent). But it made her cough and splutter, and the engine cut out whenever she changed down a gear. So "Lumpy" as the carburettor became known was swapped for "Leaky": A carb removed from a 1937 car which ran OK but when the engine was stopped the petrol just poured out. It did the same in Tintin too, which at least proved that the bad running problem was the carb.

So we tried "Squeely". Made such a noise that all the local kids walking past the garage came in to see what was going on (turned out that the face that bolts to the manifold was no longer flat). "Backwards" was found in an autojumble but when brought into the garage found to be a mirror image of what was needed.

So then the Brave Mechanic phoned a friend (Walford Bruen) to find out what jets should be used for a Super Modern 12 and he gave two sets of answers: One from a book, and one written down years ago by a chap who actually had a car that worked. A third (different) 'definitive' specification came from of the Brave Mechanic's documents.

And so "Useless" was created: Son of Leaky and Lumpy it caused Tintin to run unevenly, cut out when changing gear AND leak when the engine was switched off! But finally "Useful" (Daughter of Lumpy, Backwards and Squeely) was born. This one seemed to work OK. Tintin would start and run evenly and was no longer incontinent, but she was rather slow. So with one more permutation the Brave Mechanic tried different jets (from Leaky and Lumpy) and in a spate of optimism christened the new Frankenstein "Speedy". Sadly it didn't live up to its name and was even slower than Useful.

So now it was less than a week to go to the ball and time for the first real outing: A small car show in Olney market square about 25 miles from the garage. At last Tintin was out on the open road, skipping along in great happiness until disaster struck! On a fast dual carriageway in central Milton Keynes one of her silver slippers fell off (rear nearside roadwheel actually)! Fortunately the Brave Mechanic with his by now not-so-shiny spanners managed to stop just in time and put the wheel back on. The Beautiful Assistant (TBA) in the passenger seat didn't look amused, but they all arrived fifteen minutes late for the show and with the hubcaps on the back seat.

The wise old man at the entrance (Bernie Shaw – sorry about the "old" but it seemed to fit the narrative!) exclaimed:

"You've had a wheel fall off! They all used to do that with the old brass wheel nuts. Most people have swapped them for steel ones"

This made The Brave Mechanic feel much better and with wheel nuts checked, the hub caps went back on and Tintin sparkled in her new dress in the sunshine (well, showers actually. Have you seen the weather we've had this June!) And the good people of Olney loved her and gave her a nice shiny silver cup with ribbons on the handles to take home, back to the warm garage. TBA started looking much happier.

And so, just five days later with steel wheel nuts from eBay fitted and the upholstery for the rear seat finished just the day before Tintin, Useful, the Brave (but now feeling rather nervous) Mechanic and TBA all set off to go to the ball. What could possibly go wrong?

But nothing did. Tintin was the oldest Traction there and the TOC members were very kind to her. They gave her two lovely



# Sleeping Beauty

shiny trophies and she covered 432 miles in both sun and heavy rain and came home happy, but filthy, just like her old self!

And they all lived happily ever after ..... or did they?

**Postscript: A special mention here for TBA: The Brave Mechanic's equally brave and ever understanding and deeply tolerant and forgiving wife**

## 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. We now have four cars booked for the show, so thanks to those members for their help.

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.

100s of Iconic Cars from All Eras  
Popular Classics, Classic Sports & Supercars

Get your ticket NOW for just **£10.00!**  
Quote code **clubs16** at the checkout

(Just off J9 M60)

ManchesterClassicShow   
@Manclassicshow

**TICKETS ON SALE NOW!**

The Footman James

# CLASSIC CAR SHOW MANCHESTER

SEPTEMBER 17-18

**EVENT CITY**

**£5.00 OFF!**  
Special advance club offer\*

Trade stands & Autojumble  
Live Action - Rally Stage  
Concours  
Car Clubs  
Private Entries  
Cars for Sale

**Book your tickets NOW via the website, or call 0844 888 9991**  
Advance Club Tickets just £10.00 with this offer! | Kids FREE! (under 16's accompanied by a paying adult).

**www.manchesterclassiccarshow.com**

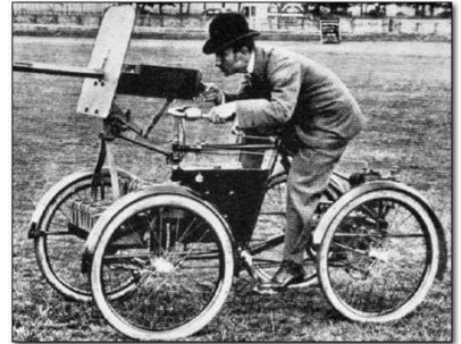
**FREE PARKING** | Standard Advance Tickets £12.50  
On the door entry £15.00

To get this £10.00 advance-only offer: Online: Follow the standard online ticket booking process, then enter the code clubs16 when prompted in the box on the payment page. This will reduce your total cost accordingly before payment. By phone: Tell your operator you have a discount code and quote code clubs16 to receive your discount. This is a limited offer and will expire no later than Fri 9th Sept 2016. This offer is intended purely for members of our participating clubs. The organisers reserve the right to withdraw any offer at any time should there be evidence of unfair use. Calls to 0844 numbers cost 5p per min from a BT landline, more from mobiles (depending on your provider). All information correct at time of publishing.

## RWD Citroën Ignition The Simms Vernier Magneto Coupling

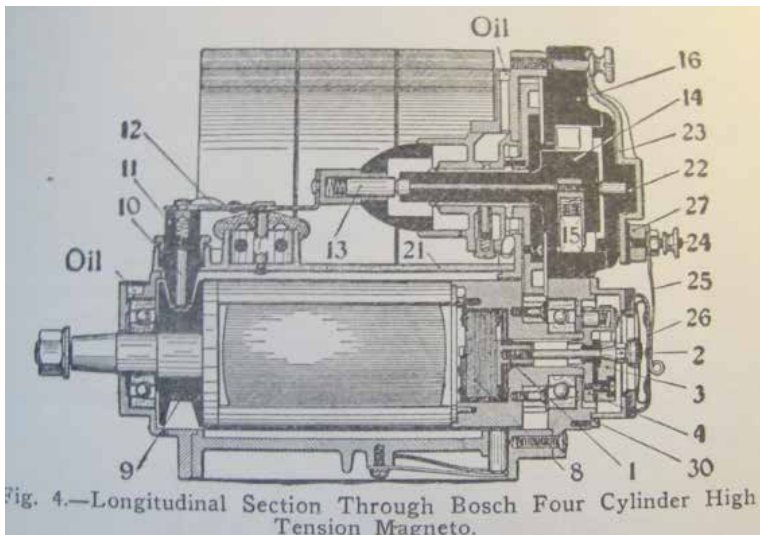
Frederick Richard Simms (1863 - 1944) was a prolific British inventor and engineer who was involved with the motor car from the very beginning. Apparently, it was he who coined the terms 'Petrol' and 'Motorcar'. If he had one fault, it was that he spread his talents too thinly.

Like several of his other inventions, this one (right) "The Motor Scout" never really caught on. On the other hand his device for setting the timing on a magneto became widely used.



In the period 1902 - 1927 a lead acid battery in cars was not common and its availability for providing current for the ignition system was not a given especially out in the country, on farms etc. Thus a means of starting an engine without a battery was required. In one device a magneto can create electricity,

step it up to a very high voltage and distribute that high voltage to the spark plugs.



If we look at an early magneto, such as was developed by Frederick Richard Simms and his colleague Robert Bosch, we see a main shaft with both the primary and the secondary windings on it. It rotates at crankshaft speed inside two or more U shaped permanent magnets (see picture left). As the shaft rotates, an alternating low voltage current is generated in the primary winding – creating a powerful magnetic field around it.

Above.  
A typical magneto. The dense lump at the bottom is the armature with two sets of windings on it. No 8 is the condenser (capacitor if you prefer) also on the armature). Nos 10, 11 & 12 are taking the HT supply to the rotor arm 13 & 14. Nos 2, 3, 4 etc are the points and cam. No 24 is the points cover with a screw fitting for an earth lead. Shorting the 1/2 side of the windings will stop the engine. Et voilà - keyless ignition!!

A current is produced twice in one revolution of the main shaft, twice because contacts on the end of the main shaft are made to open and close twice for each rotation. When they open they break the electrical circuit in

the primary winding causing the magnetic field to 'collapse' into the secondary winding. A capacitor built into the armature helps to develop a very high voltage.

The main shaft drives a secondary shaft above it, and if the engine is of the 4 cylinder type, this shaft will be rotating at exactly half engine speed. At the end of this upper shaft is a rotor such as you are probably familiar with. The high voltage (or high tension if you prefer) from the spinning windings on the main shaft is "picked up" and delivered to the rotor and, just like any distributor, it then 'delivers' 4 sparks per two revolutions of the crankshaft through what we would recognise as a distributor cap.

Many 'upmarket' vintage motor cars had two magnetos and two plugs per cylinder. Not only was 'redundancy' put in place but two flame fronts could be generated within a cylinder to ensure

complete combustion of the fuel. Both principles are still widely used in petrol engined aircraft today.

One particular downside to older magnetos is that they create a lot of radio frequency interference (RFI). This means that for televisions receiving a terrestrial signal, the picture is reduced to a blizzard of white lines by the RFI, and the sound to an urgent buzzing. If you put suppressors onto the tops of the sparking plugs to remove the RFI you also lose a lot of the HT energy.

One of our - rather curmudgeonly - neighbours frequently complains about the interference from our Citroën 12/24 and her TV as it passes her house.



Another way of annoying her is to stand at the front of her house at midnight banging two dustbin lids together - but I digress....

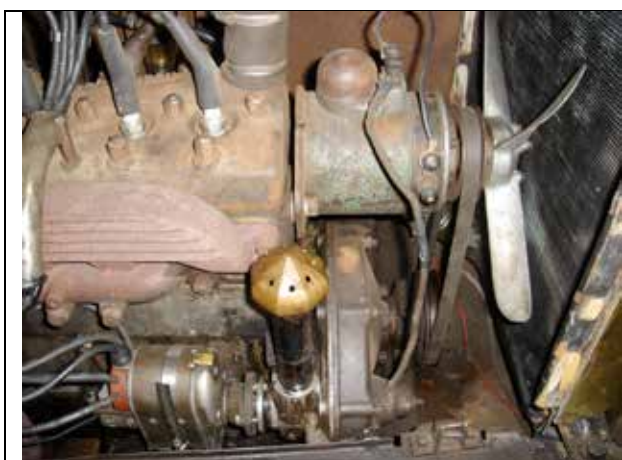
*Below.  
The modern day logo for a well known electrical products company, based upon their early success with magnetos???*



*Left,  
Two gunmetal discs, one with 20 teeth the other with 19 teeth.*

Between the magneto and the drive to it from the engine there are two gunmetal plates with teeth and between them an exactly matching piece of moulded rubber. Is this, you ask, some kind of cushioned drive to the magneto? Possibly. Maybe the rubber transmits the drive from the engine while allowing for the magneto being slightly misaligned? Another possibility. In fact this is the famed 'Simms Vernier Magneto Coupling' that makes magneto timing easy. Many vintage cars use this mechanism but so far as I know, only those Citroëns assembled in the Slough factory had them. Paris-made cars had to settle for a simple coupling made from fabric or Tufnol and a pinch bolt or two. See pictures below.

One of the plates will have 20 teeth the other 19 teeth. If we subtract  $1/19$  from  $1/20$ , the maths works out at  $1/380$ th of a revolution, or slightly less than 1 degree of adjustment. So how do we achieve this fine degree of exactitude?



*Above left a 1927 Citroën engine with the magneto driven via a simple flexible coupling. No opportunity for fine adjustment of the timing.*



*Above right, an almost identical Citroën engine, but this time with the Simms Vernier Coupling.*

Assume that the engine is running, the timing broadly correct, and that we wish to change the timing slightly. Draw a fine line across the two gun metal plates and intermediate rubber or - for clarity in this explanation in the example below - apply a piece of copper foil and a black line.



Above. End view of a Rousseau Bignon magneto showing the numbered HT leads, points, two cams and the cover plate. The points rotate, the cams stay put. From the cover plate is taken a lead which is used to earth the low tension circuit within the magneto and thereby stop the engine.



Front view of the RB Type 10/4. Behind the toothed flange and not visible is an arrow that shows magneto operation to be clockwise. The little window at the top is to facilitate initial timing of the unit to TDC on No 1 cylinder.



Above  
Ignore the various toothed wheels used here to prop up the outer toothed flange.

The assembled vernier coupling on the magneto. Assume the engine has been roughly timed with the magneto; that it is running, that the engine is to the right of the picture and driving the magneto away from us in a clockwise direction.



To either advance or retard the ignition, begin by sliding the magneto away from the engine and separating the three parts as above. DO NOT allow the magneto flange to turn at all. DO NOT drop the toothed rubber coupling from the engine side. OK so far?

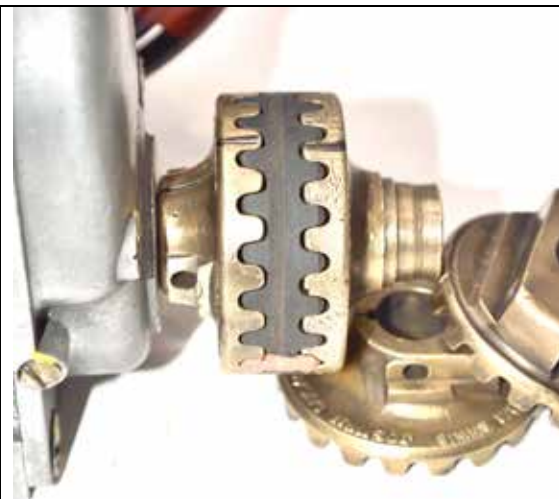
If the rubber ring is now gently withdrawn from the engine flange and rotated in the same direction in which the magneto armature turns, you will advance the spark. If you rotate the rubber ring in the other direction you will retard it. Below and in more detail....





*Developing the idea; if the teeth on the rubber are rotated ONLY in relation to the driving flange (engine side) we can see the magneto advance or retard relative to the driving flange.*

*Here the rubber ring has been rotated towards us one tooth re the driven flange. We are retarding the timing. As the toothed gunmetal pieces are brought back together, the magneto flange will, as a consequence of the slight offset created, line up and mesh with the rubber BUT it will have moved (here by an invisible amount) - slightly less than 1 deg clockwise -.*



*The process is here repeated so that the rubber has now been turned towards us - relative to the engine driven flange - by 6 teeth. It can be seen that the magneto flange has moved clockwise - in the direction that the magneto rotates - approximately 6 deg. The black lines are no longer obviously aligned. In this way it is possible to very accurately advance or retard the timing from any a given point.*

Inevitably lots of incremental developments took place around this early magneto type. Principal among them was a device that would wind up the magneto on a powerful spring as the engine was initially turned over on the starting handle. At a critical point in pulling on the starting handle, the sprung mechanism would be automatically released causing the magneto to suddenly spin and create a very powerful spark in an instant. Another device was the introduction of bob weights within the magneto that would automatically advance/retard the timing as the magneto spun faster/slower, later there was manual control of advance & retard through levers on the steering wheel.....The final evolution of the magneto was to reverse the positions of the coil and magnets i.e. the magnet spun and the coils were stationary - making the pick up of the high tension much easier. By the late 1920's, batteries were of better quality and the magneto was giving way to coil and distributor....

Mdel.

GERGELY BAJZATH

# HOW TO BUILD YOUR ENGINE COFFEE TABLE



# HOW TO BUILD YOUR ENGINE COFFEE TABLE

**SPECIFICATION**

- £9.99 UK / \$19.99 USA • 134 pictures
- Paperback • 270mm H x 215mm W • 48 pages
- ISBN: 978-1-845848-84-2 • UPC: 6-36847-04884-6
- BIC classification: WKD + WGCB

**Published March 2016 UK and April 2016 USA**

**An engine coffee table is cool. An engine coffee table you make yourself is fantastic!**

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



## PHOTOS FOR THE 2017 CALENDAR

Thanks to those of you who responded to last issue's appeal for calendar photos. The request is still open, so please send your photos to Martin de Little at [rwd@traction-owners.co.uk](mailto:rwd@traction-owners.co.uk)





**Notice is hereby given of the  
Annual General Meeting (AGM) of the  
Traction Owners Club Limited (TOC)  
to be held at  
Steventon Village Hall,  
The Green, Steventon OX13 6RR  
on  
Sunday 23rd October 2016 commencing at 11.30 am**

---

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

Members wishing additional matters of relevance to the business and activities of the TOC to be discussed at the meeting are invited to submit them in writing. Such submissions must be from a fully paid-up member, in writing, and received by the General Secretary no later than 9th October 2016. Submissions must include the name, membership number, address, and signature of the member making the submission

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

Nominations are invited for the post of General Secretary and the post of Editor.

The TOC committee, including ex-officio members, currently comprises 16 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The 5 longest serving members will stand down and will have the option of standing for re-election together with any other nominees.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 9th October 2016. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

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

By order of the Company Secretary

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

**Ian Harvey**

**TOC General Secretary**

**77 Church Street**

**Shillington**

**Hitchin SG5 3LJ**

**secretary@traction-owners.co.uk**

# 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:** 1955 Paris built Commerciale in black with cream side panels. Well known in the TOC. The car has been upgraded to an ID engine block with DS head and four speed gearbox and has 12 volt electrics. It is fitted with an electric fan to the radiator and there is an internal heater to the cab. It has a bespoke stainless steel exhaust system. The present Insurance agreed valuation is **£15,000. Offers around this figure please. For more information please ring 0115 0115 9118218 or email [m.holmes1@ntlworld.com](mailto:m.holmes1@ntlworld.com)**



**FOR SALE:** 1953 Traction 11BN. 6245 km since major work in 2001, including Traction Renaissance Service engine rebuild, non-leaded, lightened flywheel, diaphragm clutch, brake cylinders & seals, recon Silentblocs. Roger Williams gearbox reconditioning, 10x31 Crownwheel & Pinion, Peacock Driveshafts. Re-upholstered in original cloth. Rewired. Recon 6v Starter & Dynamo. New coil, electronic distributor and regulator. 2013 Citroën Classics suspension and brake overhaul, cylinder head machined, new valve seats. Solid bodywork, drives well. Tired paintwork. **£7750 Tel Mike Waldron 01784 432579 ( Egham) or 07796 566544**



**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:** 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.



## TRACTIONS WANTED

**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:** I am looking to purchase a traction avant small boot post 1937, preferably Slough-built Light Fifteen but will consider a Paris-built LHD. Has to have a sound body with reasonable paintwork and in running order. **If you have such a traction you wish to sell please contact: eric\_godber@aol.com**

## 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.**

**FOR SALE:** Transform your "Traction Starting Experience" by fitting a non-return valve between Fuel Pump and Carburettor. Takes seconds to fit and "Does what it says on the tin". Choice of 6, 8 or 10 mm diameter, solid aluminium. Available now to TOC members at **£3.25 each (+ P&P)**  
**Email: mick@popka.co.uk**  
**Mobile: 07766 785 563**  
**Next day dispatch 2nd Class unless otherwise requested.**



**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:** Reconditioned steering gear for a Traction Normale.

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:** : 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:** : I have a very nice set of spats for post war cars for sale. These spats are in excellent condition and recently polished. Price £100 for the set. Would really prefer you to collect (Redditch, Worcs). **Contact David Boyd 01527 894599 or E Mail pariscars@btinternet.com**



## PARTS WANTED

**WANTED:** Solex 30AA or 30 PAAL 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**

# Classified Adverts

**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:**

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**

## Citroen Classics

**Tel: 01784 452299**

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

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

**Call us Today!**

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

[www.citroenclassics.co.uk](http://www.citroenclassics.co.uk)

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



Celebrating 35 years of restoring and servicing Tractions, we're now proud to offer an even greater range of services – from the storage and maintenance of classic Citroëns, to self-restoration on our premises with expert supervision. Find out more by contacting John Gillard.



## CLASSIC RESTORATIONS

636 Old Kent Road, London SE15 1JE  
020 7358 9969  
citroenclassicrestorations@btconnect.com

For some it's the age...

For some it's the iconic status...

For some it's the marque...

Whatever your definition of classic we know you love it.

Here at 2Gether we feel the same and have done so for over a decade.

Tailor made specialist insurance solutions from the specialists.

Some of the benefits our policies can provide:

- Club Member Discounts
- Agreed Value
- Limited Mileage Discounts
- Free Legal & Accident Management Cover
- Breakdown Cover

[2getherinsurance.co.uk](http://2getherinsurance.co.uk)

01945 586220





Policies from  
**£76\*\***

## Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.

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

**0333 207 6062**

or visit [footmanjames.co.uk](http://footmanjames.co.uk)



Part of the Towergate Group



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

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

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

## Our 'BEST' Deal In CLASSIC CAR INSURANCE

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



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

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

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

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

**01376 574000**

[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)



30 YEARS OF QUALITY CLASSIC CAR INSURANCE

Authorised and Regulated by the Financial Conduct Authority

### SPECIALIST VEHICLE INSURANCE

**CHERISHED BY YOU  
INSURED BY US**



- No broker administration fees
- Free UK & European accident & breakdown recovery including home service
- Free and automatic salvage retention
- Free agreed value
- Choose a vehicle repairer you trust

**YOU CAN RELY ON NEARLY  
40 YEARS' EXPERIENCE**

Call our friendly UK team for a quotation

**0333 043 3911**

[www.rhspecialistinsurance.co.uk](http://www.rhspecialistinsurance.co.uk)



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

RH Specialist Insurance is a trading name of Hiscox Underwriting Limited. Hiscox Underwriting Limited has granted a licence to ERS Syndicate Services Limited to use the brand name, RH Specialist Insurance, subject to the terms of the licence. The insurer on all RH Specialist Insurance policies is Syndicate 218 at Lloyd's, which is managed by ERS Syndicate Management Limited. ERS Syndicate Services Limited is an Appointed Representative of ERS Syndicate Management Limited, which is authorised by the Prudential Regulation Authority and regulated by the Prudential Regulation Authority and Financial Conduct Authority. Hiscox Underwriting Limited is authorised and regulated by the Financial Conduct Authority. 15745 04/16



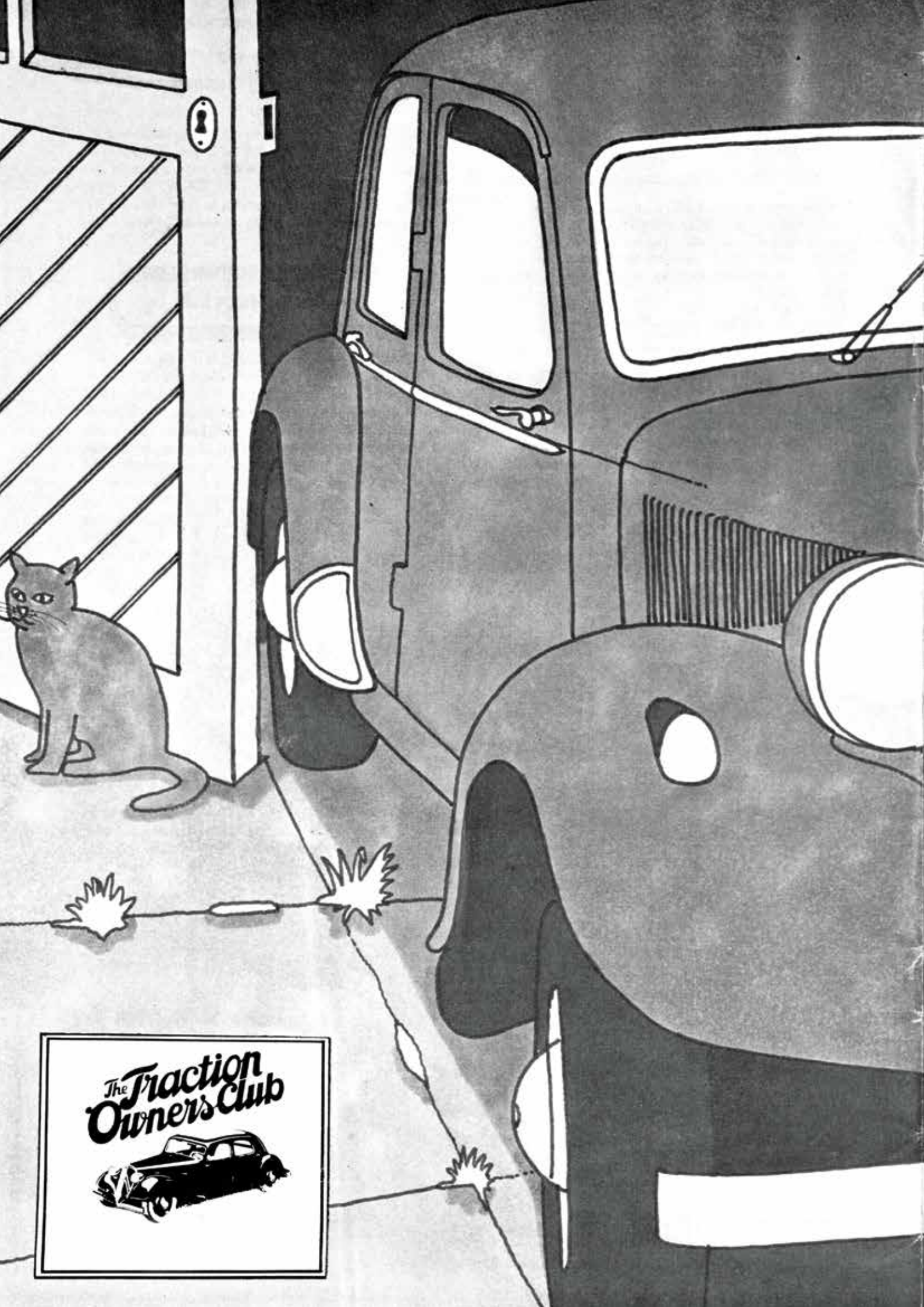
**classicline\***  
INSURANCE

## Discounted Insurance For Traction Owners Club Members

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

**01455 639 000**

[www.classiclineinsurance.co.uk](http://www.classiclineinsurance.co.uk)



*The Traction  
Owners Club*

