



# Floating Power

November/December 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  
January/February Floating Power is

**Sunday 4th December**

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

### Cover Image

*The sixth edition (November/December  
1976) of Floating Power. Artwork: John  
Dodson. Special thanks to Nigel Webb for  
letting us scan these covers this year.*

# Editor's Epistle

Hi Everyone.

I've never been very good at predicting the future. The latest news story that I never saw coming was that the Secretary of State for Health is proposing to promote all and any restaurants who serve huge desserts. I've watched successive governments doing their best to destroy the smallest of life's pleasures in the name of health and wellbeing and it's good to see that at least Jeremy Hunt has now decided that whopping great puddings are in fact 'a good thing'.



Of course, he didn't quite say that. He said he is planning to 'name and shame' restaurants that serve desserts that are bigger than the size decreed by his team of health supremoes at the Department for Gloom. For people like me who find it hard to say no (strictly in order to be sociable, you understand) to the odd Black Forest Gateau or Knickerbocker Glory, this of course is manna from Heaven (excuse the pun). I await the publication and regular updating of this list with much salivating and licking of lips.

So, although I'm not very good at making predictions, I'll go out on a limb and say that I hope and expect that we will be welcoming a new editor for FP at the forthcoming AGM. We're a bit out of sync in terms of committee meetings and publication dates and this means that we're going to go to print a few days before the AGM, so who knows? I could certainly be proved wrong.

One way I was proved wrong was by stupidly blurring out in my last Epistle that I expected my Normale to be finished 'shortly after the ICCCR'. Turns out that is not the case, so I'm still Traction-less. However, while back in the UK for the AGM I am hoping to spend a few days putting the Lt15 back together, with a view to relaunch before Christmas. I know, I know.....

Continuing the theme of food and drink and the alleged danger thereof, I offer in the accompanying photo a lovely large poster proclaiming that Wine is a Food – Drink more Wine! As you might guess, this sentiment comes from a less politically correct era. (Does anyone remember Bernard Miles telling us all that Mackeson stout "looks good, tastes good – pause for a quick gulp of the dark liquid – and by golly it does you good!") As you'll see, the poster was sitting atop a RWD Citroën at a local fête, which was celebrating life in the 30's. The centerpiece of the day was a mock Tour de France, on wobbly old bikes, and various vehicles from the 30's were roped in to represent the publicity caravan that precedes the cyclists each year.

Several politically incorrect posters from that era were displayed – all suggesting we should do naughty things like eat sweets – and the cavalcade contained two Tractions, including an excellent four seater drop-top. I made contact with the Traction owners and have found yet another local classic car club that I was unaware of.

So, next year (drops to knees and prays as he says this) I could be joining in all the local fun in at least one of my Tractions. But I've learned my lesson – no predictions about getting my Tractions back from here on!!

Have a good Christmas and see you all in the New Year.

A handwritten signature in blue ink that reads 'Bob'.

<b>Editor's Epistle</b>	<b>2</b>	<b>2016 ICCCR</b>	<b>18</b>
<b>Contents / Committee</b>	<b>3</b>	<b>FBHVC News</b>	<b>22</b>
<b>President's Ponderings /</b>		<b>Brittany Rally</b>	<b>23</b>
<b>New Members</b>	<b>4</b>	<b>TOC Forum</b>	<b>26</b>
<b>Chairman's Chat</b>	<b>5</b>	<b>In Committee &amp; Events Diary</b>	<b>27</b>
<b>Section News</b>	<b>6</b>	<b>Manchester Classic Car Show 2016</b>	<b>28</b>
<b>Your Letters</b>	<b>10</b>	<b>Citroën Memory Lane</b>	<b>30</b>
<b>Rally News</b>	<b>15</b>	<b>Classified Advertisements</b>	<b>32</b>
<b>TOC Dutch Mountains Rally</b>	<b>16</b>	<b>Display Advertisements</b>	<b>35</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 AND COMPANY SECRETARY Tony Malyon**

58 St Augustine Road, Griffithstown, Pontypool, Gwent, NP4 5EZ  
01495 763239 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**

### **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)

### **SOCIAL MEDIA Dylan Harvey**

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



# President's Ponderings



*He's leaving the committee and he's got gate fever!*

**Hands up all those who were unable to go to the ICCCR in Holland. It would be very unfair to say you did not miss much because the event was in a nice location and well attended. Nevertheless, a number of aspects of**

**the weekend did leave a lot to be desired and therefore quite disappointing, especially in light of the excellent memories so many of us have of the successful two previous Dutch-hosted ICCCRs in Breda and Flevehof.**

It is true the organisers in Middachten were very unlucky in that it rained heavily all day on the Thursday such that the volume of vehicles turned any off-road areas into mud-baths long before the opening ceremony. It was a shame because I am aware the hosts had been strongly advised by the ACI and other event organisers to ensure their chosen site had suitable "roads" and hard standing in case the weather was like that. Acts of God aside, nearly everybody I have spoken to felt the "Parking" arrangements were poor with all vehicles simply herded into a series of fields quite some distance from the main areas of activity. There was no "system" to the parking resulting in all vehicles being jumbled together with no separation by model or year. There were also all sorts of "foreign" vehicles and trailers dotted throughout because these parking areas were not restricted to Citroën/(Panhard) only.

The catering village was fine and well patronised but the entertainment fell short of the standards set at previous ICCCRs and the number of Trade Stands was surprisingly low. In particular both CTA and Depanoto were noticeable by their absence. All the same we made the most of what was available – that included taking the Yellow Peril on one of the suggested routes for a 50-mile tour of the local countryside and, overall, we did have an enjoyable weekend despite a small hiccup on the way home – but that is another story on which I hope to dine out for some time to come.



As is traditional, the ACI delegates voted to select the venue for the next ICCCR and the result is that it will be in Torun, Poland, in 2020. Last year Torun hosted the 2CV World meeting which was a great success. Their venue is an airfield and stadium which offer all the necessary

hard standing and can easily accommodate the envisaged numbers of vehicles. In addition, the recent experience with the 2CV meeting means the organising team already has a working knowledge of what is needed and how to manage such an event. Fingers crossed that I will have a Traction in which to attend by 2020.

On the Citroën front the Heritage department still seems to be undergoing metamorphosis alongside Peugeot Heritage but, as far as I can make out, the new "DS" brand wants to be seen as non-Citroën but still believes the heritage of the original "D" range is theirs. How strange is that? It is a bit like BMW suggesting their "Mini" is a direct descendant of a 1950s BMC car which had nothing else in common but a model name.

Still with Citroën and looking further ahead, I am very pleased to say that Citroën France has confirmed it is taking steps to celebrate the Centenary in 2019 and will be working with one of the main French clubs to that end. We await detail but this cannot be anything but good news for all Citroën enthusiasts.

Back home, Sywell Pistons and Props was another good weekend. With some help from slightly further afield the Midshires section managed to display 5 cars on each of the two days and, thanks to the weather, christen the hitherto unused sides and test the water resistant properties of the club's relatively new pop-up shelter. Win-win.

I am still searching for the elusive "right car" but as the driving season is pretty well at an end I can consider revising the search to perhaps include something that might need working on over the winter. However, today I underwent Traction Therapy thanks to Stephen Prigmore who kindly took me in Claude, his '53 Normale, to attend the local all-makes KAM Club's "Annual Memorial Drive and Conker Championship". (It was not quite what I had envisaged when I invited Stephen to join me for the day but I understand it was "too cold" for Mr P. to consider coming with me in YP. Wimp!). Nevertheless, the drive was an excellent jaunt through the country lanes of Northants, Leicestershire and Rutland culminating in a Hog Roast at another local "Old Car" event. All-in-all a grand day marred only by my defeat in the first round of the conker concours.

With the nights rapidly drawing in I expect the next time I am likely to see many familiar TOC faces – and, I hope, some new ones – will be at the AGM and/or at the NEC so, 'til then, all the best.



## New Members

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

2527	Mr Paul Barnard	Norfolk
2528	Mr Bill Yates	Wiltshire
2529	Mr Leon Sims	AUSTRALIA
2530	Mr John Jaques	Surrey
2531	Mr Alan Beal	Surrey
2532	Mr Barrie Sullivan	Devon
2533	Mr Alan McMullen	Hertfordshire
2534	Mr Boris Curwen	West Sussex
2544	Mr Stoyan Barrett	Co.Durham
2545	Mr Andrew Daley	AUSTRALIA



**Phew! Survived an excellent Midlands weekend at the Sywell Pistons & Prop event. Even managed to find a lens glass for one of my mis-matched fog lamps. So shortly after a bit of spit and polish an aesthetic balance will be restored. Equally, also managed to track down a supply of the slightly curiously diametered nuts that secure the air filter cover, one of which has been rattling around for some time as it was 1mm too large.**

The good lady also managed to add some modest items to her collection of vintage clothing which are typically worn to this and similar events! One of our number, who shall remain nameless, also acquired an old shotgun case which gave rise to some concern as to what he may be planning!

I would like to take this opportunity to thank Stephen Prigmore and his good lady Tina for their sterling work in organising the TOC stand and the victuals for this event. Muchas gracias; a great weekend.

On the Club front, a number of changes are pending. I am sure a great sense of relief will overwhelm you all to discover that by the time you receive this edition of FP, my stint as Chairman will be over. Chris Bailey has been put forward and accepted to take on this role for the next shift. I would like to personally thank him for agreeing to do this and am sure he will do a great job.

Many of you will also be aware that our esteemed Editor Bob Street is stepping down to take a well-earned rest. The standard, and presentation of FP continues to be admired by many and is a testimony to Bob's good work for which, I am sure, we would all like to thank him. Bryan Pullan, our Northern Section organiser, has agreed to take on the role so please give him your full support by providing useful tidbits, details of amusing moments and hidden history, so that we can continue to disseminate

the wealth of information regarding our Tractions and their rear wheel drive cousins.

Preparations for the NEC Classic Car Show are well advanced due to the good work of Julian Pratt and Pete Simper. Having seen the proofs for the stand it should be well worth a visit!

Again, by the time you receive this edition the AGM will have taken place at Steventon. For some years now we have endeavoured to coordinate the Club's legal requirement to hold an AGM with a rally, in an attempt to encourage greater participation. For whatever reason last year's rally/AGM was not particularly well supported; it made a financial loss! Consequently, this year we opted for the "keep it simple" approach by just holding an AGM in a village hall at a location which potentially gave access to the greatest number of members. It will be interesting to see how this pans out.

I wish you all a happy maintenance season and happy motoring. No doubt me and the good lady will catch up with you at some event or other in the future.

Cheers

**HOLLAND RALLY  
MAY 4th – 8th 2017**

**BOOK NOW OR DON'T GRUMBLE!**

**As you will see in this issue, the details of the Holland Rally for next year are now available, plus the booking form. The booking form offers you a significantly reduced price if you reserve places before 15th December.**

**We had some grumbles earlier this year because a few members claimed (wrongly as it turned out) that they couldn't get into the 40th Anniversary Rally at Peasmarsh, as so many people had booked straight away, using the early bird discount. In fact, due to late cancellations, everyone that wanted to go found room.**

**The Holland Rally is strictly limited to 54 people and it may well fill up fast. So, if you wish to book, do it now rather than later.**



## TOOLS

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

### SCOTLAND

#### Northern Scotland

Well, that's about the end of the Rally and shows season for another year! Last big autojumble up here was at Alford, over 100 stalls and, again, nil purchases of even one part suitable for Slough tractions!! Seems to be an ever increasing problem - a few years ago there was always something of Traction interest to buy, but now, totally disappeared!!

Collected my newly chromed Big 15 bumper and over-riders from our good friend Noel Davidson at Carlisle, and wow, what a fantastic finish Noel's contact has made of them: full 3 stage chroming, and I am very happy indeed! Thank you, Noel! Brian Garden is now thinking perhaps not to sell his Light 15 and is enjoying driving it.

Many of you will remember Roy Bayne, who owned many Tractions, DSs, and Decaps until very recently. He is again moving house away from Alyth, and had found various parts in doing so for early Ds and also Decap parts. Great to have a natter with him on the subject! Also, many will remember Neil Stewart from Aberdeen who used to own a very early Slough Traction, (1936, if I remember correctly). Neil is now the proud owner of a DS23, which he is working on to make perfect, so we are still in regular contact.

Busy compiling a list of things to do traction-wise over the long winter months, as I am sure most of us will be doing. So remember, if you need help or advice on any such project, give either of us a phone at any time!

Smithy/Andy

**Ian Smith and Andy Burnett**

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

**Ian Smith Tel: 01224 715221**

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

---

### SOUTHERN SCOTLAND

**For details of planned activities contact: Peter Fereday.**

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

---

### WEST OF ENGLAND

## POSITION VACANT

---

### NORTH EAST ENGLAND

There's 100 miles or more north to south in the north east England section covering from the Scottish Border to the vale of York so get together's have to be planned to enable folk time to get to a common starting point. We thought a small rally around North Yorkshire with a starting venue of Easingwold was a good venue and so we met on a very sunny warm Saturday morning for coffee in the Angel Inn. Three tractions met up being Ali in his Comerciale, Nick and Jill Hopkinson in their 11 BL and Michael and Heather Broadbent in their Light 15. Me.....well my light 15 needs it's silent blocks replacing as they have deteriorated so badly that one has fallen out and the others are crumbling away. James Geddes has said he will do it over the "closed season". Michael and Heather kindly offered to let Wendy and me join them. After coffee off we went to the Yorkshire Lavender fields at Terrington for a walkabout and lunch. The lavender had been cut so unfortunately no swathes of colour to see this time but the views across the valley towards York Minster and the various power stations some 20 plus miles away was quite spectacular. Lunch was good and many items like jam on scones and ice cream were flavoured with lavender. The shop did a good trade and I think we acquired some Christmas presents!! After lunch we motored over towards Pickering and the small Motor Museum at Thornton le Dale. Although this is a private collection in a garage they also do classic car auctions and it was interesting to see what was coming up in their next sale.....no Citroens though!! Worth a visit to see a mix of cars, motor bikes motor memorabilia all in a state of "disrepair" and some fine examples of finished classics soon to be sold on. Time for tea so we found a rather nice coffee shop in the village.

From left to right. Heather and Michael, yours truly, Wendy, Ali, Nick and Jill enjoying tea after a hassle free drive around



All in all we had an excellent day out and agreed "we must do it again" !!

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

**Graham Handley**

**Tel: 01661 843493**

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



## NORTHERN SECTION

It is well and truly Autumn as I write this, and as predicted earlier, all too many of the grass based car shows have bitten the dust this past summer, (unfortunate metaphor, no dust up here!) due to the excessive heavy rain earlier in the season. Hoghton Tower's The Lancashire Classic Car Show, into which I was booked was no exception and we have been faced, in September in particular, with the irony of bright warm sunny days, but soggy ground and cancelled shows. Perhaps as a consequence of this, there seems to have been quite a lot of classic car activity on the roads locally, as owners make the most of what decent weather remains until the year end.

No doubt we will be talking Christmas and New Year all too soon, and many local hostelrys have signs up already, exhorting us to book for Christmas!!

One or two shows on hard standing have survived the soggy summer, but it has been a slightly disappointing end to the show season and so we were all looking forwards to the annual Manchester Classic Car Show in mid September, which is under cover at Event City in Trafford. There is a

more detailed report elsewhere which deals with this, but suffice it to say that we had four cars in a prominent position in Hall 1, and had the general feeling that we had made a good impression. Of course, the sun shone for most of the weekend!!



Next on the list is of course the Granddaddy of them all, at the NEC in November, TOC will be represented and hopefully some of us from the North West will be paying them a visit.

My own car was present at the Manchester Show (after a good clean) necessitating a drive through busy Manchester suburbs at each end of the show, as well as



a twenty odd mile stretch across country, for both my own and two of the other cars. This emphasised what I already knew, that my car is somewhat under geared, and has the lowest of the various ratios available in Crown Wheel and Pinion terms. I have therefore now booked it in at the beginning of November with Citroen Classics in Staines, who will recondition the gearbox with a suitable new final drive, so that I can get a little further afield next year, with fewer revs and less impact on my eardrums. I will be hiring a trailer and towing the car

down with my long suffering Skoda Yeti, which should be a bit of an adventure in itself. I will keep you posted as to how that is going.

George Halsall's French barn find 1948 Legere had its first outing at the beginning of September and they turned up at the September breakfast meet at the Corner House at Wrightington. We'd seen



George a couple of weeks earlier at the Motorfest show at the Farmers Arms in Bispham, sans Traction, and had persuaded him that it didn't have to be immaculate to be seen out in society. It is a nice black example, small boot, and is remarkably rust free. George has been through the mechanical side of things and is now turning his attention to paintwork and a new headlining. This has the makings of a very nice car and I look forwards to seeing it progress in the coming months.

Vic Lupton's car also joined us at the show.

Vic says that this was his first major show and his '56 Normale, very nicely turned out in silver, was a wedding car prior to its acquisition four years ago. It is still as clean and tidy as it would have been in its working life. Vic has several upgrades fitted, including power steering, and we were all quite envious of the ease with which he spun the wheel when reversing into position on the show stand. Maybe in 2017, when I have paid for the upgraded final drive.....!



Finally, the good news is that the Section will be getting a set of tools shortly, available after the end of October. This comprises the specialist items necessary for work on brakes, wheel bearings, ball joints, etc. and will be a help to those who are restoring or repairing their cars and means that we will no longer have to drive over to neighbouring Sections and trouble them for the loan of their toolsets. Conditions of Loan and Instructions can be found on the club website and will be duplicated in hard copy with the tools themselves. Please contact me if you are in need of the club tools.

I hope that you have a good Christmas and New Year in store. No doubt there will be various events over the festive season, and I will keep you updated if any come my way, so please watch your inboxes and the Section News on the website.

**Bryan Pullan**

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

**Tel: (mobile) 07513 362202**

# Section News

## SURREY, HAMPSHIRE & SUSSEX BORDERS

Philippe is away on holiday so I've stepped into the breach to say a few words about the Section. By the time you read this, the tour of the Bombay Sapphire distillery will have taken place, as will the end of season BBQ, held at the Fairmile.

I can also report that Philippe's Lt15 Roadster was shortlisted for a prize at the Goodwood Revival, although I don't know how he got on.

The Christmas gathering is, as usual, to be held at the Barley Mow pub on 18th December. Please contact Helen to see if there are still places available: [helenshelley@msn.com](mailto:helenshelley@msn.com)

August 21st was the date set for a BBQ at Marcel and Hazel's and this fell just too late to make the previous magazine. Here are some words and photos from Hazel, depicting the happy event.

**Ed.**

***After several wet days and a dodgy forecast, it was decided to go ahead with the planned BBQ at Hazel and Marcel's home on Sunday 21st August. The sun shone, 15 members arrived and a lovely relaxing afternoon was had by everyone. Marcel had prepared for rain by investing in a posh new gazebo but the rain managed to hold off until everyone was leaving at 18.00. How lucky we were. It was suggested that this may well become an annual event.....watch this space!***



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

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

### Bantering Aside

Thank you to Mr Bailey for highlighting Dixi's corrosion issues. I am sure we will get around to cosmetic issues once we have finished all the various mechanical issues. At the moment she is still allergic to dual carriageways. All is well until she scents an extra lane, at which point a sneeze and gradual deceleration down to 40 mph. Not fun with a OVLOV sign on the front of a truck in your rear view mirror. Sadly, we didn't manage to attend the event at Oaskmere, so don't know how it all went.

We were very busy with DS's at the Technical Weekend. At one point on Saturday 10 cars were in bits in the yard; quite a sight. Traction owners obviously don't feel the same need to fiddle with their cars. Graham came over on the Saturday with his beautiful Light 15, (another case of Dixi being embarrassed by her bumpers). Paul, a new TOC member, visited on Sunday getting tips about what to look at when he finds a Traction. Dixi impressed with a road test around the village and didn't sneeze once.

#### Regular Social Meet –Up

Our joint regular meets with the CCC at Larling, Norfolk and Little Green near Chelmsford are still well attended. Members tend to arrive around 7pm; food available if required. No need to book.

The Angel Inn, Larling, Norfolk, NR16 2QU 6th December

The Compasses, Little Green, Essex CM3 1BU 15th November

Possibility of a Christmas meal. I will let you know via the ESP (Eastern Section Popup), so let me have your email address please. For those who would prefer to have the pigeon method, (Amazon beware), no problem; simply let me know.

For details or suggestions for future activities contact Jasmin Gagen

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



## PEAK

Our October meeting was at the Yew Tree in Cauldon with 12 present plus one dog – but only 3 Traction for a variety of different reasons.

All enjoyed a good natter and most of us had to succumb to the wonderful local pork pie.

Our next meeting is on Sunday 4th December – venue to be sorted soon. Please contact us if you are not on our mailing list and would like to join us.

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

**Bev & John Oates**

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

## LONDON

The group now meets at the HARE & HOUNDS, WYKE GREEN, OSTERLEY, TW7 5YR. Meetings are still held on the FIRST THURSDAY OF THE MONTH, starting at 8.00pm.

We held our first meeting at the new venue on 6th October, which was very well attended and everyone agreed it is a good location.

**For more details or information please contact:**

**Pete & Sue Simper on: 01784 559867 or**

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

## KENT/E SUSSEX

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

Adrian (Phillips)

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

## SOUTH WEST

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

Howard Speirs

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

## REST OF WORLD (ROW)

Here are some atmosphere shots from the ICCCR 2016, with the BX, the Traction and our children, grandchildren and the dog.



The organizers succeeded well in making it a family-happening.

**Walter & Noëlla**

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

**Traction Owners Club**

**Tel: 0032 471 860 979**

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

# 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)**

## FREDERICK SIMMS - MY PART IN HIS DOWNFALL

Thank you to Martin de Little for his article on the Simms Magneto which I very much enjoyed – I realise I have learnt two things:

- 1 - How to set up my magneto.
- 2 - How to annoy my neighbours.

Unfortunately, I don't have a magneto. However, I do have neighbours.

Useless information alert: Simms Motor Units' factory was at East Finchley. Simms was acquired by Lucas CAV in 1968. I joined Lucas CAV in 1986 and spent my first six months transferring technology from there to the technology centre in Gillingham, Kent to allow the plant to be shut and sold for housing development once Margaret Thatcher was no longer able to protect her constituency. I left in 1988. Lucas ran out of assets to sell and disappeared in 1996.

Chris (Bailey)

## CORNWALL TRACTIONS

Over 100 classic cars gathered at the beautiful Trewithen Gardens near Truro in Cornwall. Trewithen Country and Classics was held September 11th, with all profits going to the Marie Curie Charity. This year £11,500 was raised.

Among the wide range of exhibits was a brand new Ferrari and a very special Volkswagen XLI capable of over 300mpg.

Vic Vickerstaff drove his superb 1939 Citroën 12 to the event and a rather nice D series car also came along. Walford Bruen joined us for the day, which together with me made three Tractionists at the show!

My 1950 11BL was otherwise indisposed, having a new master cylinder fitted, so I drove my 1960 Chevrolet. (Maybe if I put the V8 in the Traction I would have the ideal car??!!)

As I write this the 11BL is back home again with full MOT.

When I have the date for next year's event I will let you know and hopefully there will be a strong contingent of Tractionists.

Best wishes

Clive (Hoskins)



## UBIQUITOUS TRACTIONS

Bonjour Bob,

It's a small world!

I recently enjoyed the hospitality of Michael and Amanda Willats at Harrabeer Country House Hotel in Yelverton in Devon. The visit was especially memorable on discovering that, among his collection of old cars, Michael had a 1952 Traction Normale. A delightful stay and wonderful hosts.

Regards,

Colin Gosling, Bromley





## HELP YOURSELF!

Hi Bob

This was the wedding of the sister of an old and very dear friend of ours. Sharon (the sister) we've also known for getting on for 20 years. When she announced her plan to marry again, it seemed quite natural to offer her the use of Alastair Carter's Traction, as I knew I could borrow it any time (I still haven't bought one - my wife will insist on spending the money on inessentials like a new kitchen).

Regards,

Dave Withington

## ANIMAL, VEGETABLE OR MINERAL?

Hi Bob,

Have had this 12v Dynamo several years. It was said that it came from a Citroën, but it has no lettering or numbers on it, so I am somewhat bemused! It works ok.

If anyone can recognise it and wants it, then it is free to a good home if they pay the postage.

Keep up the good work,  
Regards as ever,  
David Boyd



## SCUTTLEBUTT

Hi Bob in sunny France (I know it is - I've just spent three weeks there)

Of course all our scuttle vents leak to varying degrees of badly but, as Bailey in his latest Banter suggests, sealing it down is to cut off the nose to spite the face, if you need to fiddle with something behind the dashboard. I have a Light 15 (mostly) with the Slough square-faced dash instruments. Many years ago I fitted a Casio clock (£4 from a market trader - don't tell me, I was ripped off), substituting its face and hands with those from the original. From time to time (no pun intended) it needs a new AA battery. The simplest way to effect the change is via the scuttle vent.

Frankly, I've never been able to fathom why the vent leaks. I've coated the inside of the lid of mine with a piece of thin rubber sheet, and the peripheral sealing joint seems to be as sound as a bell. So how/why does the rain get through?

Best wishes

David De Saxe

## I'M BLUSHING!

Hi Bob

I would like to, on behalf of all the members of the TOC, thank you for your editorial skills and the professional way you produce the Floating Power every two months. In my opinion the never ending work that goes in to the production of such a project is too often taken for granted, and thanks is something that some members find very hard to pass on.

Thanks again for a good job, well done.

I don't know you personally, but know that people like you do not do this for praise, but for the good of others. In view of this fact I would like you to include this letter in a future edition of Floating Power.

Kind Regards,

David Selfridge

# Your Letters

## A REAL JEWEL

I purchased a 1938 Light 12 ECV 516 from a past TOC Rep for Ireland. Norman Moore from Limavady in Northern Ireland owned this car from 1980 to his recent passing. Norman was a leading jeweller in Ireland and attended many Jeweller Conferences in London, entertaining jewellers from around the globe.

This car is a very rare pre-war car and has never been involved in an accident and never been restored. It's in a minority of unrestored cars in the UK.

Norman cared for this car lovingly throughout the years, giving it the best parts it required, rather than carrying out a total restoration. The work included reconditioned head, new pistons, liners, connecting rods to the engine. Plus, complete new front suspension / shocks and steering rack.

I have told Norman's son Ken that I intend to carry on as his father did and keep the car as per his wishes.

Work will consist of the following: complete repaint (black), new carpets and 1938 second-hand grill.

Unfortunately, when I bought the Light 12 it left me with no other choice but to sell (reluctantly) my blue Light 15, as the garage space would not stretch to two cars.

The Light 15 went for sale live on the Internet on the 14th August and sold on the 24th August to a London buyer (not yet a TOC member) for the full asking price.

David Selfridge

County Antrim, Northern Ireland.



## RIVE GAUCHE?

In Westport, CT, 14 Citroëns gathered for brunch at Rive Bistro on the Saugatuck River. (18 Sept. 2016)

Mark Gluck



## DO NOT DESPAIR.....

Traction won't start? Love life stalled?  
This helpful note was left on my  
Traction.

Mike Wilcock





## YOUNG MAN WITH A HORN

*Life's strange, isn't it? You can wait an awful long time for a Unicorn to come along, then two of them come prancing round the bend, as bold as anything.*

*Here, John Moon talks about his encounter with one and in Chris Bailey's review of the ICCCR 2016, he also makes mention of one. Funny things Unicorns..... Ed.*

**John's first letter was as follows:**

Hi Bob

I noticed this car, which the badge states to be a "La Licorne" on wedding duty in Toledo. Obviously using a Légère body, it is actually RWD with transverse leaf spring front suspension.



The front and rear wings are blended together with a running board and the bonnet and grille are different. A little research revealed that Licorne built a few similar cars in the late 30's, using both Légère and Normale bodies. I found a picture of a Normale-bodied Licorne in James Taylor's book and this was also RHD. I have a few other pictures, if these cars are of interest to anybody.

On the same holiday, I came across a car museum in Salamanca (near the Art Deco museum) which, at the time, had a temporary 2CV exhibition. In the main museum, among the expected Hispano-Suizas and Pegasos, were 5 Citroëns, ranging from a 1929 6 cylinder RWD Faux Cabriolet to a DS23, including a Traction of course.

There were other rarities such as Amilcars etc. Worth the low entrance fee if you are feeling "Cathedraled-out" on your Spanish city tour!

Regards

John

***I replied to John that Licorne is French for Unicorn and maybe this was a play on the fact that the cars were a mixture of two 'animals'. John replied:***

Hi Bob

The radiator badge had a picture of a unicorn on it with La Licorne written around it and I tried to take a photo of it but it didn't come out well enough. I didn't go into that in my note as I was trying to keep it brief.

I can't work out why it was RH drive. Also, why would anybody have bought one of these? Almost certainly a fair bit heavier than a proper Traction with lousy suspension.

It looked quite nice inside though, better than a French Citroën, but using their instruments I think.

The same wedding had a Normale as well, but life is too short to wait for a Spanish wedding to move on. They were at the "photos and everyone to the bar" stage.

By the way, I enjoyed your article on the visit to John Gillard's place. I've been there and couldn't believe such places still existed!

Regards

John

## HISTORY IN THE MAKING

A bridge too far.

The Arnhem bridge on the way home from the ICCCR

Regards

Tom (Evans)



## ANGOULEME RALLY

*Gosh, everyone seems to have gone to Angouleme this year! Well, two members at least. As I've had a letter from Tom Evans and Peter Fereday on the same subject and, in some cases, with rather similar photos, I've decided to split this page between them and 'fillet' their photos, so there should be no repeats..... Ed.*

### ANGOULEME 1

Hi Bob

Attached a few pics of Citroëns spotted at the Angouleme Circuit des Remparts weekend. I think there were a few more that I missed, but no Citroëns racing this year.

I was disappointed that the event has been deleted from the calendar as it is such a fabulous weekend. Weather not so good this year though.

All the best

Tom (Evans)

*Hi Tom.*

*Thanks so much for these. Lovely. The reason the Angouleme week was 'dropped' from the diary was simply because (from memory) I put it in the year we were taking a bunch down there following the 80 Years gathering near Paris (2014). I think I then didn't bother putting it in the following year as it wasn't strictly a Traction thing.*

*However, I will take on board your comment (or whoever is Editor after me will) and it will be in the calendar next year.*

*Kind regards,  
BOB*



### ANGOULEME 2

Just at the end of our summer in France I managed to get to the Rallye International de Charente – the Saturday event which is followed by the long standing Circuit des Remparts in Angouleme on the Sunday.

The rally seems to be a tootle through the Charente countryside with obligatory French style stops for food and drink. Lunch for this rally was in Chalais in the extreme south of the department at the Relais du Chateau.

Parked up for lunch were the participants' cars – hundreds of them. There were several Tractions, rear wheel drives and not one but two Rosengart Supertractions – a coupé and a decapotable, both amazing.

The event involves an eclectic collection of all kinds of cars – from the 1920's to modern supercars. Well worth a look if you are in the area – something for everyone.

Peter Fereday





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

### *Laurence Acher writes:*

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

### *Peter Fereday writes:*

Now back in Scotland and into the planning of our own TOC National Rally next year. Just been out today, October 9th, on a recce for the proposed route – beautiful countryside in the autumn sunshine. Things are gradually taking shape and full details will be in the Jan/Feb FP with a booking form and financial incentive for early booking.

Remember that the winter period is an ideal time to get your Traction in top fettle for the trek to Caledonia. Whilst a few hills are a given in this neck of the woods, the rally will not involve any routes that will overtax your car.

Also thanks are due to the organisers of this year's rally, John and Bev Barsley, for providing me with a comprehensive set of notes and checklist for future organisers of this most important TOC event of the year.

## COBHAM HERITAGE DAY SATURDAY 10th SEPTEMBER

The days before and after were lovely bright and sunny. On this particular day it rained hard all day.

We all trooped off into the town for lunch and when we came back there was a beautiful pot of white orchids sitting in the footwell of our car. Apparently I had won a prize but despite thanking the judges - I still do not know what for. I am thinking that it was for "The Citroën with the most water in it".

Martin de Little



# TOC DUTCH MOUNTAINS RALLY

## TOC DUTCH MOUNTAINS RALLY

4th – 8th May 2017

**Hotel De Oude Brouwerij, Hoofdstraat 53, 6281bb Mechelen**

**(This rally is limited to 54 participants)**

### Provisional Programme

<b>Thursday 4<sup>th</sup> May</b>	Welcome in Mechelen (NL) at De Oude Brouwerij (The Old Brewery). Welcome drink, briefing and dinner.
<b>Friday 5<sup>th</sup> May</b>	Belgian mountain tour: driving through the hills of south Limburg, Pays de Herve and the outliers of the Ardennes; a panoramic lunch at a water dam; visits to picturesque villages and a Cistercian abbey/brewery (with tasting).
<b>Saturday 6<sup>th</sup> May</b>	Dutch mountain tour: a short tour through the hills of south Limburg to the Jezuiten berg for a visit to the subterranean museum created by Jesuit monks. Lunch at the unique terraced Chateau Neercanne followed by a tour of a neighbouring vineyard (with tasting).
<b>Sunday 7<sup>th</sup> May</b>	Lazy Sunday: a day of leisure of your choice (and expense). There are many places to visit – cities like Maastricht, Aachen, Luik. Markets like the local produce market in Aubel, the antique market in Tongeren, the Sunday market in Luik.... or things to do – hill walking, strolling along the beautiful river Geul, touring, boating on the river Maas.... Visit Valkenburg. Alternatively, you are welcome to join us on a steam train (or rail bus) trip to Valkenburg: stroll around the town with its shops and cafes; visit the caves, museums, ruins..... Or go for complete relaxation in Thermae 2000.
<b>Monday 8<sup>th</sup> May</b>	The rally ends after breakfast.

We have reserved a small, cosy hotel called De Oude Brouwerij with 20 rooms in the village of Mechelen (in the Netherlands) with 18 en-suite and two (cheaper) rooms each with a separate private bathroom. The hotel parking is behind the hotel and will be locked up at night. **(All bedrooms are on the upper floor and there is no lift available)**

Depending on the number of bookings, we have the possibility to reserve a number of rooms at a neighbouring hotel just a couple of steps down the road. **(This hotel has a lift and is wheelchair friendly.)**

There is a camping just outside the village, a five-minute walk away, so camping is a possibility.

Dinner will be together at De Oude Brouwerij every evening, the maximum restaurant seating capacity is for 54 people, so this is the limiting factor for the number of attendees for the rally.

### Rally Cost and Payment (Cost is per room for two people)

Rally cost	Early bird rate before 15-dec-2016		Rate after 16-dec-2016	
	Euros	Sterling*	Euros	Sterling*
En suite	€750	£750	€850	£850
Private bathroom in hall **	€670	£670	€760	£760

\*\* Only two rooms available

Rally costs include 4 nights bed, breakfast and dinner, lunch on Friday and Saturday, the visits, road book, rally plate and tourist information. **The rally costs do NOT include drinks at any event or meal.**

**\* Please note: The quoted cost in pounds sterling is based on a rate of 1 euro to the pound (which is only slightly lower than the rate on 10<sup>th</sup> October). Any money owed by or to the club will be settled following the date of bulk payment on your behalf to Holland.**

Payment: If making bank transfers, please give the reference **Dutch Rally**

Payment in **Euros** via bank transfer to E.M. Smits eo Cats bank number NL56RABO0107236621.

Payment in pounds sterling to the TOC club; A/C details: Sort code 202062 A/C 40617679

**The deadline for registration is the 31st of January 2017.**

### **Contact information:**

Lisette and Wiljan Cats:

[Wiljancats50@gmail.com](mailto:Wiljancats50@gmail.com) mob: 0031642259262

[Lisette.smits5@outlook.com](mailto:Lisette.smits5@outlook.com) mob: 0031651831373



# BOOKING FORM – TOC DUTCH MOUNTAINS RALLY

## 4th – 8th May 2017

The number of participants is limited to 54  
Please book early as room arrangements will be on a first-come, first-served basis.

<b>Driver's Name:</b>	
<b>Passenger Name(s):</b>	

<b>Address Line 1</b>		<b>Add Line 2</b>	
<b>Address Line 3</b>		<b>City/Town</b>	
<b>Postcode</b>		<b>Country</b>	
<b>Tel Home</b>		<b>Mobile</b>	
<b>Email</b>		<b>Mem'p No</b>	
<b>Vehicle Reg</b>		<b>Model/Year</b>	

Accommodation	Please Tick	
With En-Suite		
Private Bathroom*		*(Only 2 rooms available, lower rate)
Twin Bed		
Double Bed		
Camping**		** (Information and rates available if req'd)

It is possible to extend your stay at De Oude Brouwerij at a reduced rate. Please advise us if you wish to take advantage.

Dietary or other requirements (please specify per person)

<b>Name:</b>		
<b>Name:</b>		
<b>Name:</b>		

### Sunday 7<sup>th</sup> May

*On Sunday you have the option to join a trip to Valkenburg on the steam train (or railbus)*

*The ticket cost is 10€ per person (group rate)*

*The timetable for 2017 will be published at the end of 2016*

Please indicate if you wish to join this trip:	YES	NO
--	-----	----

*We will provide tourist information on different options for Sunday, e.g. Maastricht, Aachen, antique markets, local produce market, boat trips, etc.  
Please let us know if you require some specific information.*

Any extra comments or questions you wish to pass on:

Please return this form as soon as possible to:  
Lisette Smits, Sniekstraat 16, 6012RN Haler, The Netherlands

**[lisette.smits5@outlook.com](mailto:lisette.smits5@outlook.com)**

## The 2016 ICCCR from a Tractionist's perspective *Chris Bailey*

Before any significant journey you should prepare your vehicle. This is especially recommended if your car is 65 years old and the journey will take you to foreign parts.

A lot of grease was pumped, as was air. To finish things off I stole a dust cap off another car (of mine) so I had a full set. And so to bed.

We had a booking on the 10am ferry from Dover with an 8am check in felt it wise to leave home at 6am.

The ICCCR clashes with the Olympics – my younger son, like last time, elected to have nothing to do with smelly old cars and stay at home watching Team GB rack up medals. The rest of us had to get up early.

I was a little disturbed at 5.30am to see that we had a flat tyre – the same one which had been fitted with a dust cap for the first time in years. It seems you can over prepare and I had gone a dust cap too far. A bit of mild panic was followed by the racket of my tyre compressor echoing around the houses and we were off at 6am before the neighbours knew who was making that din.

Other Tractionists heading for Arnhem took the Harwich ferry but we live a mere 90 miles from Dover, so we chose the Dunkirk route and subsequent grind along the boring old E40. Two days earlier we had been sunning ourselves in Portugal so, when it started to rain and we got stuck in the traffic approaching Antwerp, we had time to consider the wisdom of not having stayed there. I may not have fully explained to my family just how far Arnhem is from Sussex. More than just a bridge, apparently it's about 100 miles too far.

As well as being flat and boring, the E40 is a favourite route for big trucks. Being restricted to a maximum speed of 90 km/h or 56 mph that's exactly the speed at which they travel. That's close to the Traction cruising speed but, having no desire to look at the back end of the same truck for an hour or more, I decided to maintain 57 mph as measured by my TomTom (that's 102 km/h on my speedo so I have a +12% error). At just 1 mph faster than the trucks it takes about 90 seconds to pass a big one. It takes much less than that for an Audi to grow from a small dot in the mirror to a set of bared teeth (only relevant though if you have mirrors). Passing the trucks at a heady 58 mph halves the time it takes. What's that you say? Why not go even faster? You'll have to speak up, it's very noisy... Actually at exactly 59 mph a nasty sounding buzzing rattle kicks off – I don't know what it is but I think it's telling me that's fast enough. Keeping to 57, rising to 58 when necessary seemed to work well although a better pair of mirrors would have helped.

We pulled into a service station for a coffee and chatted with a couple of guys in their lovely yellow DS. Apart from that the drive to Arnhem wasn't much fun, but I'd booked a decent hotel which restored my status in the family somewhat. Several Citroënistes were staying there including the owners of a Tonneline Traction and someone who tried very hard to sell me

his DS Cabriolet. One more beer and I might have said yes – I'm glad he didn't know that.

As for the 16th ICCCR? We only attended 2 of the 4 days. We arrived bright and early on the Friday morning and negotiated the rather agricultural car park. Middacten? Mudachten more like. Mud was understandable given the rain, but equally predictable; but it wasn't until Friday afternoon that any sand was spread. It would have been useful to station one or two of the Kegresses in the car park.

More disappointing was that there was no plan to park similar models together. I never get tired of seeing lines of Traction and an event like this gives the perfect opportunity and traipsing through a muddy field looking for them was frustrating.

Happily, the good folk at Traction Universelle took a unilateral action on the Saturday to establish a Traction parking area. I don't know if that was intended for TU members only but we got waved in – thank you. For some reason which I never discovered, two Traction had gaffer tape around their windscreens. Earlier I had seen a 2CV arrive with a smashed screen. Some connection maybe?





In the main arena the Traction Avant Netherland Club had a decent sized tent in which they had set up garage scene around an immaculate big boot Traction. Nearby a gearbox from a six-cylinder car hung on a rope – where they had got it from I do not know, but they wanted to know how heavy it was. Actually they wanted to know how heavy I thought it was - a prize for the closest guess. Outside the tent were a selection of tasty treats – a Splendilux Decouverable, a

There was a real garage set up in the corner of the arena offering a pukka repair service. Tyre replacement seemed to be the main business but a 15/6 was getting a lot of bonnet-off attention. It was having its clutch changed – brave, I thought, since earlier in the year it took me three weeks to change mine. Was this where the gearbox in the Dutch tent came from?



There were traders operating from both within and without the big marquee which also contained the museum - a decent display of interesting cars. Some of these I had seen before but not many.

A few things really caught my eye in the big tent. One was a very nice steering wheel that I thought would look very good in my car. It wasn't very clean but it had a nice clock in the centre, a clear plastic rim and chromed wire spokes. I was interested enough to enquire the price – 600 euros is too expensive to get a second clock in the car that tells the wrong time. I wonder if I could have got it for 200 euros.



Rosengart Supertraction and a 15/6 Cabriolet. The latter was not one of the three (or so) originals but one of the seven Marcel Bonhoure conversions – very nice too. It arrived with its colour-coordinated caravan in tow which was a little much for the mud in which it got stuck. I of course went to help - after I had finished taking my photos. It was in good company - a few minutes earlier the Supertraction had been seen getting a push too.

A sectioned side of a Traction was interesting as was the bare bodyshell of a 1939 Légère. This was an ex-police car which unusually had a 5th door at the back, hinged at the side. Being stripped of paint, the panel joins were very visible. On the Friday it was right side up, so I could get a good look at how the roof panels fit together and the next day it was on its side



The rarest of rare cabriolets, the sole remaining Renard et Bec car, which had been languishing in the car park on the Friday, joined the TU group of Tractions on the Saturday. I would have thought this unique beautiful baby blue car should have been in the main arena. I have since decided this was my favourite car at the ICCCR.





# 2016 ICCCR

showing the floor panels. I spent ages looking at this car on both days. What a sad old git I am.



And then there was the Licorne. This is an oddity of a car being a Traction body mounted on a separate chassis. It was a good looking car which is not surprising since it uses the Traction Avant Légère body. The most significant visible difference is the flat radiator grille. The running boards are less noticeable. It has bonnet louvres that are similar to those of the post-war Traction, although the Rivoli was only made pre-war.



Under the bonnet is the Citroën engine but if you look carefully you'll notice it is installed backwards – H-Van style. Except it is not H-van style at all because the Rivoli is rear wheel drive. Why make a rear wheel drive car out of a front driven one? Surely this is somewhat regressive. Well that's only the start – the body (which you will remember is the rather innovative, material-saving monocoque) is mounted on a separate chassis. Why mount a monocoque on a chassis? Presumably so you can use the same transverse leaf springs and friction dampers that were on your last model. The cable operated brakes ensure there are no significant braking forces that would stress those body mounting bolts.

There were several other Tractions in the main tent as well as the many in the main car park – many very nice cars in excellent condition. Barry Annells' famous faux cabriolet was on display at the CCC stand which was on the other side of the castle.



The Traction Avant Netherland Club had a gathering in their tent on Saturday afternoon. A few speeches and the announcement of the winner of the guess the gearbox weight competition – 71.6kg was the answer. I had guessed 70 and was quite proud of that – close, but no cigar.

This wasn't just a Traction rally - of course there were examples of almost every other Citroën model.

A 1920s taxi caught my eye – it turns out from discussion with an expert in these matters that it was no such thing – putting a Taxi sign on the roof of an ordinary Citroën may fool me, but not Martin de Little. I do like the sign though.





More "echt" was the 1964 ID Tourisme – a filthy barn-find, being the only surviving example of the poverty spec ID. If you like SMs, whilst there were none in the big tent there were more in the car park than I have ever before seen in one place. For H-vans one only had to stroll through the camp site to see them in abundance.

In front of the "castle" was displayed a fine array of Chapron Ds and nearby groups of BXs and M35 were gathered together. Oddly, a C6 (the recent one) was in the arena with some percussionist hitting its roof with drumsticks sufficiently hard to make dents. I didn't see the point of that and it doesn't seem to have made the short list for the Turner prize.

As well as the trade stands there was a car boot sale with not much that wasn't available elsewhere – although this place was well hidden and I expect the best stuff had long gone before we found it. I did see a Traction gearbox that had a stiffening bridge across the bearing caps – I didn't dare ask how much that was – and I didn't need one then anyway.

Monday was a public holiday in the Netherlands but we had to go to work so we headed for home on Sunday morning. Overall, very well done and thank you to the organisers. I enjoyed the trip, renewing old acquaintances and making new ones.

Being sunny and dry, the return trip was better than the outbound one. We resumed the same speed regime and were pleased to have no delays at Antwerp. It was a different story when we got back to Kent – for one reason or another the M20, M2, M26 and M25 were all off limits so, horror, we had to use A roads. This was probably

the most stressful part of the trip for the car which, I am pleased to report, ran faultlessly – even receiving compliments from my other half such as "we should keep this car" – praise indeed.

The odometer reckoned we had covered 1306 km on the trip – that's 800 miles – so another grease job was now overdue. The engine had used no water, only a little oil and the tyres lost no air.

I brought a couple of souvenirs home with me - a pair of door mirrors purchased from the Renel stand. These are the type that fit between the door handle escutcheons and the door panel using the door handle fixing screws and I was looking forward to looking backwards through them on the way home. I tried to fit them in the hotel car park and take advantage of them on the way home. I had thought I could just loosen the fixing screws, pull the handles away from the door and slide the brackets into the gap. No such luck. For one thing a couple of 2CV types came along and kept me chatting until it was too dark to see what I was doing and secondly because the gap in the bracket was not big enough anyway to slide past the handle escutcheon. So they sat on the back seat until I got home and attacked them with an angle grinder. They're now on the car and remind me of an excellent trip.

The location of the next one, in 2020 is announced as Torun, Poland. I'm looking forward to it already and, whilst the 2016 ICCCR was well done and enjoyable, I hope the Polish organisers look to the 2012 Harrogate ICCCR as the benchmark of how to do it right.



The rally was set in the grounds of the Middachten Castle – a nice looking house with a moat. We should have had a look inside but somehow never got round to it. In fact, there were several things laid on which we chose not to do. We would have done more if we had stayed the full 4 days.

There were bands, a dinner and talks on a range of subjects – we chose to miss all of them and other things but I'm sure they were well presented. We had a couple of very good meals at nearby restaurants and enjoyed pootling around the Dutch countryside where you are never far from a canal. In one restaurant we bumped into team Shaw, Prigmore and Allison who had been having a fun time training the sparks to do their thing in Steve's car.

We spent a happy hour at lunch time in a café by a cross road just outside the rally site – Citroëns of all ages converging from different directions, looking for parking or the rally site itself, making U-turns and generally getting in each other's way. Driving in the Netherlands is similar to anywhere in Europe but with one main difference – cyclists. Not only do they ride Dutch bikes which are taller than anyone else's, the riders are a protected species who have priority over all. Woe betide you if you block a cycle lane. We tried it once.... Another thing about the Dutch is that they can be very blunt – especially mature ladies on bicycles.

# FBHVC NEWS 5 - 2016

---

**Well, for once I'm stumped to find anything in this issue that you would appreciate me sharing. Mostly this is due to the ongoing hiatus of a new government plus, presumably, the fact that it's party conference season. So, I hope we will have a little more meat for you next time.**

One thing you might want to know is that the FBHVC is now looking for a Secretary, as Rosy Pugh is retiring. Full details are available, as always, at <http://tinyurl.com/k2fj69j>

## ADMINISTRATION PROFESSIONAL

The Secretary to the Federation will retire in mid-2017.

The Federation was formed in 1988 and exists to uphold the freedom to use yesterday's vehicles on tomorrow's roads. We represent over 540 historic vehicle clubs with approximately 250,000 enthusiasts owning not only cars but motor cycles, commercial, agricultural, military and steam vehicles plus passenger service vehicles such as buses and coaches all of which are more than 30 years old.

The successful candidate will work closely with the Chairman, Finance Director, Legislation Director and other board members.

The role requires:

- An ability to maintain daily contact by telephone and email with the Board, member clubs, individual members, trade and museum supporters.
- The ability to research government and other relevant websites to identify potential legislation that could impact our movement.
- An ability to interact effectively with members, media and commercial partners at shows and conferences.
- General office administration including maintenance of membership records, accounting records and preparation in draft of the monthly trial balance.

- A high degree of IT literacy and familiarity with web-based communication tools that facilitate user interaction.
- But equally importantly we seek applications from individuals who truly believe they could contribute to the future development of the Federation.

The role requires a high degree of diplomacy and an interest in historic vehicles and the movement in general. An appreciation of the technical aspects of motor vehicles would be helpful but is not essential.

Working hours have a certain degree of flexibility although an ability to work some weekends, currently spread over ten days is essential. The tasks of Newsletter editor and Custodian of Archives may be incorporated within the role subject to the experience of the successful candidate.

An appropriate remuneration package will be negotiated.

Further details of the Federation are available at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The chairman, David Whale, will be pleased to receive enquiries and expressions of interest via email to: [chairman@fbhvc.co.uk](mailto:chairman@fbhvc.co.uk)

The logo for TOC SHOP features the words "TOC SHOP" in a large, bold, white, distressed font against a dark blue background. The letters have a weathered, textured appearance.

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



# The Brittany Rally 2016 *Jonny Taylor*

A couple of months ago I was round at the Wilcock's house discussing the state of the world ... and the upcoming TOC Brittany tour. Verna, the customary co-pilot, didn't want to go and Mike was gloomily saying that he didn't fancy doing it on his own. I loved France, knew a bit about the cars having helped remove the engine a couple of times, and found myself offering to accompany him!

So, early one morning in July, Mike and I pack up the car, wave goodbye and head off through South London towards the port of Newhaven. It was cold and damp but the week ahead promised sun and Mike's 1950 Légère felt at home on the clear roads.

I was new to the delights of classic motoring and I love the way the small windscreen and long bonnet frame the view as we bowl down the A23 to the coast; not quite so impressed by the amount of noise and lack of door seals blowing a cold draft around my right elbow but one does learn to live with that sort of thing.



A day later, and a bit late after searching for fuel and la gare, we arrive, last, at the meeting point for the 32ème Rallye du CTAB, Langon station car park in south eastern Brittany. This slightly unprepossessing spot is full of Tractions from France and UK, already parked up in their varied shapes and colour schemes, some towing trailers or small caravans, with their owners and companions chatting in the sun. It is a glorious sight.



But it is soon even more impressive as this cavalcade head out onto the road.

We snake along narrow lanes through the undulating countryside, guided by les Motards, a small band of motorcyclists who direct us at every junction, alternately roaring past to get to the next point like two wheeled sheep dogs.

Somewhere a French Traction flags us down; we have a soft tyre. There's nothing obvious in the tread so we continue on our way. Every now and then we glimpse a quiet river flowing through poplar trees and eventually come to a halt in a field by pontoons full of boats.

We re-examine the tyre. There is a spare and a tube but no levers, Phil Allison kindly offers his tube, levers and jack and with pumps from Martin and Marcel it's soon pumped up and we set about an excellent aperitif and lunch.



This first stop for the daily pique-nique, with the cars proudly lined up, introduces me to several rallye rituals like the essential aperitifs before every meal, with Pernod and franglais flowing liberally, and the freely opened Traction bonnet. This is illustrated perfectly when Marcel starts his car at the end of the languorous meal with a clattering sound; he comes to a halt and immediately both sides of his car's bonnet are unceremoniously opened by people eager to help diagnose the noise.

Half way through the afternoon's run to Arzal we're flagged down again.

As soon as we pull over we're joined by 2 Tractions, a Motard and Peter and Amanda's camper van. It's like an F1 pit stop, Mike jacks the car, the riding mechanic removes the cover and un-bolts the spare, Peter un-bolts the wheel that Mike passes to the RM while Peter fits the spare, Peter un-bolts the wheel that Mike passes to the RM while Peter fits the spare and Mike lowers the jack. In minutes we're on our way shepherded by our personal Motard.



Another lovely run through the Brittany lanes then to our first camping, with most of the French contingent, tents and caravans spread around a well-appointed campsite whose normal occupants take the Traction invasion very calmly.

It's time to examine the tyre but we don't have any levers. What we do have is a tube, the emergency adjustable spanners and vitally, Pete's boots and tyre fitting skills - and the campsite has a compressor. There's nothing sticking in the tyre, the tube has no obvious fault and the valve looks new. So we change the tube and valve and pump it up. All is well, a quick wash and soon we are summoned to the corner of the field by Francois for more aperitifs, catching up as the shadows lengthened across the field.

Somehow Mike and I never really read the incredibly detailed spiral-bound brochure produced by the CTAB which results in constant surprises like the first evening's diversion, a lovely boat trip on the river Vilaine with dinner served as the light fades and candles are lit. On the way back the boat stops, floating in mid-stream for us to watch a magnificent fireworks display at la Roche-Bernard to celebrate Bastille Day.





# The Brittany Rally 2016



Back in the camp we drink tea as the stars promise more clear skies tomorrow. In the morning everything is soaked by the heavy dew, steaming off in the rising sun.

Breakfast with coffee, fresh bread and tomato jam, a bitter/sweet first for me; blue sky, sunny days driving through lush countryside, villages and towns; bystanders with a smile and a wave; the sandy beaches along the rocky coast; a shady pique-nique with aperitifs in some interesting spot; a tour round a chateau; these are what make up the next couple of days, with new friends found and the enormous pleasure of driving one of these lovely cars on the narrow roads of Brittany, though the smooth gear change constantly eludes me!



We should have read the rally guide... The final afternoon of the rally, another day of glorious sunshine as we set off for the bouchon (cork?) at Tinténiac, a small town north of Rennes. Entry to the town centre was barred by a simple barrier and a man in hi-vis. We were waved through; post-60s cars were turned away. We

joined an endless hooting stream of classics, historic cars, old vans, mobylettes and even a motorised wine barrel and castle from a period Tour de France. Somehow we took a wrong turning but no matter, we joined another cavalcade that emerged from a side street. After a couple of circuits it dawned on us that there was no route or rules, the idea seemed to be to have old cars driving in both direction in every street, including one way streets and if it jammed up well just hoot! In the narrowest part of the town "order" was kept by two gendarmes, one with a whistle and waving arms the other with a pad of parking tickets, and then the penny dropped, they were in period uniform and part of the whole performance. Officialdom and the real gendarme were nowhere to be seen, presumably outside of a bar with the rest of the town enjoying the parade of vehicles and elegant young women in 50s frocks. Another circuit and there outside of a bar were our Motards enjoying a well-earned beer or three [Pic 114 2016-109]. Now, I may be an honorary Tractionist, but at heart I'm a Motard so out he jumped to a warm welcome and cold beer leaving Mike to plunge back into the chaos, but not for long. Quite simple just stop anywhere, abandon the car and join the happy drinkers. It was like the maddest, maddest most joyous wedding you could ever imagine; we really should have read the guide.





# The Brittany Rally 2016



We head for home and the following day 20 km from Dieppe, cruising at a steady 90km/hr, the car starts to vibrate, "I think there's a ripple in the road surface, let's see what it's like on that smoother stretch ahead" It was just the same, if not worse, so we pull over and find a great chunk of tread had torn off what was the spare wheel. Another rapid wheel change and we still had time to load some Muscadet and board the ferry for a perfect crossing.



Not far north of Newhaven we get a chance to try out the camping stove, that had been complete superfluous so far, and drink coffee by the light of the moon in a layby. We wait an hour beside the A23 for help to arrive and send us wearily on our way. Time to reflect on the enormous generosity of our French hosts and the self-deprecating Motards without whom Tractions would have been still driving lost around the countryside!

Mike Wilcock adds: Not so long ago a most informative FP article explained the date codes on tyres, I read it with interest knowing that my tyres were all new or nearly new, I'd also had them removed, the tubes checked and the valves replaced when the wheels were painted but I'd reused the spare and that had come from my last traction..... Fortunately, I have a stock of spare wheels with tyres but how old are they; and how old is your spare, especially if you have a small boot with the tyre neatly hidden under its cover?



Finally, thanks to all who offered help. Aren't Tractionists wonderful people!



# TOC Forum

The rules for the Forum have been updated and can now be viewed on the home page.

I am pleased to say the Forum is now being used again as intended “for members to discuss issues relating to the ownership, maintenance and restoration of their vehicles”, which includes social events and anything Traction related within reason.

Steve Reed has agreed to have a Helpline section where he can answer questions direct, plus adding details of help he has given via telephone calls and emails to the Helpline.

It is there for us all to use so please register if you haven't and let me have any feedback via [forum@traction-owners.co.uk](mailto:forum@traction-owners.co.uk)

Bev Oates



**CITROËN CLASSICS**  
SERVICE PARTS RESTORATION HYDRAULICS

**Citroen Classics**  
Tel: 01784 452299

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

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

**Call us Today!**

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



**www.citroenclassics.co.uk**

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



**Longstone**  
CLASSIC TYRES

[longstone.com](http://longstone.com)  
01302 711123



## IN COMMITTEE

FROM BEV OATES

The Committee meeting was held on 11th September in Millbrook.

**Treasurer** – Mike McDonald explained that due to family commitments and work he has agreed to continue to share the post with Tony Malyon. Tony will carry on with the day to day bookkeeping tasks and Mike will oversee the Accounts and prepare the report for the AGM.

**Editor** – Bob has agreed to produce the next two magazines and then hopefully hand over to a new Editor. (Since the meeting a volunteer has expressed interest.) The Committee thanked Bob for all his hard work over the last few years.

**Social** – Laurence has taken over as Social Secretary. There will be a rally in Holland in early May. Two adjoining hotels have been booked for a maximum 54 members to attend. Our National Rally will be in the Loch Lomond area, organised by Peter Fereday, and a hotel has been reserved with at least 60 rooms.

Bev & John Barsley were thanked for the excellent rally in Kent.

**NEC** – Julian & Peter attended the meeting to explain the layout of the Stand and cars exhibiting. Not many members have volunteered to help man the Stand which is a shame.

**Shop** – Vanessa announced that £700 worth of the 40th Anniversary clothing has been sold. We now have the copyright for the Traction poster and hope to sell tea towels featuring it soon. Vanesa is pricing car covers for Tractions as she has had a few requests.

**Spares** – sales were high in July but quieter in August and Chris was disappointed that so few members visited his

premises on his 2 recent open days. Stock from Europe is getting more expensive which has to be reflected in the price to customers.

**Membership** – currently stands at 579 members – 85 have left this year or not renewed so far. However we have had 16 new members and 2 rejoiners since the last meeting.

**Webmaster** – Cleve & Martin have met with a company based in Hampshire who are willing to develop a new website for us which is simpler to use and managed by us. The Committee agreed to go ahead with this development and will update members at the AGM.

The Forum is now operating as it should again – a place to “discuss issues relating to the ownership, maintenance and restoration of members’ vehicles - (Rules of the Forum). Steve agreed to publish some of the interesting items which he has received via the Helpline.

**AOB** – A set of Club Tools will be located with Bryan Pullan for the use of members based in NW England. Den Hewitt has stood down as Area Rep for the West of England and Terence McCauley has volunteered to take over. Bernie announced that he will stand down from the Committee at the AGM but agreed to continue as our President.

Chris Bailey has offered to join the Committee and take over as Chairman from Cleve at the AGM – this was unanimously accepted!

The next meeting will be prior to the AGM on 25th October in Steventon.

Bev Oates

## 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)

### 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 four-day event over the first weekend of May 2017. Further details and booking form in this issue.

### 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.

## MANCHESTER CLASSIC CAR SHOW 2016

BRYAN PULLAN

It seems to be the case that pre - planned major events always seem to be comfortably distant, being reassuringly weeks/ months away ... and then suddenly, they arrive with almost no warning. Thus it was in September with the 2016 Manchester Classic Car Show, held this year at Event City next to the Trafford Centre. The two day Manchester Show, is, of course, nowhere near as large as the November bash at the NEC, but it is a friendly affair and attracts a varied mix of cars, mainly from the north of the country, and including all sorts of classic Americana, Supercars, etc. and always has a classic rally event, with pits in one corner of the show venue, opening into an external course through which you can be hurtled as a passenger, for charity.



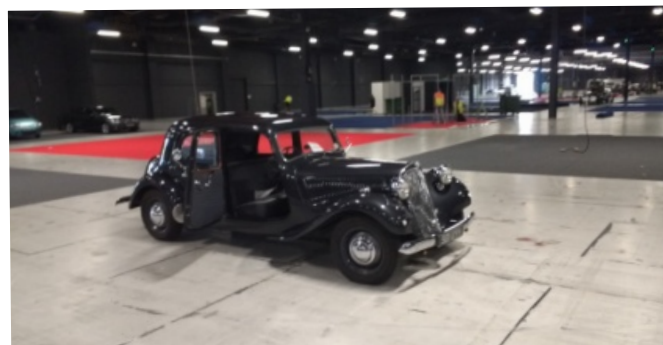
Citroen Car Club, and quite close to the public entrance. We started the hunt for exhibits and helpers. Four cars were offered initially, Bill Dyke's Légère, Ian Gardener's Normale, Mike MacDonald's Light 15, and I decided to use my own 1953 Light 15. Alas with only weeks to go, Ian realised that he was double booked for the weekend of the show, which left us with a gap, and Vic Lupton stepped into the breach with a very nice silver Normale. This left us once more, with a nice balance of cars, two Slough and two French models.

The run up to the show had forecast some wet and stormy weather on both the Friday setup day and the Sunday evening. Fearing that we would all arrive with dripping wet and filthy cars (no covered trailers in the Northern Section!), I was relieved to find myself awakening to a chilly but sunny and fine autumnal Friday morning and facing a pleasant drive from Central Lancs. down the A6 into Trafford Park.



We had 'done' the 2015 show, applying relatively late and only squeezing in by the skin of our teeth, consequently ending up with something of a cramped stand. However, the three cars that we brought in proved very popular, and so this time, we decided to plan ahead and ask for a better located four car space in 2016.

The organisers duly obliged us with a stand for four cars, across the gangway from our old friends in the





# Manchester Classic Car Show 2016



We all met at approximately 11.45, almost the first into our Hall, and met Mike with the display stuff. By early afternoon we were set up, although Mike, having recently left his car under a tree, was forced to spend the latter part of the afternoon with the wash and polish, getting the drips of gum off his paintwork.

The stand area was quite generous, and we could probably with hindsight, have fitted in five cars. I think that the only slight visual issue was that the screen backcloth was not long enough to span the entire length of the stand and the two end cars were left sticking out somewhat. However, this didn't ultimately prove to be a problem in use. We had supplied ourselves with several folding chairs and a table and we used the potential fifth space to provide a small seating area for visitors, and for those of us whose legs and backs began to flag towards the end of the day.

Both days went with a swing, we had, if anything, even more interest than last year and dished out several membership application forms, plus a copy of the Classified Ads page from the latest FP to one individual wanting to know where he could buy one!

All the cars were opened up and we encouraged visitors to sit inside and we took photographs of several with their own cameras, much to their delight. All expressed themselves pleasantly surprised at the comfort and space in the cars, although there were one or two furrowed brows over the gearlever position. Across the way were a further selection of nice Citroëns including CX and DS models and a very nicely restored HY Pickup. Elsewhere in the hall, could be seen a single lonely 1927 B12, whose owner we did eventually manage to track down and give an application form!

My thanks to those who provided their cars and manned the stand throughout the weekend, and particularly to John and Bev Oates, who drove over from Matlock and helped out on the stand on Saturday.

Oh and it didn't rain on Sunday evening either, and I had a very nice homeward drive back out through the suburbs in the fading rays of the evening sun, and accompanied for most of the way by two nice, if raucous, pre-war Rileys.



## YET ANOTHER POINTLESS TRIP DOWN THE CITROËN MEMORY LANE

BY L. LEWIS

---

**I first saw Citroëns when I was a kid on Long Island, New York in the early sixties. Occasionally there would be a 2CV (I didn't know what it was but I do remember them) cruising down Montauk Highway near where we used to live in Copaigue. Now and then a D would go by. Bear in mind that Long Island was full of old foreign cars since that was one of the places where people lived that first bought them in the late 40s and early fifties. To this day, some of the best places to find old European iron are in the area served by the commuter train lines that fed into New York City; these being Long Island, Westchester, Fairfield County in Connecticut and northern New Jersey. So, seeing Citroëns as well as other obscure cars was a normal part of life. We lived upstairs from my aunt and uncle on Emerson Avenue and across the street was an Isetta, a block away was a Daf. Volkswagens were everywhere! Vichelle Motors on Montauk Highway in Lindenhurst sold new Renault Dauphines so there were a fair amount of French cars around. 4CVs were around and so were Simcas. My mother's friend owned a Peugeot 403, a big upright dignified thing like a 1950s Mercedes.**

My first ride in a Citroën was in a gold D when a lady stopped on a rainy day to give me a ride home. I was walking home from kindergarten on Richmond Street in Amityville in 1961 when she picked me up. Painted gold, it had a red foreign license plate (French, maybe?) with a black interior and a white roof. One day years later, standing outside of the shop class at high school, what should show up but that same car, driven by Joe Puglisi whose father ran a used car lot on Merrick Road. He worked the height control and the car went up and down, first the front, then the back. Years later (maybe 1981) I saw what I think was that same car at the Citroën Rendezvous, then held in Massachusetts.

I moved to Poughkeepsie, New York in 1979 and in 1982 bought a house on Park Avenue, just down the

road from Vassar College where I worked. Around 1985, it couldn't have been the same car but sure looked like it, parked on College Street in front of a professor's house. Is it still around today?

The U.S. Navy took me to Europe on four separate occasions from 1974 to 1979. On the quay in Toulon the first Citroën I saw was a Dyane. I thought that maybe the cool old one (I still didn't know what to call it) was not being built anymore but five minutes later I saw what I learned was a 2CV. Later that day I saw what I later learned was a Sahara! Amis were everywhere in all of their variants. Ds of all kinds. D convertibles were spotted almost daily as well as Tractions. They ranged in condition from a mint Diva white 11B parked in front of a ritzy hotel in Cannes down to a 15-6 Familiale that was abandoned in a petrol station.

In Nice there was a small garage that had a 1919 A model. The owner was kind enough to push the tiny thing outdoors so I could take pictures of it. Yellow with black fenders, a brass radiator but with more modern wheels and tires. That car had the boat-tail but had only two seats and was not the famous cloverleaf. If I could do it again with my own time machine I would have taken more pictures of what was around back then. Hindsight is 20/20 so you'll have to take my word that there were quite a few Saharas around and lots of 2CV truckettes that all seemed to have the spare tire set into the bonnet like a Sahara. I spotted loads of Meharis, all a faded red colour and most of these had bonnet-mounted spare tires also. I didn't think to look to see if they were four-wheel drive or not. I tried to take a picture of every Traction I saw but some were going too fast for me. Once I rode my bike along the main road in Toulon and I paced a gray Familiale long enough to see that the guy in the front passenger seat had a bag of marijuana on his lap and some rolling papers. No cops around, I guess.

There were some pretty good model shops in France. I bought a 1/20th scale 11BL by a company called Champion from a shop in Toulon and later that



day I walked into another shop where the owner's wife scolded me for paying too much for it at her competitor's. There it was on her shelf for about 10 francs less. She also had the same model done up in Lecot's 400,000km scheme and in a French Underground camouflage paint job. I didn't buy them. I should have but that's another "one that got away" story. One thing about that particular model. Over this past winter it was looking pretty shabby so I took it apart and repainted it in and out. The exterior is of a pre-war car with Pilote wheels, flat boot and vent doors on the bonnet but the interior is the last dashboard iteration with the thick windscreen surround. Funny, that.

One shop in Nice was more like a museum with an astonishing amount of American dealer promo models, all in display cases and some ancient plastic kits by makers I've never heard of. They had quite a few white metal kits there that I bought, put together and still have.

I managed to travel a bit away from the seaports of the Mediterranean and saw several Tractions and Saharas in Zurich (lots of American cars there; all of the taxis were Plymouths) and more SMs in Italy than I ever saw in France. In all three countries were Renault R4s. These seemed to be more popular than

2CVs. Dauphines were everywhere but their front wing nameplates read either "Ondine" or "Gordini."

Sicily had absolutely the best Traction I've ever seen before or since. Mint in every way and painted a blue so dark it almost looked black. Gorgeous! It was sitting at a body shop on a back street in Palermo and was for sale for 1 million Lire. 1,000 Lire at the time was about \$1.20 U.S. You do the math. I could have bought that car but had no way of getting it home since my ship was anchored outside the harbour and we were leaving the next day anyway. Another you know what...

In 1979 on my last Med cruise I was in Barcelona which was and is a wonderful place. Lots of Citroëns; not to mention quite a few 1940s vintage Mercedes 170s. Most Spaniards drove their own SEATs which at the time were Fiat 500s built under license. This is where I bought a Heller 1/8 scale Traction model kit in a shop near the Plaza de Cataluna at the top of the Ramblas. I said to a friend that someday I was going to own a real one of these. That came true only four years later but I never built that model and I wound up selling it on Ebay. I had hoped to build that thing but at a thousand pieces, it was a bit beyond my capabilities. I had all the fun I could handle with a 1/1 scale model, finally all my own.

## 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 **Family (£38.00) CFCMS16**

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.

# 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 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:** 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**



**Citroën Light Fifteen. 1952 RHD built in Slough UK.** This is a good looking Traction with the small boot in the lovely grey and black livery. Grey leather seats with no tears. Wood dashboard and recent headlining. I believe it was the previous owner who had it converted to 12 volt, so it has very usable headlights. The front side lights also act as indicators and it has indicators at the back, not just the yellow arms. It has a discreet high level brake light. As you can see in the pictures it has the Radwar alloy wing protectors. It also has the alloy Radwar rocker box cover. It has an internal heater with a variable rheostat. **£11,500 Please email me for more photos or phone and ask.**  
**[thelockhouse@msn.com](mailto:thelockhouse@msn.com) 07849 640861**



**FOR SALE:** André is our much loved UK registered French built Traction, acquired 18 years ago and regularly used for touring in France. Born in Paris in 1950, he is our lovely small boot Onze Normal (11BL) and is very original, although the engine was refreshed by Traction Renaissance Services, including new shell bearings, lead free head and a brand new 'old stock' carb some years ago and was always maintained by them. He also has a stainless steel exhaust and the rear seat re-trimmed in correct fabric. The pilote wheels are shod with Michelin X rubber and we have another unused refurbished set if desired. Bodywork is really good, rather than completely perfect and there are a





lot of new spares and a large history file. The car is currently in France (49260) and will be available near Southampton from November. André is the perfect touring saloon, having drop dead gorgeous French small boot looks and massive rear cabin space. This very reluctant sale will provide many years of wonderfully happy classic motoring for **£8695**. Email any questions to [longchap@hotmail.co.uk](mailto:longchap@hotmail.co.uk). Thanks for reading, Bill & Letsie Tilley.

## FOR SALE: Black 1949 LHD Paris built Citroën 15/6 Traction Avant.

This highly desirable top of the range, French classic Six cylinder 2.8 litre engine and manual 3-speed gear box. The tobacco-cloth interior was restored some time ago. More recently the car has been treated to an extensive mechanical restoration at a cost in excess of £18,000. The body is generally sound and in good shape but the door bottoms and a few other minor surface imperfections would benefit from further attention. In addition to the mechanical work, the vehicle has been converted to 12V and electric power steering and a thermostatic electric fan have been fitted. As a result, the car is a pleasure to drive and ready to go anywhere in all conditions. There is a comprehensive history folder containing a record of the mechanical restoration with numerous invoices detailing the work carried out and the respective costs. There are also copies of registration documents from when it was first registered in the Netherlands together with those from its subsequent time in the UK and now in France. The original Dutch and English plates are with the car with other documents include memorabilia from when the car was used in the promotion of the UK TV film series "Maigret" starring Michael Gambon. This is a unique opportunity to own a sought after collector's vehicle. For more details and photos **Call Peter on: 07988 522085 or French land line: 03 21 06 40 95 petermarcel.1947@gmail.com Price £29,500 ono**



**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](http://www.longstone.com)  
**Tel: 01302 711123 Email: sales@longstonetyres.co.uk**

**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:** : 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**



# Classified Adverts

## FOR SALE:

6 volt Smiths circular fan-assisted heater unit. 2 doors to front, optional side outlet, both blower motor and matrix sound. Perfect and easily fitted to any 6 volt Traction. **£60 plus postage.**



Matching pair of chrome Lucas SCR 564 fog and spotlight set. Good chrome, complete with fittings and 12 volt pre-focus bulbs. Very presentable and perfect for Slough Traction.

**£60 plus postage.**

Matching pair of chrome Lucas LR 6/9 fog and spotlight set. Bought new and unused! 12 v Quartz halogen sealed units, complete with original Lucas black hard plastic covers. Perfect for Slough models! **£90 plus postage.**



Set of 4 aftermarket alloy wing end embellishers, 2 for each front wing rear end and 2 for the front end of each rear wing. New and never fitted! **£60 plus postage.**



Contact: **Andy Burnett** [sheilandyb@btinternet.com](mailto:sheilandyb@btinternet.com) or telephone **01339 886290**

**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.**

## PARTS WANTED

**WANTED:** Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569**  
[davejackie@hackett7.plus.com](mailto: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](mailto:gerardcarolan@hotmail.com)

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

**WANTED:** 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](mailto: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.**

**WANTED:** I would like the bonnet emblem for my Light 15. Don't mind if its broken, as plan to have a macquette made. **Contact Michael.plumb695@btinternet.com 01493 750818**

## MEMBER SERVICES

**Traction bodywork and servicing/repairs** Club member. Newcastle.  
**James Geddes 07783 259874**  
[james.geddes62@tiscali.co.uk](mailto:james.geddes62@tiscali.co.uk)

**Traction bodywork and paintwork.** Club member. Hull area.  
**Steve Thompson 01964 533433**  
[stevethompsonmotors@rocketmail.com](mailto:stevethompsonmotors@rocketmail.com)



Celebrating 35 years of restoring and servicing Traction, 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](mailto: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 ADCLC205.11.14

### Classic benefits included\*:

- + Salvage retention
- + Shows and events
- + Spare parts (up to a limit of £250)
- + European motoring (up to 35 days per trip)

### Cover options\*:

- + Breakdown with options to include European cover and Homestart
- + Agreed value
- + Driving other classics
- + Drive to work
- + Track day cover
- + Wedding hire cover
- + and many more

**Specialist rates for club members**

## Our 'BEST' Deal In CLASSIC CAR INSURANCE

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



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

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

Terms & Conditions apply  
**PBIS only uses High Quality Insurers.**

\*Subject to Insurers terms please ask for details

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

**01376 574000**

[www.peterbestinsurance.co.uk](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

**TRACTION OWNERS CLUB**

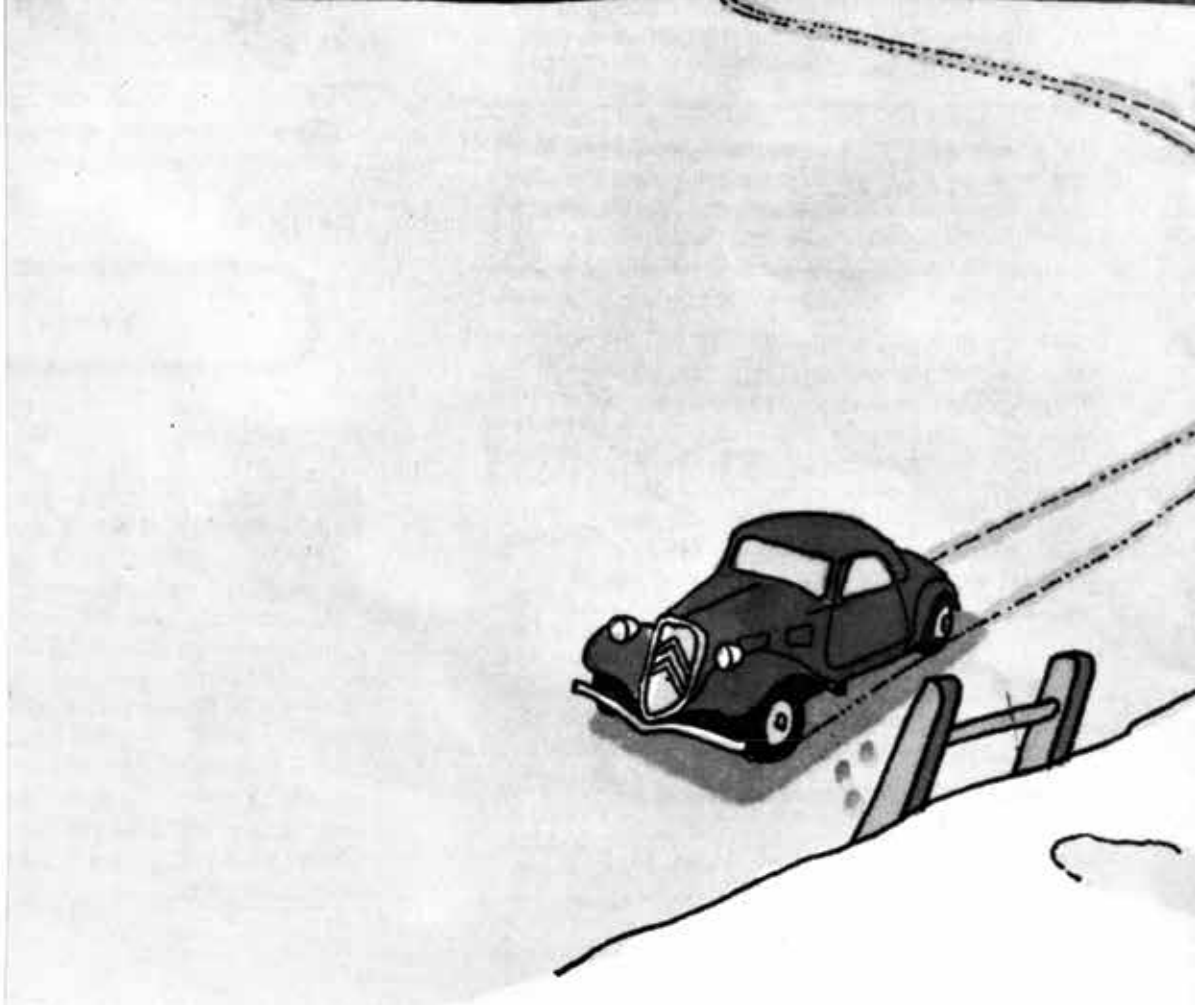
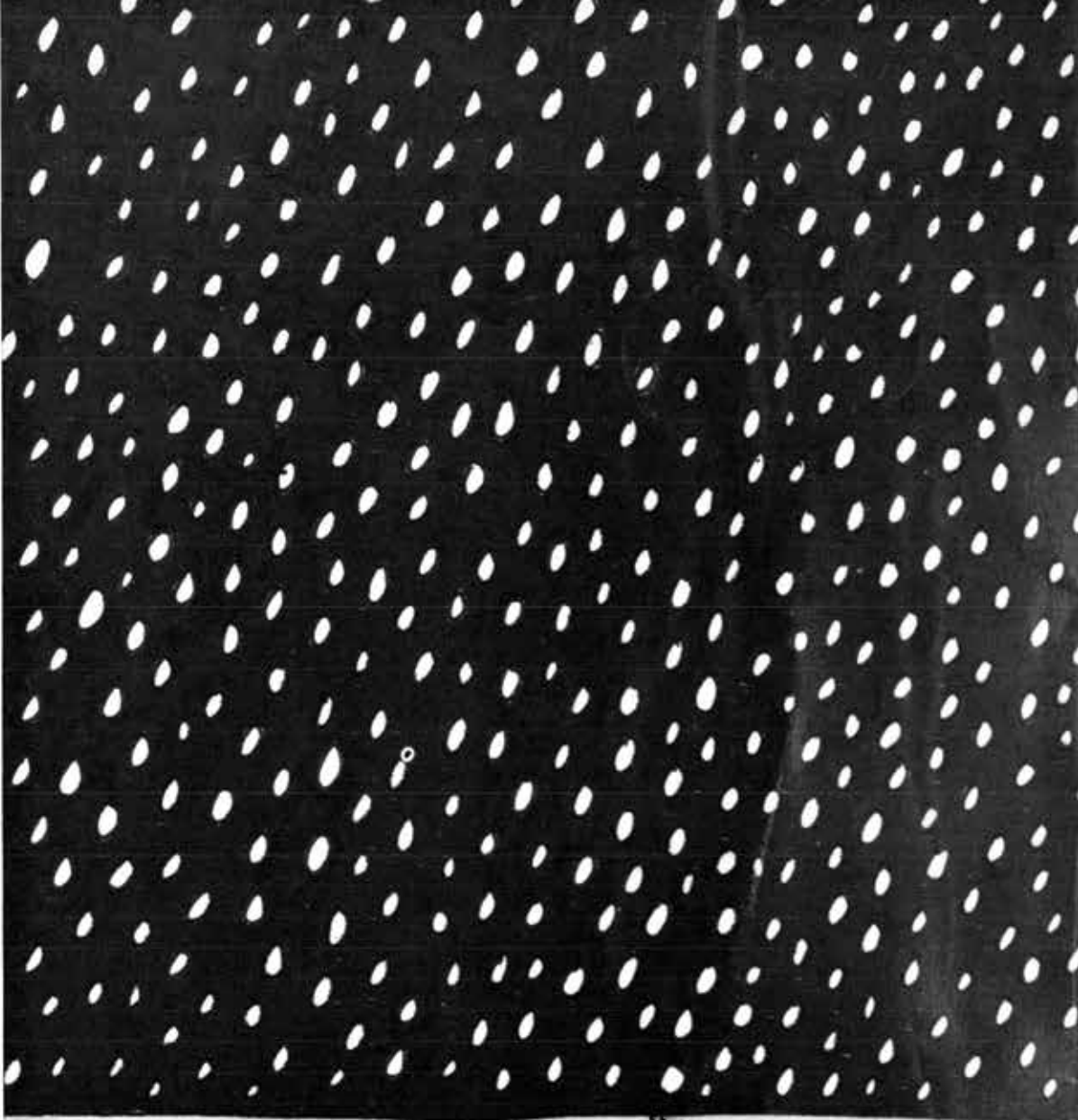
**classicline\***  
INSURANCE

**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*

