

# Floating Power

January/February 2017



CIRCUIT DES REMPARTS  
430

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LE DÉPARTEMENT



RALLYE INTERNATIONAL CHARENTE

16 - 17 - 18 SEPTEMBRE 2016

VP 16

## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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**Floating Power** is the official magazine  
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## Missing Magazine?

Please contact John Oates  
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## Be a part of Floating Power...

The closing date for input for the  
March/April Floating Power is

**Sunday 5th February**

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

## Cover Image

*A Supertraction at Angoulême 2016.*  
Photo: Peter Fereday

# Editor's Epistle

Hello All.

**So, this is it. Boxit means Boxit. No turning back. The people have spoken (well, you haven't actually, but I'm sure that, after four years, you've had enough of this drive). So, I'm off to make space for my successor, Bryan Pullan.**

Although I'm now completely settled in France, I thought I should show willing and make a point of turning up for what would be my final appearance at an AGM. A reasonable number of us made the journey (and thank you to those members who took the trouble to attend the meeting) and sat around waiting for the designated hour when the Chairman blew his ceremonial whistle (engraved TOC AGM, Dog & Duck, 1976). Then we were off for a scintillating couple of hours of knock-about comedy and unlikely tall tales.

Towards the end, I was gently nodding off at the end of the 'top table' when I noticed that Mr Shaw was making a circuitous speech involving 'service to the club' and reference to the recent covers of FP. Oh dear. Had I walked into a trap? Quickly coming back from the land of nod, it began to dawn on me that someone was possibly edging towards mention of my name (and the likelihood that I might have to actually struggle out of my seat).

Yes, my worst fears were realised. Someone really was saying thank you to me for several years of labouring away at the keyboard. Truly a 'This is Your Life' moment. So, as I stood up to meet the club's version of Eamonn Andrews, I also realised that I might have to say something. Oh dear – left my notes in the dressing room 😊.

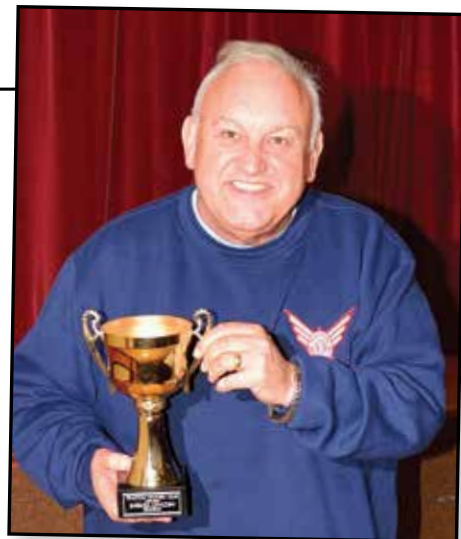
Anyway, seriously, I was gobsmacked to find that 'the management' (they hate it when I say that, so had to get it in one last time) had connived to find a recipient for the Barbara Longden Cup. And it was me. I even got a little kiss from Bernie, but sadly Martin de Little was swatting a fly or something at that point, so no photo.

I did manage to fumble through a few words. My gratitude to those who had thought me worthy of such a gesture and, importantly, the missus back home, who has put up with losing me for a couple of weeks every two months for the past four years. So on behalf of her and me I gratefully accepted the cup.

Now, that's all very well. But I do want to give a very big thank you to the backroom team (I think I did remember in my acceptance speech to point out that there's actually a whole group of us who put the magazine together). Those being: **Martin de Little**, who provides the majority of the excellent photos each issue (and who insists on not being given a name check under all his offerings) as well as writing the excellent RWD articles; **Bev Oates**, who takes care of our advertising content, writes up the short-version committee meeting reports, goes over the classifieds each issue to winkle out the people who haven't thought to mention they don't need an advert any more, proofreads the penultimate copy and, importantly, checks for any inadvertent gaffes I may have made; **Chris Bailey**, who has provided a great set of Bailey's Banter for many issues now; and finally, the man who turns my sow's ear into a silk purse each issue, our designer **Simon Pringle**.

If you think the magazine is crap, then look away now, as they say. Because, in summary I want to say that if you think the magazine looks professional, contains some interesting articles, does justice to your letters, gives members a chance to professionally advertise their cars and bits & pieces plus keeping you up to date with what's happening at committee level, then the thanks are all due to this team of people.

That's it. And he rode off into the sunset. Cue end titles and music.



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

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#### **Peter Riggs**

#### **Julian Pratt**

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# President's Ponderings



**Happy New Year to all - it certainly will be in the Shaw household because I am once more a Traction Owner. (I offer my profuse apologies for the undoubted disappointment this news will cause any member who is still of the opinion I would be more at home in a WW2 Mercedes SS Staff car).**

As I suggested in the last issue, with the 2016 season over it seemed logical to be prepared to consider something that would need some work to keep me occupied over the winter – provided the rest of the car met my very tight model specification in every other respect. With that in mind, in September I found my perfect (in all ways except engine condition) 15/6 in the Haute Marne region of France. A deal was struck in October and “La Reine” is now UK registered and already undergoing major heart surgery in readiness for 2017. The engine makes a 4-cylinder lump look like something out of a toy but, fortunately, many moons since, when the garage/workshop was extended I had the foresight to install a beam and travelling hoist.



And so to Club matters ....

**2016 AGM** - Happily, attendance this year showed a marked improvement over last year. Was it the lure of a “Free Lunch”, the more central location, was the date simply convenient to a greater number of members this year .... or does this mean more people are interested in the way the TOC is managed? Feedback will be appreciated. The AGM is the biggest opportunity for members to air their views and ensure the Committee understands what the membership want and so it needs to be attended by more than just a few stalwart “regulars”. For those that were not there, I believe the Board changes plus the selection of a Chairman who has not previously served on the Committee will help to dispel the idea that an AGM is simply an opportunity for the Committee Members to play Musical Chairs and nothing of any import ever happens.

**Classic Car Show** - Julian Pratt and Pete Simper created a very impressive stand for the last big event of 2016 – the Lancaster Insurance Classic Car Show at the NEC. I was unable to visit all the halls but I got the impression that the TOC was the only club

(in Hall 5, at least) to have made any real attempt to embrace the show organiser’s stated “Hero” theme. The artwork, documenting Citroën’s transition from gear manufacturer to car maker, was complemented by an impressive display of 4 Slough cars ranging from 1937 to 1954. Despite the obvious appeal of those four superb cars, whilst I was on the stand the greatest interest was created by a ‘56 11D Normale, in “barn-find” condition, with the front wings and grille removed to reveal the engine gearbox and transmission layout. Well done Julian and Peter.

**Social** - Interest in the Highlands of Holland tour (in May) is high following publication of the details and booking form in the November FP. In this issue you will now find booking details for the June Annual Rally to be held in the Trossachs and early booking is advisable. As if that is not enough to be digesting, we have also learned that the 2017 CTAB “Brittany Rally” will take place from 13th to 16th July and is expected to be centred in Dinard to visit ‘La Côte d’Émeraude’ in the west of north Brittany. As usual the TOC presence at this event will be co-ordinated by Martin Nicholson whose contact details will be found elsewhere in this issue.

It is excellent to have so much forward information this early. Methinks I need to buy a 2017 diary asap because Martin de Little’s calendar, superb as it is, does not conveniently fit into an average pocket.

Before any of the above there is **Drive-it-Day** on Sunday St George’s Day, 23rd April. Although the TOC is not planning anything on a national level, a number of sections traditionally arrange their own meetings and/or will join up with other clubs and organisations in their area. Whether you have ideas of your own for the day or simply want to tag along with others, get in touch with your local TOC “Area Rep”.

I am looking forward to next season and the many opportunities to attend events in my own Traction again ... see you there!

## New Members

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

2546	Mr Roger Cummings	Northants
2547	Mr Douglas Taylor	Arizona USA
2548	Mr Roger Grix	Dorset
2549	Mr John Tudgay	Monmouthshire
2550	Mr Robert Wall	West Sussex
2551	Mr Jim Close	Midlothian
2552	Mr Neil Pluck	Hertfordshire
2553	Mr Ray Blayney	Surrey
2554	Mr Don Williams	Wirral
2555	Mr Lester Magness	Essex
2556	Mr David Widgery	Herts
2557	Mr Malcolm Scott	East Yorkshire
2558	Mr Eric Bunning	Shropshire
2559	Mr Timothy Guyot	Warcks
2560	Mr Simon Morgan	Cheshire
2561	Mr Jon Palmer	Somerset
2562	Mr Paul Dodds	Warcks



**2016 was a year of surprises. Who would have predicted Brexit, Leicester City and Donald Trump? Even if you did, I'll bet you didn't see my ascension to the Chairman's Chair coming. I certainly didn't! As Bernie has hinted at in his Ponderings, I, like Donald, have absolutely no previous experience or relevant qualifications. What could possibly go wrong?**

Before deciding to run for office I did a little research on what a Club Chairman is expected to do. Naturally I asked the internet which led me to The National Association of Flower Arrangement Societies (NAFAS). Their guidance document, apart from certain details, is very helpful and I hope Donald has read the same thing.

I must start by saying I believe it is a privilege and an honour to be appointed to the role of Chairman of the TOC. This is a club with a great purpose and 40 years of rich history and I am very excited to be asked to play a part in guiding its future on behalf of the members.

According to our website *"Our aim is to promote interest in all pre-1957 water cooled Citroën cars including rear wheel drive models and the iconic front wheel drive Traction Avant. Our objectives are to ensure that these vehicles are restored, maintained, conserved and preserved for the enjoyment of current and future owners."* I think that's pretty clear and a good reference against which to judge everything the club does. I particularly like the last bit – "the enjoyment of current and future owners". If we're not enjoying it, we're doing it wrong.

I want to thank Cleve for his strong chairmanship and hope I can maintain a similar standard. I am also very grateful to Cleve for helping me understand what goes on under the bonnet of this club; how it all works. Whilst the aim of the club is all about the cars, the club is all about the members and we all need to be in tune to perform well as a club. I am looking forward to working with the Committee who are all dedicated to the continuing development of the club.

Some of you may be wondering who this Bailey bloke is. First he starts filling Floating Power with his banter and next thing we know he's chairman. How did that happen? A fair question.

Firstly, I should not be confused with any other Chris Bailey. There are a lot of us about but I'm the one who has been mainly inactive in the TOC since I bought my Normale some 20 years ago.

I've been a Citroën nut for a long time, leaving my first LHM puddle about 30 years ago. But the Traction is the only Citroën I've kept as a "forever" car. There's something about it... that "icon" thing I guess. Until about 3 years ago though, whilst I drove it reasonably often I just bought a few spares, read FP and attended half a national rally and knew nobody. A potpourri of having kids, living abroad, having a

demanding job and running other old bangers kept me satisfied with that.

Recently I decided to do more with both the car and the clubs. When Adrian, the CCC's Citroën editor asked for a volunteer for the Light Fifteen column I put my hand up. To write something new month after month does require one to know things that are both interesting and hopefully correct. I now had an incentive to do more. More driving, more break downs and more fixing the car combined with some historical research and meeting more people at more events generates enough material to fill the column in the Citroënian. After a while I found myself syndicated to Floating Power with the material re-worked and appearing as Bailey's Banter. And now I know loads of great people!

Having the experience of being both a sleeping and an active member, I know that for many the club is essentially Floating Power, the spares service and the technical helpline.

It was very fitting that Bob Street received the Barbara Longden award at the AGM for his outstanding service as the Editor of FP. Floating Power is the heartbeat of the TOC and I am sure that Bryan Pullan will do a wonderful job as he takes over the Editor's eyeshade. Of course we all need to support him by sending him content to publish.

Chris Treagust does a great job managing the spares service with his deep technical knowledge and has helped out many members in their hour of need, identifying the right part and then supplying it. I am keen to ensure that the club spares service continues to be a foundation of the club and that we focus our limited resources to the best advantage of the club members for the future.

For Technical Support Steve Reed mans the Helpline and provides excellent knowledgeable advice to members who are stuck or need the confidence that what they are about to do is the right thing. We now also have the forum where problems and solutions can be shared more widely.

Behind the scenes we have the rest of the committee making sure we are solvent, legal and operating as a club should.

The enjoyment part extends to the social side of the club and one of the striking things about Traction ownership is that it's not all about the oily bits. The rallies, shows and regional meetings are all well attended by families, not just drivers and mechanics. If you're wondering whether to sign up for the National Rally (being a southerner my first thought was - ooh that's a long way, it might rain...) – just do it. If you're not there, you certainly won't enjoy it but if you go you probably will. I know this from experience.

As times change, so must we. When you read Julian Pratt's report on The NEC Classic Car show you will see the show's theme was Heroes – ours being André Citroën. He was an innovator, always pushing the boundaries. I sometimes wonder if Elon Musk is André Citroën reincarnated. Whilst our club exists to preserve the car Citroën introduced in 1934, we do it in a world which, thanks to people like Citroën and Musk, continues to evolve. For the club to meet its objectives it needs to both exist and to thrive. We need to be relevant to current and future owners, many of whom didn't grow up watching their fathers decoke the head or gap the plugs every weekend and whose first response to anything is to surf the internet. Needs change and so do opportunities. We must continue to respond to both and if we do, the future for the Traction Avant, in all its variants is great.

Vive La Traction and Happy New Year!

*Chris*



## TOOLS

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

### SCOTLAND

#### Northern Scotland

Hi all.

To start with, a belated MERRY CHRISTMAS AND A HAPPY NEW YEAR from both of us and hope Santa has been good to you!!

Locally, Brian Garden got a decent offer for his Light 15 and it is now sold. The buyer lives south of London. He bought the car "blind", came up to Aberdeen, was collected by Brian and taken to his car in darkest Aberdeenshire. Then drove it all the way back South without so much as a hiccup! Good news for Brian, but for us, another Scottish member and another Traction lost to our Section! Ach, well, - such is life, I suppose, but we will miss the man and his Traction from our get-togethers!

Was recently up to Pedigreed Cars, Forres, my favourite Citroën agents; incidentally now the oldest agency in Scotland, although I have only been a customer since 1970. The owner, Mrs Fielding, has for decades been the owner of a beautifully restored small boot Big 6, and wow, imagine my delight in seeing the car displayed in all its glory in the middle of the showroom among all the Citroën models displayed for sale; and thus showing Citroën's true heritage and history in spectacular fashion! This car used to regularly feature in the showroom, but has been missing for many years, so great to see it back again!

Sheila and I also attended the CCC/2CVGB organized weekend at Melrose, and thoroughly enjoyed it. Peter Fereday and his wife were also there, and he is to cover the event in his section input.

January and February up here traditionally can be quite wild and cold, sometimes with some 3 feet of snow and minus 20 degrees of frost, but these past 2 years have been extremely mild with not a lot of snow. The pundits, as usual, are forecasting a severe and long winter - but that is what they said for the past 2 winters too, so who knows what to expect!! I think most of us have prepared a long list of things needing doing on our Tractions over the winter months, so with the garage doors shut, who cares what weather there is outside: plenty inside the garage to keep us all happy!! Power to your elbows and if we can help, just holler!!

Smithy/Andy

**Ian Smith and Andy Burnett**

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

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

### SOUTHERN SCOTLAND

#### Melrose Weekend 4th – 7th November



*Jedburgh Abbey*

Once again 2CV Ecosse, CCC Scottish Section and the TOC Scottish Groups met up for what has become an annual off-season bash holed up in some suitable hotel for a weekend in November, all ably organised by Robert Cunningham. This year we went to Melrose in the Scottish Borders and stayed at the Waverley Castle Hotel. Although owned by Shearings this large Victorian pile has had some money spent on it and the accommodation and food were first class with excellent value. All in all, a great weekend was had by all with the opportunity for loads of Citrobabble, although, as ever, mine was the only Traction.

However, we did all end up in jail – specifically Jedburgh Jail as part of the run on Saturday, which also took us to Kelso. This is not a part of Scotland I know particularly well and I was very taken with the neat, well cared for and historic feel of the Border towns we visited. The Traction behaved well, but Sunday proved to be very wet for our



*Autumn Sunshine*



*Kelso Square*



*Outside Jedburgh-jail*

trip out to the Jim Clark Museum in Duns, Paxton House and Berwick on Tweed. We very happily took up the offer, therefore, of a ride with David and Margaret Park in their immaculate 1975 DS, with proper wipers, heating and demisting and avoided 'damp knee syndrome', well known to tractionists in the rain.

I do hope that the lack of Traction on any of the Scottish weekends over the last three years is not an indication of the likely turnout for next years TOC National Rally. Scotland really is a beautiful country in the summer – so get those booking forms in. The Borders would be an ideal stopping off area for those wishing to break the journey en route to the Trossachs. Avoid those monotonous, boring (and in a Traction, noisy) motorways and altogether have a much more pleasant experience.

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

## WEST OF ENGLAND

It seems that I am back in harness as the organiser for this section, so first of all a big thank you to **Den Hewitt** who has been running the show for the last three years.

As ever, the only fixed feast in this area is our annual planning/late Christmas lunch. We plan to have this on **Sunday 26th of March** at the usual haunt, the Britannia Inn in Wells. Please let me know in due course if you are proposing to come along. Bright ideas for things to do are always welcome.

Other events which happen locally and which you might like to put in your diaries are:

**June 17/18th** – The Bath Festival of Motoring. A jolly day out – bring a picnic.

**August 4-6th** – The Cotswold Steam Fair. If it is old and mechanical, it will be there. Opportunities to camp on site.

**September (Date TBA)** – Thornfalcon meeting – another get together in a field with old cars.

Further details of the above to follow.

If there are other events in the area that might be attended, please let me know.

Finally, on a personal note, I would like to thank people for their kind wishes following the death of my wife, Jane. She would want the show to go on.

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## NORTH EAST ENGLAND

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## NORTHERN SECTION

By the time that you read this, Christmas will have been and gone and you will be planning some Spring activities. However, because of publishing deadlines, I am writing this in advance of Christmas, drop dead date for copy being December 4th, so my apologies if I cannot report on any actual Christmas and New Year activities. Some of us will, no doubt, have attended the usual New Year's Day gathering at the Corner House at Wrightington and I will include photographs in the next edition of this and indeed any other events which take place over the Festive Season.

Autumn and early winter has been rather mixed thus far, with snow and sunshine here in the North West, and of course salt!!! Most classics are therefore, only being used sparingly at the moment.



My own car has now been down to Citroën Classics in Staines for a couple of weeks of extensive surgery; initially a higher ratio final drive, but then latterly other problems were uncovered and I am now the proud owner of a car with new CV jointed drive shafts, a recon gearbox, a new timing chain and tensioner, and a large hole in my bank account! I decided to be brave, borrowed a trailer and towed it down myself. I was extremely lucky with road conditions and the trip was painless, if tiring. I chickened out with the return trip and had it brought back by someone local to Staines, who apparently used to do most of the transporting for the UK version of the Wheeler Dealers TV series.



I haven't really had chance to take it out on a long run. It has only been back for about a week as I write this and the

# Section News

weather having been somewhat wild earlier in that week, but a couple of recent initial sorties suggest that the money has been well spent.

Well done Citroën Classics. and I am looking forward to a longer expedition when conditions are suitable.

Local member George Halsall, presently carrying out a rolling restoration on his 1950 Légère, managed to find a donor car, a Light 15, lying rotting in an open shed on the Isle of Man, and brought it back, with the intention of taking out the engine and transmission and selling off the remainder for spares. It has the feel of an abandoned project from way back, we put a notice in the Section News on the TOC website and there will be an ad in the classifieds in this edition with contact details. Don't bother asking for body panels though, other than bonnet and roof: the rest is completely rotted and George is presently stripping it with a view to cutting up the rest and disposing of it. There are however, amongst other things, wheels, suspension, steering, interior parts including seats, an excellent radiator grille, bumpers, and a host of more obscure bits like window winding mechanisms, that you will be unlikely to find on the spares list.

Right: The mortal remains of George Halsall's donor car.

A couple of members have already been to see what they can salvage for their own projects and I have bought windscreen and rear window glass from George, mine being very badly scratched.

Ironically, on the day that I went over to see him, George's Légère had just eaten the Woodruff key on its nearside hub and he had been towed back from the nearby village. Guess which other bit he will be saving from the unfortunate Light 15! His car is looking good however, and remedial work on the paintwork is now under way.

As anticipated in the last edition, we now have Section Tools, with a couple of minor items missing, but which will be added in shortly, and they have already been in



use, removing a steering wheel, a front hub bearing, and front ball joints.

In terms of coming events, Drive It Day will soon be upon us in April, and there is the possibility of another joint effort locally with the Morris Register, who are contemplating a 35-mile run up to the Midland Hotel in Morecambe. The Midland is a superbly restored Art Deco building on the sea front and has been used as a backdrop for numerous period films. I will update you when we have further news about this.

Not long after that is the annual Classic Car Show at Mawdesley, scheduled again for May 2017, so make a note in your diaries for May 29th, which is Bank Holiday Monday.

This was an excellent event last year, on a beautiful day, in a very attractive setting. Recommended.

The final news, which many of you may already be aware of, is that I am taking over from Bob Street as the Editor of FP. Bob has been doing the job (excellently) for four years now and has decided that it is time to pass on the baton. I shall still be Northern Section Rep, and after this edition, will have to shout at myself to make sure that I produce this report in time for publication. Needless to say, I shall be pursuing you all for material for FP!

I hope that you have all had a good Christmas and wish you all a belated prosperous and happy New Year.

March/April will be my first FP...so wish me luck!

**Bryan Pullan**

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**Tel: (mobile) 07513 362202**



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## SURREY, HAMPSHIRE & SUSSEX BORDERS

### Visit to the Bombay Sapphire Gin Distillery, Laverstoke Mill.

Following a welcome cup of coffee (and a large breakfast for some of us!) at a local café, 25 eager gin drinkers set off for the Bombay Sapphire Distillery. Laverstoke Mill produced paper for hundreds of years, supplying the Royal Mint until the site was bought in 2010 by Bombay Sapphire. It sits on the River Test and is a Site of Special Scientific Interest.

The tour lasts about 2 hours, taking in the old buildings, stunning glass houses and a



*Photos: Hazel Nelson*



museum, with the history of gin through the ages. There is an excellent display of award winning glasses from all over the world. Following a guided tour of the distilling process you enter the botanical dry room. This gives you the chance to smell a large selection of various spices and plants and to select which are your favourite. This is followed by a visit to the cocktail bar where they will select a suitable drink from your choice of ingredients. Non-alcoholic drinks are available but you don't miss out as they give you a gin 'goody bag' to take home. There is also a very good shop so you can stock up your drinks cabinet.



We then visited a local Pub for a late lunch where a little more alcohol was consumed.

A great day out and worth a visit if you didn't make it on the day, or perhaps try one of their cocktail mixing experiences.

Sue Allison

**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

#### Bawdsey Manor Visit 5th November



Thank you to Andrew and Tina Tweed for organising this day out. By using the Eastern Section ESP (Pop up) email service, members were informed of a one-off visit being offered to Bawdsey Manor.

Three members and their guests enjoyed a special guided tour of Bawdsey Manor house and gardens, joining some 20 other invited guests. We were treated to a very interesting commentary by the lady of the house on the different architectural phases of the building and details of the gardens. The buildings had been used by the MOD during and after WWII to house the team developing radar, although the separate radar museum will have to be the subject of another visit as it is presently closed for refurbishment. For the gardeners in the group there was inspiration in the form of the Gaudiesque 'red crag' rock gardens along the cliff edge, with many exotic plants and sea views. Our cars were allowed to park in front of the house for photos and were the subject of quite a bit of interest from the other guests. The afternoon was rounded off with a warming cup of tea, cake and a chat, before the run home.

**ESP** You don't have to be in the Eastern Section to join the ESP mailing list, so if interested simply let me know. I am also happy to mail to those who do not have internet access, or if you are like me, with broadband that is very weak and sometimes intermittent.

#### **Regular Social Meet-Up**

Our joint regular meets with the CCC at Larling, Norfolk and Little Green near Chelmsford are well attended. At Larling Angel, we are normally located in the right-hand bar

# Section News

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with a lovely roaring fire. The Compasses near Chelmsford, we usually take over the raised room to right of bar; it has a metal grill door, perhaps the landlord thinks we need controlling! Members tend to arrive about 7pm and food is available if required, no need to book.

## **The Angel Inn, Larling, Norfolk NR16 2QU**

January 17th - February 28th - April 11th

## **The Compasses, Littley Green, Essex CM3 1BU**

February 7th - March 21st - May 2nd

**Calling Cambridgeshire.** Our past Drive it Days have covered Norfolk, Suffolk and Essex, so in 2017 how about heading west. Can you suggest a venue/event that we could attend/join in? If so, please give me a call.

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

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

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## **PEAK**

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

**Bev & John Oates**

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

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## **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**

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# Your Letters

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## **MEMORY LANE**

Hello Bob

L. Lewis' trip down Memory Lane put me in mind of one of my own. In 1972 I was travelling in the Camargue, that bit of southern France which the Rhone delta makes rather soggy. One of the two roads across the sog runs east-west between Arles and Lunel, and was numbered in those days the N572 but is nowadays the D58 or the D6572. Somewhere between St. Gilles and Vauvert, on the south side of the road I came upon a large, single-storey bar/café/restaurant (tabac, too), flanking which were parked some thirty black Traction Avants in a broad semi-circle - fifteen-ish each side of the building. They ranged, of course, from 7s to 11s to 15-6s in all guises, though I can't say for sure now if there were any rag-tops - probably not - but the collection certainly included commerciales and familiales.

I went into the bar of "Chez Maurice" and enquired if any were for sale, but was met with a firm "Non". The patron (presumably M. Maurice himself) may well have added "monsieur", but I was too disappointed to notice. The display of so many Tractions

## **KENT/E SUSSEX**

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

Adrian (Phillips)

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

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## **SOUTH WEST**

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

Howard Speirs

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

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## **REST OF WORLD (ROW)**



**Walter & Noëlla**

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

**Traction Owners Club**

**Tel: 0032 471 860 979**

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

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## A SUMMER'S TALE OF ... WOE

Summer started in the usual way – a raft of classic car meetings to go to and the Traction was being its petulant self – that is, not working! As seems always to be the case each year. Goodness knows why: it is used well enough.

It is bizarre that within a day (every single time) of proclaiming 'it's running well' she lets me down.

The saga is long and complex and starts following a 2014 'new' engine care of one Bernard Moretti in France which promised much and cost a bomb.

The immediate issue on the 600km journey home was continuous stalling at every stop after any sort of distance running. Temps and pressures were all fine but his advice was not to 'come back and sort the issue' but to tell me to 'turn up the idle speed'. Well that really is not the answer.

The problem was intermittent – for days or weeks it'd be fine then if I went over 20km it'd stall at every junction. It was as if the engine 'leaned out' after any sort of distance and idled slower and slower or not at all. Over a period of some 2 years with the same recurring issue I cleaned idle jets and I changed

- Carb – twice
- Fuel pump 3 times
- Fuel filter - twice
- Distributor
- Plugs
- HT leads

And still it would be fine for weeks then hey-presto it would stall every time I stopped at a junction or idle so slowly it was ridiculous.

The local TU club was no use with no one in the area interested in resolving the issue.

Just when I was at the point of disposing of the car any way I could, arrive the Dynamic Duo of Gillard and Harding hot foot from the UK to help me out. They promptly saw more issues mainly around the steering set up etc. So, attacking that first, we found the local garage, (who had changed a cardan) when confronted with a rattling ball joint, had simply welded the top nut to the joint and then wound the hub on super-tight. Nothing rattled but it took Mark 3 hours to get apart.

After much effort, it all came to bits, but destroying the driveshaft and drum into the bargain. So, John and Mark took off to Jose Franssen for spares, returned and that was fixed. .... as was the engine idling until ..... a week later I was rolling along and it felt like someone pulled the handbrake on!

The engine still was running but sounded like a bag of spanners. Sound recording was sent to the Duo and a dropped piston ring was diagnosed. Really ... on a so-called 'new' engine? You can imagine my reaction. Unfortunately, Moretti ignored all my calls and emails...

Another visit from Mark and the pistons and liners were replaced with new ones from Franssen (delivered in 36 hours!). About 12 hours' slog in my garage and harmony was restored --- albeit temporarily

Two weeks later I uttered the fateful phrase – 'she is running well!'

2 hours later, the engine 'died' – getting out of the car I observe there's petrol all over the road pouring from the carburetor overflow (again). I suspected – correctly - the needle valve in the carb was jamming, flooding the entire engine. This was at least an accurate

guess. The cause I don't know, as the carb is almost brand new from the Club but this is the second time it has happened. So top half of the carb off, carb drained and ....she started, but running rough as anything. On closer inspection I find the plug electrode gap totally closed on number 2 cylinder! Plugs replaced and harmony restored.....again temporarily.

I had a spare new carb in my stock of parts and so for good measure that went on but by now I am heartily sick of all things Traction.....

Then 10 days later, doing a short run, I look out of the rear window and see I am being followed by clouds of white 'smoke'. Panic ensues and I switch off and freewheel home.

I topped up the radiator to see coolant, some 5 minutes later, pouring out of the carb overflow pipe! I called Mark for advice (again – the man is SO patient) and he diagnoses a blown head gasket. Taking the plugs out, I see No.1 cylinder was full of green coolant!! This was duly ejected across the garage floor and a bit of oil squirted in pending a repair

So, Mighty Mark returned. We lifted the head with fear in our hearts – was there a chunk of metal or something that closed the plug gap AND blew the head gasket??? But .... nothing untoward. No marks on the piston affected and no marks on the cylinders. We never did discover the cause of the closed-up electrode

On closer examination when we got her to pieces, the gasket had 'blown through' at the front end in front of No.1 cylinder.

When fitting the piston and liners, the head gasket from Franssen would not fit over the dowel in the engine block – the hole in the gasket was just way too small, so the dowel was removed. It seems doing this allowed the gasket to sit slightly out of position exposing a weakness in it which allowed water to blow through the gasket right at the front of the engine block

Luckily Mark still had the dowel in his box of bits, so we re-fitted it and added yet another head gasket (a Club part I had in my garage from a while ago) plus oil and coolant etc, timing adjusted. All followed with a bottle of French red to close the day out. Test drive the next day was hilarious – Mr Harding nursing a very sore head.....!

And I have now had some days of peace but I am not going to say 'she is running well' ever again and I mean EVER!

The idle speed is still a bit up and down and the 20/50 oil used (instead of 10/40) does not like the cold weather at all. But at least I have driven her a bit although regaining confidence to go longer than 8 miles is proving very hard.

So, what have we learned?

- A head gasket can be replaced in less than a day!
- Don't remove the locating dowel from the block
- Check the gasket especially if sourced from Jose Franssen – we surely had a duff one
- Buying a used engine will always be an (expensive) lottery
- My car is now VERY expensive
- Mark doesn't react well to red wine
- John and Mark are heroes yet again – what can I say!!

Chris Holme

France

October 2016

## MORE SCUTTLEBUTT

Hi Bob - you will be a sad miss when you stop editing the mag; it's one of the highlights of the month.

I was interested in Bailey's Banter Sept/Oct issue about various bods sealing their scuttle vent with gaffer tape and even removing them altogether!

I had the same leaking problem when I acquired my current Light 15, so duly sent off to the august Mr Treagust for a new seal. Upon removing the old seal there did not seem to be a whole lot wrong with it: further investigation revealed that at 40 mph water charges down the bonnet and down onto the joint between the metal flap and the rubber seal. Not a great idea: I wondered if they were all like this, i.e. a design fault, or if a past restoration had caused the problem.

Obviously, it would be preferable for the joint to be above the deluge that seems to flow down the bonnet, so the easiest fix seemed to be to turn the rubber seal over, so that the flat surface faces down and the rounded surface faces up. Lightly glue in position with contact adhesive and eureka, no more leaks! The pics tell the story, with the Blonde performing the acid test. Now she has dry stockings when it rains. Anyone want to buy an unused scuttle vent seal?

Thanks for being a great Editor.

Very best regards,

Adrian (Hall Carpenter)



## BLUE IS THE COLOUR

Observant readers of FP - that's all you tractionists - may have wondered why Jonny and I ended a brilliant Brittany rally stopped by the side of the A23 at midnight, brewing coffee by moonlight. Well..... We crossed to Newhaven and not long after turning north onto the A23 for London, stopped for petrol.

Now, heeding the warnings about additives in fuel, I carefully examined the pumps, identified 95 octane petrol and standard diesel, and then selected 98 octane petrol from a blue pump and filled up. 2 miles later the Traction wheezed to a halt. It's no fun stopped on a trunk road with thundering trucks, when your car has no hazard lights and is dark coloured. Fortunately, we were just able to push the car 200m to a lay-by and call for help. (I'd also taken seriously warnings against cans of fuel on ferries so there was no chance of dumping the diesel and adding petrol.) Yes, I'd mis-fuelled.

I was absolutely furious at my stupidity, especially as I had examined the pumps so carefully.

A jolly man in a pump-out van arrived: "Don't beat yourself up, people do it all the time. You stopped at that BP station down the road. What you didn't notice was that the petrol and diesel pumps are side by side and both blue! And, you looked at them under fluorescent lights. They keep me in business".

So, there you have it. I haven't been back to that BP station, but I've looked at a few others and sure enough petrol is blue and diesel is blue/purple; both have black hoses.

These pictures were taken in bright light:



Now imagine, midnight, fluorescent lighting.....  
**you have been warned!**

Mike Wilcock

## ~~ALISTAIR COOKE, MARK COOKE, MARK GLUCK~~ LETTER FROM AMERICA

Four Classics Tour West Point and Rt. 218 by Storm King State Park to Cornwall-on-Hudson for Fall Foliage (Saturday, Oct 29, 2016)

Three Caddys  
and Two  
French Cars  
Explore Central  
New Jersey's  
Lambert Castle,  
Garret Mnt.,  
Great Falls  
of Patterson,  
Wanaque  
Reservoir &  
Norvin Green  
State Park



## USING A TRACTION WEIGHING SYSTEM

**Tim Newing gives us a hilarious insight into what to expect, the first time you try to use a Traction Weighing System.**

- Put one of each of the scales by each of the wheels of the car. Jack up the car and put the scales under the wheels. As you do the last one notice that they are marked with where they need to go (front left etc). Jack up the car and move them all around again!
- With the car on the scales plug everything together using the colour codes as per the manual and then switch the system on
- Notice that the total combined weight of all four scales (i.e. the weight of the car) is 0Kg. Think that this is a bit odd so invoke plan of last resort and read the manual. Find out that you are supposed to connect everything up and zero the scales BEFORE putting the car on them! (DOH!)
- Switch system off, jack car up, switch system on, lower car back onto scales
- And hey presto front left and rear right are heavier than the other two. Try and adjust the torsion bars and remember that the b\*\*\*\*\*s wont shift with weight on them. Jack up the front. Turn the front adjusters (when you work out which way they need to go). Lower front down. Improvement
- Jack up back. Can't shift the things. Disconnect the shock

absorbers. Can just about move them now.

- Start to lower the car but my jack is a bit digital so things happen a bit suddenly. Front wheels not chocked to prevent extra weight on the scales and the car starts to run forwards.
- Manage to catch it with arm acting as a wedge under the wheel. No damage to car so that's OK. Put something on the arm so as to prevent red mess on the floor and carry on.
- Balance is more even now but need to repeat process (without further arm injury) until the fronts are exactly the same and the rears are within 8KG of each other. Then notice that if you jack up and lower down WITHOUT any adjustment, you can get different readings. Also, if you leave the car on the scales, bounce the corners gently and let it settle that gives different readings too. But all within about 10 to 15KG
- Check the manual and you are allowed a tolerance of 30KG difference per axle so decide not to be so fussy!
- Jack up, remove and disconnect the scales, lower the car to the ground and discover brand new fuel leak!

Simples!!

Tim

## AGM

Here is a brief summary of the TOC AGM held at Steventon Village Hall, Oxfordshire on 23rd October. The full Minutes can be read on the TOC website in the Members Only section.

Again, it was disappointing that so few members attended – only 38 people including the Committee. I hope that means the Committee is doing a good job and no one has any complaints that they wished to voice in public.

Thank you to Vanessa who produced an excellent buffet – there was certainly plenty of food for all!

**Formal Company AGM** – Steve Reed chaired. The Annual Accounts were approved. Colin Gosling stood down as a Director and it was agreed to elect Cleve Belcher and Ian Harvey as new Directors.

### Club AGM

**Committee** – Colin Gosling, Steve Reed, John & Bev Oates all re-elected to the Committee. Chris Bailey and Julian Pratt agreed to join. Bernie Shaw has decided to stand down from the Committee but will remain as our President.

Chris Bailey will take over as Chairman from Cleve who was thanked for his hard work during his 3 years in the post.

**Website** – a new website is being developed by a company in Hampshire who will maintain and host it. The plan is to launch it in February. The Forum will remain the same. Cleve Belcher & Martin de Little are liaising with the IT company involved.

**Membership** – John Oates informed us we currently have 594 members.

**Social** – Laurence Acher reported that plans are well on their way for 2017 including the Dutch Tour, the annual rally in Scotland & Brittany Rally.

**Editor** – Bob Street is retiring as Editor and Bryan Pullan will take over from March. Thanks were given to Bob for producing an excellent magazine and introducing colour to it. Bob was very surprised to be awarded the Barbara Longden Cup for his “exemplary services to the TOC”. Bob humbly accepted it on behalf of his wife, Trish, and himself.

**Spares** – Spares still selling well and Chris Treagust plans to rationalise what parts are stocked. Chris is unsure yet what effect Brexit will have on the costs of spares from Europe. The Committee are also looking at the issues regarding selling spares to the USA & the necessary Insurance cover. Chris & Vanessa will be out of the country for 3 weeks at the end of February – Steve Reed to look at what support can be offered to members during this time. Chris and Vanessa were thanked for all their hard work.

**Helpline** – Steve Reed told the meeting the Helpline was still used regularly via telephone and email with a whole range of enquires – most of which he was able to answer but occasionally he sought advice from others.

**AOB** – Steve Reed reported that the DVLA have not yet made decisions regarding the registration of historic vehicles but are certainly being more cautious. Bernie Shaw said the Citroën Conservatoire is now being run by an agency so it is harder to get any information on specific cars.

Bev Oates



## TOC FORUM

### Forum activity, from late October until December 4th, 2016 (by Bryan Pullan)

Quite a lot of activity has been seen on the forum in the last two months and below is a précis of what has been going on. Please log into the forum for more details.

### TOC FORUM RULES

**Nov 1 Update on Forum rules.** Admin 1

### LATEST NEWS

**Nov 22nd: Classic Car Show NEC**, Pictures posted by Norman Anderson onto Facebook.

**Nov 7th: would you like your car to be a movie star?** Posted by Chris. Enquiry from a film production co for LHD Tractions.

**Nov 4th: Classic Car Show NEC** by Julian Pratt

### INTRODUCE YOURSELF

**Dec 2nd: New member** Simon introduces himself and asks about body panel availability.

**Dec 2nd:** Leclerc, what is happening in the South West?

**Nov 26th: New Member** Bob Wall can't get his traction to run properly. Several feedback posts dealing with fuelling issues.

**Nov 16th 1955 Traction Commerciale new member's car enquiry** by 2549. Clutch and possibly gear change mechanism stuck. Various responses.

**Nov 4th: New Member.** Julian Pratt returned to membership.

### HELP WANTED:

**December 1st:** Woderaider query on removing rear engine mount on an 11BL

**Nov 28th:** Leclerc wonders if he should use an electric pump to replace his weary mechanical one.

**Nov 25th: Radiator Blind Light 15**, by Julian Pratt. Have any members any experiences with a blind?

**Nov 25th:** Leclerc, what kind of Antifreeze?

**Nov 18th LWB Commerciale Brakes** by 2549: brake pipe length compatibility with swb cars.

**Nov 14th:** Riber 3 struggling to get hold of parts dept.

**Nov 5th: Steering:** by 2353 Traction with steering jamming on full lock.

**Oct 29th: Connection for heater** by Nigel, plus various updates through to Nov 1st.

**Oct 28th: Dimensions required** for Perfo journals for regrinding.

**Oct 27:** Update on earlier thread by Riber 3, **How To Start and What to Look For**, this by Chris, on car electrics upgrades.

### YOUR PROJECT:

**Nov 20th:** Update by 2549 on Commerciale ad: **I Didn't Expect to See One of These on Ebay**

**Nov 9th:** Update by L Lewis on old thread, showing pictures of his classic SAAB.

**Nov 1st: New addition to Traction Collection**, David Selfridge, update to earlier posts.

### EVENTS:

**Nov 24th, Vintage Car Run**, in South East by LarryAsh

**Nov 13th: NEC Birmingham** by David Selfridge: Feedback on TOC stand.

**Nov 3rd: London to Brighton Car Run**, by Chris, with pictures.

**Nov 8th: Do what the British army failed to do, Dutch Mountain Rally**, by Chris.

**Oct 30th: Manchester Car Show**, pictures added by norustplease,

### GENERAL DISCUSSION:

**cats-citroen.net website gone missing Oct 27th:** Update by Chris, website now re-launched.

### PARTS WANTED:

**Nov 16th:** Riber 3 looking for fuel pump for 11BL

### TECH TORQUE:

**Nov 6th:** Update to earlier post on **Kevlar Brake Linings**, by Traction 39

## TOC National Rally 2017

### ‘Tractions in the Trossachs’

23<sup>rd</sup> – 25<sup>th</sup> June 2017

Rob Roy Hotel, Aberfoyle, Stirlingshire, FK8 3UX



This year's TOC Rally takes us out and about in the breathtaking scenery of the Loch Lomond and Trossachs National Park, with a distinctly Scottish flavour to the programme.

<b>Friday 23<sup>rd</sup> June</b>	Welcome at the Rob Roy Hotel. Rally briefing and Dinner – non-residents welcome
<b>Saturday 24<sup>th</sup> June</b>	After a full Scottish breakfast a run over the Duke's Pass ( <i>don't panic, scenic not steep</i> ) to Loch Katrine for a trip on the classic steamship, Sir Walter Scott.  After the opportunity for lunch in Callander, the main tourist centre in the Trossachs, we meet up again at the Deanston Distillery for a tour ( <i>and a dram</i> ). There is also the option of a visit to nearby Doune Castle, a medieval stronghold of Monty Python & Outlander fame.  We then meander the easy way back to the hotel for evening dinner, followed by a traditional Ceilidh with local band, "Clamjamfrie."
<b>Sunday 25<sup>th</sup> June</b>	After breakfast, we head for Loch Lomond with the option of a host of possible activities in Balloch and the surrounding areas, including: <ul style="list-style-type: none"><li>- <i>Walking in the Country Park</i></li><li>- <i>Retail therapy at Loch Lomond Shores Centre</i></li><li>- <i>Bird of Prey Centre</i></li><li>- <i>Balmaha &amp; West Highland Way</i></li><li>- <i>Tour of the Conservation Village of Luss.</i></li></ul> <b>Please research further details online.</b>  At <b>1pm</b> , we meet up in the absolutely stunning setting of the privately owned Boturich Castle ( <i>2 miles from Balloch</i> ) with its breath-taking views over Loch Lomond. There we will have a buffet lunch in a wedding marquee in the grounds, the traditional line up of cars and the presentation of awards.

**Because of the distance travelled from home, it is likely that most members will prefer to stay Sunday night at the hotel and leave for home, or further holidaying in Scotland, on Monday morning :**

- *The Rob Roy is a very reasonably priced, bright, airy and friendly budget hotel, just on the edge of Aberfoyle with excellent parking and good disabled access. Limited accommodation for dogs is available at £5 per night extra – **apply directly to hotel for availability.***
  - *For those preferring B&B accommodation, a list of places is available – please email.*
  - *For anyone wanting a more upmarket establishment, The Lake of Menteith Hotel, just 4 miles from Aberfoyle, is recommended.*
  - *Campers are well catered for at the excellent, beautifully located site at Cobleland, Gartmore – only a mile or so from the Rob Roy Hotel.*
-



## BOOKING FORM – please complete in BLOCK CAPITALS

### Traction Owners Club – National Rally 2017

#### ‘Tractions in the Trossachs’

23<sup>rd</sup>-25<sup>th</sup> June 2017

based at Rob Roy Hotel, Aberfoyle, Stirlingshire, FK8 3UX

– only 35 rooms initially available



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

Membership No TOC .....

Passenger Names ..... Dietary Requirements.....

..... " " .....

Address .....

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

Telephone: Home ..... Mobile ..... Email .....

Vehicle Details : Model ..... Year.....

### Accommodation : Rob Roy Hotel

Early bird rate : up to 31<sup>st</sup> Jan

Rate : 1<sup>st</sup> Feb-31<sup>st</sup> March

Double Room [ ] Twin Room [ ] includes Dinner, Bed & Breakfast		Total		Total
<b>3 nights Fri/Sat/Sun</b>	£95 per person		£105 per person	
<b>2 nights Fri/Sat</b>	£70 per person		£ 80 per person	
<b>Single Room Supplement</b>	£10 per night		£12 per night	
<b>Dinner for Non-Residents</b>				
Friday	£15 per person		£17 per person	
Saturday	£15 per person		£17 per person	
<b><u>Camping</u> : Please tick if you would like details of nearby campsite [ ]</b>				
<b><u>Rally Attendance Fee</u> :</b> includes: • Rally Pack/ Plates/ Road Book/ Tourist Information • Loch Katrine Boat Trip • Deanston Distillery Tour & Dram • Entertainment Saturday Night • Attendance & Lunch at Boturich Castle Sunday	£70 per person	Total	£80 per person	Total
<b>GRAND TOTAL</b>				

I agree to the terms and conditions of the rally. Signature..... Date:.....

# TOC National Rally 2017

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## TOC RALLY 2017

### 'Tractions in the Trossachs'

23<sup>rd</sup> – 25<sup>th</sup> June 2017

Rob Roy Hotel, Aberfoyle, Stirlingshire, FK8 3UX



#### **PLEASE:**

If you are intending to come, please book as soon as possible and take advantage of the 'Early Bird Offer.' We ONLY have an option on 35 rooms. More may be available if we ask well in advance.

#### **NOTES:**

The total does not include:

- Drinks with any meals
- Saturday Lunch
- Entry to any venue other than those stated.

#### **PAYMENT:**

- For ease of accounting, **Sterling Cheques** are preferred, payable to 'Traction Owners Club.'
- Payment can also be made by **BACS transfer** to :  
**Sort Code 20-20-62 Account Number: 40617679** – noting payment as 'TOC Scottish Rally'.  
PLEASE email me at the same time as the payment is made.

#### **CONDITIONS OF ENTRY:** *(the legal bit)*

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

#### **RETURNING THE BOOKING FORM:**

- Please return the booking form by 31<sup>st</sup> January, 2017 to take advantage of 'Early Bird Offer,' or by 31<sup>st</sup> March 2017 at the latest.
- Return booking form and cheques to : **Peter Fereday**  
**23D Johnshill**  
**Lochwinnoch**  
**Renfrewshire, PA12 4EL**
- For any queries, clarification or notification of your BACS payment, please contact me at :  
[peterfereday@googlemail.com](mailto:peterfereday@googlemail.com)

**CONFIRMATION** of receipt of the Booking Form and Payment will be emailed to participants as soon as possible. Joining instructions will follow on later.

## 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)

### 2017

#### April

23rd

Drive it Day

Check with your local group for DiD plans.

For Pre-1930 Citroëns

Vintage run from Denbies Vineyard, Dorking to Chatham Dock. Details: [croydonjubilee@virginmedia.com](mailto:croydonjubilee@virginmedia.com)

#### May

5th – 7th

The Highlands of Holland Overseas Rally

This is now full with three cars on the waiting list. If you wish to add yourself to the waiting list contact Lisette Cats on [lisette.smits5@outlook.com](mailto:lisette.smits5@outlook.com)

27th – 28th

La Vie en Bleu

La Vie en Bleu, Prescott Hill Climb  
<https://www.prescott-hillclimb.com/events/la-vie-en-bleu-2017>

#### June

23rd – 25th

41st TOC Annual Rally

TRACTIONS IN THE TROSSACHS The 2017 Annual Rally will be in the region of Loch Lomond and the Trossachs National Park. Details and booking form in this issue. Limited numbers on the rally, so book early using the early bird price reduction.

#### July

13th – 16th

CTAB Rally, Brittany

The rally will be visiting 'La Côte d'Émeraude' in north Brittany. That is the area from Cancale in the east to Cap Fréhel in the west. Contact Martin Nicholson: [vicmarnic@gmail.com](mailto:vicmarnic@gmail.com)

#### September

15th – 17th

Angoulême Circuit des Remparts

As always, this will take place the third weekend of September

#### November

10th – 12th

NEC Classic Car Show

## TOC ANNUAL RALLY 2017

### DON'T MISS OUT!

The Dutch Rally, which was advertised in the last issue of FP, filled up quite quickly and there is now a waiting list of three cars.

Elsewhere in this issue (and on the reverse of the address sheet) you will find details and the booking form for this year's TOC Rally, taking place on 23rd – 25th June.

Early Bird price reductions are in place for those of you booking before 31st January and there are only 35 rooms available at the central hotel.

So, please bear this in mind when deciding how early to book. Ed.

## FBHVC NEWS 6-2016 (verbatim sections from the latest newsletter)

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### LEGISLATION

We really got caught out in our last Newsletter. Having written our input, we correctly reported not too much activity: but before the Newsletter got to press, the Department for Transport issued two consultations on 22 September. Both related to the EU Directive on Roadworthiness testing and how it should be applied in the United Kingdom. One was obviously relevant, being on the implications for vehicles of historic interest. The second appeared primarily to relate to fast tractors, but actually contained some significant changes to the MoT.

So when the Newsletter dropped through your letterboxes it was totally out of date. By the time the Newsletter arrived the Federation was already working to put together a reasoned response to everything in the Consultations.

The Department offered a number of options as to how they would proceed, but it is clear they wish to exempt vehicles of historic interest more than 40 years old from a compulsory MoT, though owners will remain free to put their vehicles through a voluntary test. But it is not all historic vehicles, as we have regarded them in the past. The Department wishes to confine the exemption to those vehicles which could pass a test of being of 'historic interest', which, in line with the definition in the Directive, excludes vehicles which have been 'substantially modified'.

The Department is proposing that this test should conform to the current '8 point rule' applied by DVLA to decide whether to grant registrations to Reconstructed Classics.

There are other details in the Consultation, including the possibility of there being a mileage limit on eligible vehicles. They also floated the possibility of extending the exemption to 30 year old vehicles.

Both the consultations and our responses to them are on the website.

In the required timescale there was no chance of consulting all of our members and so we chose to ask a number of member organisations who we thought would provide a wide range of views on the historic vehicles consultation. Thanks are due to those who responded to our request.

It is only possible here to provide the briefest of summaries of what we have said, but here are the main threads.

1. The whole question of exemption is a difficult one. Most organisations, if asked, do not favour exemptions. But the data on the existing exemption of pre-1960 vehicles shows both that less than 10% of exempt vehicles take the test voluntarily and also that there is no measurable road safety effect of the absence of testing. So we have chosen to confirm that the Federation will accept the Department's favoured position of exempting vehicles over 40 years

old from the MoT, and pointed out that if one followed the recognised international standards the exemption would be granted to 30 year old vehicles. We have however counselled that close attention should be paid to accident data in case a real risk appears to be developing.

We have taken this view on the basis that the Department's proposals to replace the existing pre-1960 exemption completely, and that notwithstanding the continuation of voluntary testing, the actual testing procedures and the training of MoT testers will render it ever more difficult to find a wide geographical spread of MoT test stations that are able to apply the test with the level of sensitivity and recognition of standards at the time of build that will prevent wrongful MoT failures and possible damage, particularly to older vehicles.

2. The Federation has objected strongly both to the creation of a new class of 'Vehicles of Historic Interest' (VHIs) and to the proposed application of the 8 point rule. We have pointed out the risks of eliminating vehicles which are clearly recognised as being historic by the application of an insensitive technical rule. We are concerned that, in the future, we will be divided into 'sheep' and 'goats' on the basis of criteria which we could not have imagined in advance. We have done this in the knowledge that at least two other countries in the EU have chosen to argue that it is not practical to apply any formal technical qualification to all their historic vehicles.

3. We objected to the assumption in the Consultation that in some way those whose vehicles have been modified look after them less well than the owners of totally original vehicles.

4. The Federation has disagreed with the concept of mileage limits which would either be too constraining on the majority of historic vehicles or else affect only those who use their vehicles for such things as historic rallies, who can be assumed to be among those who maintain their vehicles best.

5. We have pointed out that PSVs and goods vehicles, if used commercially, are subject to an inspection regime which should render their being excluded from an MoT exemption unnecessary.

6. We have argued that steam powered vehicles and very old lorries should remain excluded from testing as they always have been.

On the 'Fast Tractors' consultation, the Federation has pointed out possible issues arising from changes to rules on sealing of bodies from incoming fumes, testing of speedometers and possible changes on the rules about 'clocking' of odometers.

If you wish to know more about what we have said do visit the website and read the responses in full.

Our responses do, we think, mean that there will have to be further dialogue with the Department. We will keep you abreast of developments as they occur.

## Low Emission Zones

We have good news on this subject.

London had been proposing that an 'old car surcharge' on the Congestion Charge should apply to historic vehicles. This was primarily of concern as it was feared that this position might be taken forward into the whole Ultra Low Emissions Zone, which it is now proposed will be wider than originally intended (out to the North and South Circular Roads) and be brought forward in time. But the Office of the Mayor has now decided that historic vehicles will not be subject to the surcharge nor will the exemption from the ULEZ be removed. The argument they have accepted is the sound one that the charging process in London is intended to affect behaviour by encouraging people to acquire newer vehicles with less emissions, which is clearly not applicable to historic vehicles which are being preserved in small numbers for the future.

At the same time a DEFRA consultation, Implementation of Clean Air Zones in England, has proposed that historic vehicles be exempted from LEZ requirements for the same reason.

It thus appears as if for the moment at least our special position as keepers of part of Britain's heritage is being protected.

## DVLA Policy

Thanks to the involvement of Sir Greg Knight, the chairman of the All Party Parliamentary Historic Vehicles Group, on 26 October our chairman, David Whale, and I were able to meet with John Hayes MP, the Minister of State at the Department for Transport. He has historic vehicle matters among his responsibilities. The meeting was attended by two senior representatives of DVLA. It was a friendly meeting, on the basis of which I have hopes of sorting out a number of the matters on which we have been failing to agree over the past few months. We got a better understanding of their position and we trust they will have recognised ours. We have a regular liaison meeting coming up and I would hope to have some news in the next edition.

## NATIONAL HISTORIC VEHICLE SURVEY 2016

We are pleased to announce that a summary report on the 2016 National Historic Vehicle Survey has now been published. Formal presentations have been made to Members of Parliament at Westminster and to those attending the Federation's conference at the British Motor Museum, Gaydon. The report has been well received and provides an interesting insight into developments in the world of historic vehicles.

The 2016 Survey is the fourth such survey completed by the Federation and is the most comprehensive to date, involving over 14,000 individuals and over 400 clubs and traders connected to the industry. The core features of this research continue to be surveys completed by enthusiasts, traders involved in all aspects of the historic vehicle market and historic vehicle clubs. In 2016 we have however included two new elements that have not been incorporated previously; a summary of DVLA data and a national survey of attitudes and behaviour towards historic vehicles.

For the first time we have had access to a summary of the DVLA records for vehicles registered before 1985. Whilst the date of registration is only a proxy for the date of manufacture the data gives a clear indication of the spread of different types of vehicles. Few will be surprised to know that cars represent 49% of the vehicle parc and motorcycles 29% but some may find it surprising that 10% of the vehicles on the database are agricultural, primarily tractors. Whilst there will be older vehicles imported and therefore registered at a later date and a number of 'barn finds' the DVLA records give a good picture of the size and constituent parts of the historic vehicle parc.

The second new element is the introduction of a national survey which was designed to test the attitudes and behaviours of the British public towards historic vehicles. The results have been illuminating and encouraging for the movement. We all 'know' that the public at large are interested in historic vehicles but without the national survey we do not have the evidence. However we are now able to state with confidence that, through our research, that almost half (48%) of the British adult population believe that historic vehicles should be preserved for people to enjoy in the future and 23 million people believe that historic vehicles are an important part of Britain's heritage. Importantly, 11 million people or 22% of the population believe owners should be encouraged to use their vehicles on the road. These results demonstrate a strong interest and support within the population for historic vehicle world.

It is also particularly interesting that 16% of the population, 8.2 million people, have an interest in historic vehicles and 5 million people own or aspire to owning one. We believe this is the first time that these attitudes and behaviours have been researched methodically. The results should be seen as enormously encouraging to all of us with an interest in the historic vehicle movement.

There are two key statistics that have been highlighted in previous surveys, the economic value of the historic vehicle movement and the number of people employed in the industry. It is very encouraging to see that the annual economic value of the sector has risen by 28% over the past 5 years from £4.3 billion to £5.5 billion. In terms of employment, the numbers have risen by 25% from 28,000 to 34,900: a clear demonstration of the importance of the sector to the economy. The annual expenditure also includes over £660 million of parts and restoration services sold to overseas historic vehicle enthusiasts as part of the nation's exports.

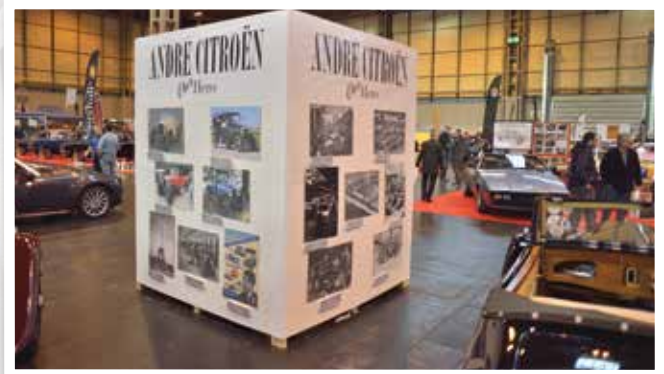
If you would like to read more about the results of the survey you can download a copy of the summary report from the Federation's website. [www.fbhvc.co.uk/research](http://www.fbhvc.co.uk/research). A more detailed full report will be published at the end of November. This will also be available to download from the website.

***The results of the survey will be published in the next FP.***

# The Lancaster Insurance Classic Motor Show 2016



This year **Peter Simper** and I, (together with many others), were given the task of organising the Traction Owners Stand at the Classic Motor Show at the NEC, on behalf of the Club.



large stand of 13 meters by 10 meters. We had five cars on show, kindly supplied by **Steve Southgate, David Butcher, Paul de Felice, Tim Newing and Peter Marley**.

I have been a visitor to the Show several times in past years, but quickly discovered how much effort is required for this type of event. There is a mountain of information sent out and requested by the organisers. I attempted to filter this down and only distribute the stuff that was related to us. Even so, there were several unexpected things, like having to write up a Risk Assessment for H & S and buy a fire proofing spray for the wood and paper part of the stand! Peter meanwhile was struggling on trying to produce a lively background for this very



The organisers asked that all Clubs nominate a “Hero” for the show, and we decided that **Andre Citroën** fitted the bill! With help from **Martin de Little** I printed up about 20 big pictures and Peter made up a corner display to mount these to show off our “Hero”. However, after all that effort very few stands bothered. Rather amusingly, one stand with several different classics, decided that their hero was the person who owned the car!

On the Thursday before the show we all met up at 9.00am to battle through the bureaucracy of trying to get into the vast Hall



# The Lancaster Insurance Classic Motor Show 2016



and find little yellow arrows about 4 inches long that mark the edge of our stand. This part of the operation went well and with eleven members involved we finished by about 6.00pm.



We had a varied selection of cars ranging from Tim Newing's immaculate 1936 Slough Built Traction, that looked better



than brand new, to David Butcher's 11B that was possibly the shabbiest car at the show. However, Peter Simper removed the front wings and radiator grill to expose to all the wonders of a Traction, and this caused much interest. The fact that the car was so shabby, yet was driven every day, created much comment. On Saturday **Bev Oates** was chatting to a visitor who knew the first owner of Tim's car, a doctor in Scotland. Tim was away from the stand but the visitor was unconcerned and sat down and carefully wrote out what he remembered on several sheets of paper! Tim was delighted to get this valuable part of the history of his car.

Several visitors joined on the day, and about fifty membership application forms were handed out. We will see what happens with these!

The three days of the Show were all busy, particularly on the Saturday when it was difficult to even walk around with so many people. We had devised a rota system to allow people with some breaks through the day and this seemed to work well. We always had four people at least ready to chat to the public and it was soon clear that all four were often talking in four groups; I don't think I ever saw a time when anyone was not talking to a visitor! The visitors who did talk to us were all interesting. Amazing how many had a family member who had had a Traction years ago (my Dad had two!), or had loved Maigret, or had seen Car SOS. Very few knew how reasonably priced our cars are, and many thought the cars on display were worth £30-£40K! All were impressed that we had such an impressive spares group.

The Show finished at 5.30pm on Sunday and we then had to enter a reverse bureaucracy to get the stand dismantled and cars out and vans in. This was not too bad and thanks to everyone helping we were done by about 7.30. I would like to thank everyone involved and the team consisted of **Chris Bailey, Peter Simper, Sue Simper, Cleve Belcher, Paul de Felice, Ian Harvey, Peter Marley, Sheila Marley, Tim Newing, Eric Pennington, Bernie Shaw, Tim Walker, Bev Oates, John Oates, Martin de Little and Steve Southgate**. It was a very successful exhibition and was good fun.

**Julian Pratt**



# Bailey's Banter

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I broke my gearbox on the way to work. Initially I suspected it had broken a tooth. In fact it lost four teeth off the bevel pinion. I'm amazed that with four teeth missing it still drove at all. Luckily this happened only half a mile away from home and I drove home slowly. I don't know how much further it would have got though.

So for the last three months until today I have been suffering withdrawal symptoms from not driving my Normale. Now it is finished, I have driven it around the block twice – once with the bonnet off and the handbrake on (don't ask) and then with the bonnet on and the handbrake off (much better). It sounded very nice with no nasty clonks and a smooth change. I am very happy.

I was thumbing through the car magazines at Heathrow when a letter caught my eye – apparently **Classic and Sportscar** had previously published a piece about heroic endurance drives but had omitted any mention of Francois Lecot. The letter was to complain of this omission. Lecot was a restaurateur who singlehandedly drove 400,134 km in an 11A Traction Avant - going backwards and forwards between Paris and Monte Carlo every day for a year in 1935/6. Originally conceived by Citroën as an official demonstration by the factory of the Traction's reliability, the event turned into a privately funded venture when Citroën ran into financial problems.

M. Lecot was the same chap who had previously driven 3200 km with Maurice Penaud to deliver diplomatic mail between Paris and Moscow and was therefore clearly a man who would not be put off by mere financial obstacles. Throughout the 400,000km drive, there was always an observer from the ACF – the Automobile Club de France. Whilst it was always the same driver a team of observers took it in turns. This was as much a test of the driver as it was of the car. To add a little extra excitement Lecot took in a stage of the 1936 Monte Carlo rally. There is a full article on Lecot and his drive on Julian Marsh's Citroenet.org website. It's a good read.



Apart from the Traction Avant aspect of the story, another reason for my interest was that the previous day I completed a 48 hour, 2100 mile drive with a friend in his Triumph GT6. I felt I could empathise a little with M. Lecot. Our adventure was the 25th Round Britain Reliability Run, organised every two years by Club Triumph which was originally set up by the Standard-Triumph Company. The idea of the event was, like Lecot's marathon drive, to demonstrate the reliability of the car – and of course the driver. Triumph is no more and the youngest car on the run was over 30 years old. Of the 135 cars starting, 123 made it home (including us) – that's 10% attrition. M. Lecot had just one car and, with a certain amount of routine maintenance, his success rate was 100%. Our 43 year old car had covered about 70,000 miles and needed a water pump about half way round. Lecot's car was new when he started but by half way round had clocked up 125,000 miles. We had co-drivers of course but kept driving for 48 hours whereas M. Lecot drove every mile but got to sleep in a bed every night. I got to sleep on a 12 hour plane ride the next day.

A heroic effort indeed by M. Francois Lecot over 80 years ago. As far as I know his gearbox survived intact.

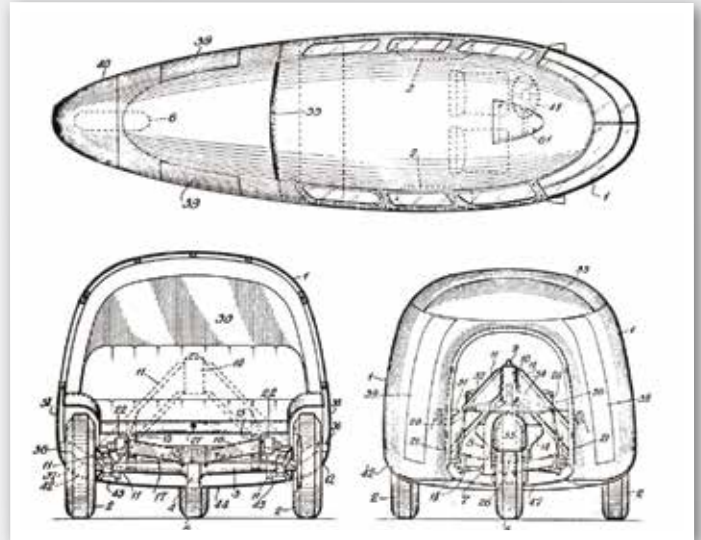
Another heroic drive occurred even more recently; this time in a 1951 Light 15. **John Jaques** joined the TOC recently and was looking for a small boot Light 15. He looked at one or two and settled on the one that was furthest away. Clearly it would be appropriate to choose a day of torrential rain for the 500 mile drive back in his new acquisition. When he reached home after 15 hours John had definitely got the hang of the car. Well done John and well done Light 15. It's a lovely car and was well worth the trip.







An aircraft engineer called Starling Burgess worked on the design and a wealthy socialite called Anna Biddle provided some of the funds. The car had a periscope instead of a rear window and could reach 120 mph. The streamlined bodywork was in anticipation of a future development into some kind of flying machine.



As you'll read elsewhere, heroes were the theme for Classic Motor Show at the NEC this year. The TOC nominated André Citroën as its hero. Well the introduction of the Traction Avant robbed him of his company and maybe his life and so was clearly a heroic effort which established the template for the modern car and changed the motoring world. A hero indeed.

An objective was to give anyone who ventured onto the TOC stand an insight into innovation and practicality of the Traction Avant. The theme of the show was Heroes, ours being André Citroën himself.

We all know the list of innovations but it was often news to people at the show. It was interesting to see how people reacted when they realised in which period the car was designed and yet how close to the current pattern it is. In the early '30s the pattern was anything but set.

While Messrs Citroën, Lefèbvre et al were beaver away in Paris on our front-wheel drive wonder there was a fellow called Richard Buckminster Fuller working on a concept that was completely the opposite. Back then, rear-engined, rear-wheel drive cars could have been the next big thing – and I guess for a while they were. Bucky's ill-fated Dymaxion, was one of the biggest, 6 metres long and seating 11 people it included the added bonus that its single rear wheel did the steering. And it wasn't rear-engined and rear wheel drive – it was rear-engined and front wheel drive! Its rear wheel was able to turn 90 degrees giving the car a turning radius of its own length which is something no Traction can ever claim. By all accounts at the best of times it's somewhat difficult to drive. However, if you were to turn the rear wheel by 90 degrees and pull away, which way would it turn? On the other hand, it had true centre-point steering long before Citroën did it!





Powered by a Ford V8, three cars were built. Two of them were involved in crashes one of which killed the Dymaxion driver. It was initially thought that the thing had just rolled over but later it was discovered that it was hit by another car which was driven by a local Chicago politician and which was conveniently removed from the scene. The newspaper headlines blamed the accident on the car's unconventional design.

Remarkably one car still exists. Sadly it wasn't at the NEC – it's in the National Auto Museum in Reno. In 2010 it was in the UK having its interior restored whilst architect Sir Norman Foster studied it so that he could make himself a replica. Foster is a fan of Buckminster Fuller and one might even detect a similarity between the Dymaxion and Foster's Gherkin. Buckminster Fuller went on to greater things, his legacy including large architectural geodesic domes which he designed and tiny Bucky balls (more correctly known as Fullerenes) which are named in his honour, as well as his presidency of Mensa and receipt of the US Presidential Medal of Freedom. Quite a character was Buckminster Fuller; right about many things – but not about car design. Luckily our heroes in Paris were more clued up and produced a car that was really easy to drive and went round corners properly, even if it does have the turning circle of an ocean liner.



We had a good variety of cars at the NEC, most very shiny and one not, from which the bonnet and wings were removed to show the oily bits. That got a lot of interest. If you want to attract a crowd, open your bonnet. Better still take it off. Visitors were therefore able to admire both the style of the shiny cars and the technology of the

dismantled one. I particularly admired the latter's Clayton heater which I remembered on my reunion drive today as we are having a bit of a cold snap just now.

A film company would like to use some left-hand drive Citroëns from the 30's and 40's in a major movie to be filmed in the UK in 2017. If you're interested in your car being a star, contact Citroën specialist Tony Slade at [tony.slade@gmail.com](mailto:tony.slade@gmail.com). I did ask Tony if they would take cars made in the 50's that looked like they were from the 30's – he suspects they would. You can see where I'm going here, although I'm not sure I'll be putting my own car forward, even though (or maybe because) it now has a fully functioning gearbox.

In my world of work, we have a large and complex project for which we arranged a team meeting this month. For reasons with which I will not bore you, we invited a couple of people from Mini to describe some aspects of their development processes. For context this was introduced with a bit of background on the development of the motor car. We are not in the automotive industry and this would be new to some people. A slide in the presentation that was originally proposed showed a timeline from the very early cars of the 1890s, through the mass production of the Model T and thence the innovative monocoque design of the Morris Minor and on to the original Mini and so on. Excuse me – the Morris Minor? No, no, no – I could not tolerate that and it was quickly replaced by a rather more suitable picture from the launch of the Traction Avant. No single car has had a greater effect on car design than the Traction Avant.

The next day we took the team for a tour of the Mini factory. Mini offer tours to anyone in groups of up to 15 – there were 75 of us so it took a while. If you want to see a state of the art car factory I can thoroughly recommend the tour which costs £17 per head and takes 2.5 hours. You will be shown everything except the paint shop. The body-in-white shop is staffed by over 1000 robots but just a few people. The assembly shop is staffed by more people called associates. If your mind's image of the Cowley plant is of 1970s and 80s strife and underinvestment this will be an eye opener. I was genuinely struck by how clean, calm and pleasant the place was. The associates were all pretty happy and at the end of the line the cars all fired up and drove off – not to join a long line of cars needing rectification, but to their designated transporter. The whole operation was designed to build them correctly.

I haven't seen a Citroën factory but the Mini one would be, I am sure, exactly what André Citroën would have wanted: modern and efficient. Whether he would have approved of the car is another matter.

# Courses 2017



For almost 30 years I am leading maintenance and repair courses for Tractionists in German in Benken ZH near the Rhine Falls, Switzerland. In 2012 I started with courses in English. Since then I had participants coming not only from England, but from as far as Japan and Australia. 2013 the first "advanced course" took place in German. Topics like "car electrics", "brakes", and "engine, clutch and gearbox settings" have been treated in small groups, in theory as well as in practice. The "engine removal" courses of 2015 were repeated four times due to high demand. Pictures and reports in German from earlier courses can be found on the CTAC website by entering "kurs" in the line "Stichwort" of [http://www.tractionavant.ch/db/Archiv\\_abfrage.php](http://www.tractionavant.ch/db/Archiv_abfrage.php). A report of a participant of the 2013's English course was printed in the magazine of the CCOCA. Another article appeared in FLOATING POWER Volume 38, issue 3. The PDF's are available

on request.

The "Basic maintenance and Repair Course for Tractionists in English" will take place from Thursday afternoon May 11 till Saturday evening May 13 with the following main focuses:

- 🔧 The basics of a combustion engine including carburettor, ignition, clutch, gearbox and the brakes.
- 🔧 Details of the functions and the peculiarities of the different components of the Traction
- 🔧 Recognize malfunctions, causes and consequences thereof
- 🔧 Carry out simple maintenance tasks and know the important points for regular care and maintenance
- 🔧 Prevent excessive wear when driving, changing gears and braking
- 🔧 Further topics: Tools, electrics, body work, improving safety and comfort of your Traction.
- 🔧 Ownership is not required: You'll get advice for buying a Traction
- 🔧 A social evening will take place in a local wine cellar
- 🔧 The manual "Citroën Traction Avant 11 and 15 CV for beginners" is highly recommended. See: <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php>

**Course costs: CHF 240.- Max number of participants: 8**

Rooms are available in our B&B [www.oldtimer-taxi.ch](http://www.oldtimer-taxi.ch)

or in the Guesthouse Baumgarten <http://baumgarten-benken.ch/>

See <http://www.tractionavant.ch/Anlaesse/2017/RepKurse/repkurse17.php> for the inscription form and detailed information to the courses in German or ask by mail. If you understand German reasonably well you are invited to participate in the other courses as well. "Advanced courses" in English are possible on request, provided there is sufficient interest (minimum 4 participants).

Daniel Eberli

March 16/18	<b>Basic course (Course language: German)</b> Content ☞ same as the course in English.	
March 25	<b>Driver's course (Course language: German)</b> 🔧 Course for Traction drivers who do NOT want to work on their car on their own 🔧 Peculiarities of a Traction 🔧 Important maintenance jobs that should be given in order 🔧 Change a wheel, car towing, storing for winter and many more <b>Course costs: CHF 150.- Max. number of participants: 6</b>	
March 30/April 1	<b>Basic course (Course language: German)</b> Content ☞ same as the course in English	
May 4	<b>Advanced course: (Course language: German)</b> Content ☞ Car electrics <b>Course costs: CHF 150.- Max. number of participants: 5</b>	Combination: CHF 380.-
May 5/6	<b>Advanced course: (Course language: German)</b> 🔧 Removal and re-installation of a 4-cylinder Traction engine in theory and practice <b>Course costs: CHF 250.- (Max number of participants: 5</b>	
<b>May 11/13</b>	<b>Basic maintenance and repair course (Course language: English)</b> ☞ see introduction	
May 25	<b>Advanced course: (Course language: German)</b> Content ☞ Car electrics <b>as May 4</b>	
Mai 26/27	<b>Advanced course: (Course language: German)</b> Content ☞ Engine removal <b>as May 5/6</b>	
June 15/17	<b>Basic course (Course language: German)</b> Content ☞ same as the course in English	
June 24	<b>Advanced course: (Course language: German)</b> Content ☞ Car electrics <b>as May 4</b>	

Since the number of participants is limited, early registration is recommended. The application must be made not later than two weeks before the course. Additional courses on demand. Please don't hesitate to ask questions.

Daniel Eberli, Im Chellhof 3, CH-8463 Benken. ☎/Fax XX41 (0) 52 319 25 17

E-Mail: [eberlid@swissonline.ch](mailto:eberlid@swissonline.ch)

[www.oldtimer-taxi.ch](http://www.oldtimer-taxi.ch)



## Application form for the courses of spring 2017

Course content:	Name: .....	First name: .....
	Street: .....	Zip-Code: .....
Course date(s):	Tel: .....	Town: .....
	I need a suggestion for accommodation <input type="checkbox"/>	E-Mail: .....
	I'll participate with my own Traction <input type="checkbox"/>	

# RALLYING WITH A TRACTION - Tony Mather

Once again our Traction has been out and about again competing in rallies, with the 1000 mile trial in the UK and the Alpine Trial in France. Both of these rallies are regularity events, where competitors not only have to navigate the route, but also keep to a tight time schedule, with penalties for being late or early at the checkpoints. After last year's rallying in our Traction I had a little bit of work to do to prepare it for this season. The suspension was checked and greased, the brakes adjusted, valve clearances checked and I modified the engine mountings to try and limit the engine movement under hard driving.

The 1000 mile trial this year started in Edinburgh, finishing at the RAC HQ in Epsom. On the run up to the start from Allendale, I noticed a difficulty in selecting gears but otherwise it was an easy run for us. Arriving at the start, we met our fellow competitors in cars ranging from a little MG TD to a 4 ½ litre Bentley and a lovely 1910 Bugatti Brescia. The first day of the rally took us down the back roads to Slaty Hall near Hexham, with no problems. The following day took us on a pretty route via the Bowes museum in Barnard Castle and then on to Sheffield. I had more problems with gear selection, which I traced to a broken spring in the gear selector mechanism behind the dash. If you have ever worked on the gear selector you will know it is fairly inaccessible, so with very limited time on the rally, I couldn't repair it.

The route encountered heavier traffic on the way down to Oxford and on one rough section the exhaust grounded and snapped off the tailpipe. Fortunately the loss of the tailpipe didn't affect the noise level too much. Once we got to the night's hotel, with the help of the mechanics, I managed to bodge the exhaust back together and used garden wire to hold it in place.

From Oxford, we travelled South to Goodwood, with the exhaust now occasionally catching on the ground, so at the lunch halt I decided to raise the rear suspension.

This should have done the trick immediately, if I had not first adjusted the height down instead of up. At Goodwood there were some driving tests which were great fun and the Traction did well with its good handling.

The last day of the rally, down to Epsom, was hampered by heavy traffic and to cap it all, the dynamo decided to pack up. However the battery kept us going to the finish where we came in 11th overall and 3rd in class. Out of 42 entries only 25 were classed as finishers.

I charged the battery overnight, ready for the long trip home and combined with push starts after every coffee stop, we made it home safely.

Once rested, I removed the dynamo to find simply a broken wire, which was easily fixed. The gear selector mechanism was removed from the dash (not an easy job) and I fitted two new centering springs, which transformed the overall gear changing for the better. I ordered a new exhaust system from the club, fitted it and the car was hopefully ready for its next rally.

This was the Alpine Trial, based at Annecy, near to Geneva. This year we decided to take a few days before the start to meander down through France. Our route plan was to catch the ferry from Hull to Zeebrugge. However, within 10 miles from home our new exhaust tailpipe fell off and with time pressing, it was simply thrown in the boot as we had a ferry to catch. 20 miles later I glanced at the oil pressure gauge to see that it was reading ZERO. Stopping immediately and investigating, revealed oil everywhere, as the pipe to the oil pressure gauge had split and there was no oil showing on the dipstick. Fortunately I carried a gallon of oil in the car so refilled the sump and cut the damaged end



# RALLYING WITH A TRACTION

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from the pipe and remade the connection. Oil pressure again, thank goodness. We did catch the ferry. So much for my pre-event preparation.

Travelling down through France, our first night's stop was in Verdun, where the car was much appreciated by the locals. However, on the way further south the next day, the oil pipe split again; this time I spotted the oil smoke before the sump emptied. Another temporary repair at the roadside, then we found a very friendly small garage who gave us a replacement pipe, which cured the problem, and refused to take any money. I bought more oil.

At our next stop, at Poligny, we found a garage who welded the tailpipe back on, even repainted it and only charged us 20 euros. The problem with the tailpipe was that the manufacturer had welded on an exhaust pipe clamp but had used so much weld that the clamp could no longer flex and so couldn't hold the tailpipe. After a few days rest we eventually got to the start of the rally at Divonne, near to Geneva; hopefully with the car now running in perfect order. Against us were Talbots, Bentleys, Lagondas and in our class, a couple of BMW 328s.

The first day of the rally was in the Jura National Park, an area famous for cheese making. We climbed numerous passes including the Col de la Croix de Serra and Col de Faucille and also went through the Gorge de la Bienne. We passed through Morbier, whose local cheese has a blue thread running through it, which is actually wood ash. Eventually we finished the day back at Divonne. No problems with the car or the navigation.

Day 2 took us up and down too many passes to mention all, including the Col de Menthieres, Col de Richemont and Grand Columbiere. Then, in the afternoon, the Col de Cruse, Col de Leschaux etc. You get the general idea; not the ideal roads for a little Traction. However, while we

were slow up the hills, we could just about keep to time by driving briskly downhill. The finish was at Annecy.

The 3rd and final day was in the area surrounding Mont Blanc; naturally more passes including the Col de Pres at 1700 meters or in old money nearly 5500 feet. The finish was back at Annecy, where we were delighted to find that we had come 2nd in class and also our Traction won a Concours prize.

Once I had sorted out the exhaust and oil problems our Traction gave no further problems. I had to adjust the brakes once, which wasn't surprising in view of the number of passes we tackled and the speed at which we had to descend to keep on time. Over the whole trip the car used about 2 litres of oil but no water was needed. Yes, the Traction could do with more power and a 4 speed gearbox but there is a great deal of satisfaction in competing against much more powerful cars and beating them.

On our return journey back home we had a puncture but otherwise had a pleasant trip, including booking into a remote hotel to find that our room was on a well-appointed barge on the canal. Overall we completed about 2000 miles.

Back home I now have a list of minor jobs to do on the car to ready it for the next event. These jobs may take second place to my new project, which is finding parts to add to my collection of bits that I have for a Delahaye 135: some of which are identical to Traction parts! Any spares out there?



## Restoration Story of a Citroën 15 Six-H

*Courtesy of Bev Oates, who liaised with Benno Schmitz, owner of the car and a TOC member, in the Netherlands, we have this interesting article about a TA 6H. Big thanks, also, to Walter Callens for translating from the original article in *Klassiek & Techniek* magazine.*

*The original article was written for a general audience of classic car enthusiasts and I know that many readers will be familiar with some, or all, of the technical history in this article. But, ever mindful that we are always taking on new members, I'm including most of the technical details so that newer members can increase their knowledge. Ed.*



Traction Avants ... you know them. You'll find them at most classic events and often you'll see them driving. They are very accessible classics with plenty of parts available.

Now before you think "another article about a Traction", please just keep reading. This article is about a six-cylinder with hydraulic rear suspension, produced in Britain. You won't always see them at every classic event.

On February 18 1926 André Citroën opened, with great panache, his British factory in the town of Slough (although the Type C3 was already coming off the production line in 1925). 500 guests heard his speech, after which they enjoyed a gourmet four-course lunch, as befits a French host. This was the beginning of the manufacture of Citroëns on the other side of "the Channel" that would last until 1966.

The estate where the British factory was sited was formerly known as "The Dump" because up to 600 unwanted old cars a day were dumped there. 8,000 people worked on dismantling and renovating cars and motorcycles. At one time Slough sold more refurbished cars than new ones from all the British car factories combined.

For Citroën in 1922, Slough lent itself perfectly to showcase the Kegresse (off road vehicle with caterpillar tracks) to the British government and press. A success because orders for over 200

vehicles followed. There the first contacts were made between André Citroën and some influential people, which would later lead to the construction of the new factory in Slough.

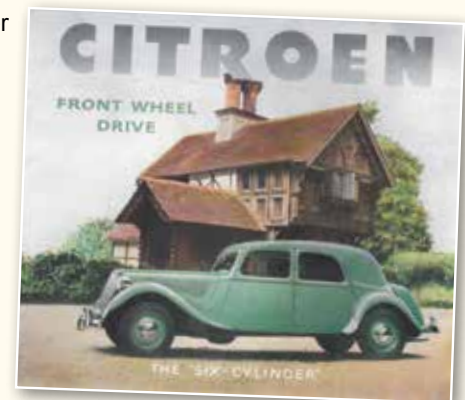
Citroën was a successful manufacturer in the UK and the French brand was respected as the best-selling foreign car producer in Britain, just behind Ford. The C3 was soon followed by the C4, B14, AC4 / 6 and some others. In 1935, a year after its French launch, the Traction Avant assembly line in Slough was in operation.



There were some significant differences compared with the French versions, such as a more luxurious interior with leather upholstery and usually a wooden dashboard. It was necessary to compete with the luxury interiors of other British manufacturers.

In 1938 the first six-cylinder Traction was produced in Britain. Citroën launched this model to meet the demand for luxury cars which could also maintain high speeds.

The standard UK version of this pre-war 15 Six was distinct from its French sister by having a 12-volt electrical system (instead of 6 volts), Lucas High Power headlamps, two fog lamps, chrome horns, a sunroof, polished walnut dashboard, plush carpet and two folding picnic tables in the back. In Slough, about 50 Six's were produced before World War II. Only one has been recovered in the 1990s, in South Africa.



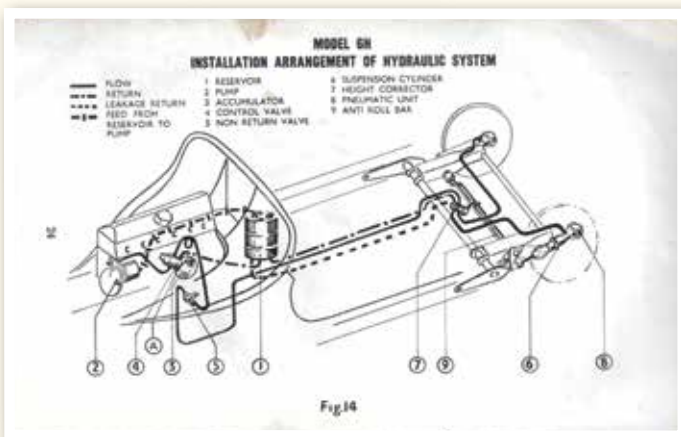
In March 1940, the British Traction Avant range had fourteen types, including roadsters and a Familiale. But, during the war years, production was almost zero - only the 1911cc 11BL rolled off the production line.

# LA REINE DE LA ROUTE

In 1946 the entire RHD production was resumed, including in 1948 the Six. French customers could choose from any colour as long as it was .... black. British customers had the option to choose green, burgundy, or grey metallic, combined with red, light brown or dark brown leather.

The sunroof now was an extra, as was a heater with demisting installation driven by a fan which was desperately needed in the damp British climate.

In April 1954 Citroën announced the 15 Six-H with hydro pneumatic rear suspension. The conventional torsion bar was replaced with gas-filled spheres linked to the rear wheels. Indeed, this famous suspension was later used in the ID / DS on all four wheels. You could say that the 15 Six-H was a precursor, perhaps a kind of prototype, of the 'Goddess'.



To fabricate the special spheres a completely new plant was built in Asnières, near Paris, where they could produce to one micron (1/1000 mm) of accuracy! Such precision had never been seen before in the automotive industry.

1955 was the last year that Tractions were built in Slough. From 1953 Citroën in Slough were already manufacturing 2CVs and the DSs (started 1956) and don't forget the Bijou, a simple car based on the 2CV. Perhaps a long introduction to our main topic, but in my opinion justified, given its unique history.

Before my ride in the Six-H the owner, being the well-known Benno Schmitz, demonstrates the hydro-pneumatic height adjustment. The engine has to be already started to be able to show this. The boot opens and a lever on the right can be put in three positions: high, low and normal driving, or in French "haut", "route", "bas".



The rear of the car follows the instructions sent by moving the switch. Ideal to change a wheel; position 'haut', things go up and jack underneath and then to 'bas', and then the wheel is off the ground.



Benno still has the original British owner's manual. It was nice to read that, especially because, at that time, the British used "pints" as a unit for volume. For example, one needs to pour 12.5 pints (7 litres) of engine oil in the six-cylinder engine and 21 pints (12 litres) of water in the cooling system.

I nestle myself on the leather front seat, which is on the right, as this is a British version. Of course, the shift lever is on the left and stands out from the middle of the dashboard. The first gear is not synchronized, but '2' and '3' are. There is no fourth.

The yard gate opens and we drive up the dike. Without thinking, I perform the necessary actions, or maybe this is a car that's easy to handle. Thoughtful driving and everything goes as it should - comfortable, quiet and with flexibility. Aply, the Six in her time was called "la Grande Routière" or "La Reine de la Route" (Queen of the road) as a nickname.

Because this is a restoration report, I still have to mention something about that. So over to Benno who tells his story. "I already owned some Tractions, including a Familiale and a British roadster. So, why now the English version of the 6H? Well, it's more luxurious and has a better finish than the French version. In addition to the magnificent handling of the Traction,

# LA REINE DE LA ROUTE

if you want to improve it a little more, it must be one of the 55 built with the hydropneumatic suspension. I bought mine from Nico Michon. Maybe you heard that name before? Nico recently offered for sale the six-cylinder convertible of Madame Michelin at an auction in Monaco for half a million. I bought it off him in 1991 (in an aeroplane at 11,000 meters!). I sat next to him. We flew to the Netherlands coming from some kind of party in France. After a few glasses of wine and some discussions, we came to an agreement.”

Benno sips from his glass of ‘vin rouge’ and nibbles a nut, to continue: “I bought it for about 25,000 guilders (about € 12,000) and then I still needed to restore it. The car was a runner though I didn’t like the colour. The doors were rotten, the sills, ah ... all the well-known spots”.



The sheet metal was hand sanded for him by a restoration company, as “sanding isn’t good for my fingertips” says Benno.



The chassis and engine block Benno did himself, single-handedly. He blasted the chassis with low pressure and filled in with red lead, then put it in some black paint.

Wheel bearings were renewed, braking, spheres, et cetera, et cetera. All original!

“Because I renewed everything myself, I’m not worried about



breakdowns. The engine was good and has only received a brand new Solex carburettor.



Everything in chrome was re-chromed. Unfortunately, the license plate holder at the front was lost at a company in Poland. The upholstery I left, as it’s authentic, and the signs of wear suit a car like this”.



My ride in the Six confirms what I’ve read about it: a ‘Grande Routière’ that it is easy to drive and carries its passengers in remarkable comfort. The photo session on the IJssel lures out the locals, who are very interested in the car. A Traction Avant; yes, they know them well. But, a six-cylinder with hydro pneumatic rear suspension ... no, they didn’t know they were ever made and certainly not that they were built in Britain.



## SPECIFICATIONS

Brand / model:	Citroen 15 Six-H
Engine	Six-cylinder engine, water-cooled in-line
Cylinders	2866 cc
Bore x stroke	78 x 100 mm
Compression	6.5: 1
Carburettor	Solex twin-choke carburettor
Power	78 hp / 4000 rpm
Torque	191 Nm / 1500 rpm
Transmission:	three gears, 2nd and 3rd synchronized
Suspension front	IFS with torsion bars
Suspension rear	Hydropneumatic
Brakes front	Drums, hydraulic
Brakes rear	Drums, hydraulic
Weight	26 CWTS
Tires	185 x 400
Top speed	130 km / h
0 – 50 mph	13 seconds
Price (March 1955)	£1,040 plus £434. 9s 2d. purchase tax
Value is now	€ 40,000



## LETTER

### MÛRIER DE SERRES

Dear Mr Editor,

Imagine my surprise at seeing the statue of Olivier de Serres on the first page of Floating Power!

Thank you for that little wink, because, yes, the Olivier de Serres in the statue is indeed our family ancestor.

He became famous at the time of François 1er with his works on agronomy and especially for propagating the mulberry for silkworm breeding. It had a huge economic influence at the time. He worked on many other subjects concerning agronomy and, in addition, he wrote a '*grande oeuvre*' which is still edited nowadays, 400 years after its first publication: "*Le Ménage des Champs ou Le Théâtre de l'Agriculture*". He lived in the Ardèche and, at his estate, there is now a museum and some experimental farms for studies.

The Ecole Olivier de Serres in Paris bears this name only because it is situated in the Rue Olivier de Serres in the XV<sup>e</sup> arrondissement.

For those readers living in France, it's worth having a visit to Le Pradel near Villeneuve de Berg, not far from Montelimar.

With my best regards.

**Olivier de SERRES**

## MIRROR HOLDERS

Back in March/April 2015 (see the magazine on the club website, if you don't have a back copy, pages 20/21) I included a piece on mirror holders, available from Mike Bigland [mike@paradeigma.plus.com](mailto:mike@paradeigma.plus.com) I recently found that the spare pair I'd put to one side for my Normale had gone missing in the move to France, so contacted Mike to see if they were still available. He has just taken delivery of a new batch, so they are currently available. The round mirrors mentioned in the article are currently out of stock, but I purchased a pair of rectangular mirrors to see me through. If you joined the club in the last two years and are looking for mirror holders that fit over the door handles, this could be for you. Alternatively, I believe Darrin at Citroën Classics has his own version available. Ed.

## ACI CHOOSES DATE AND LOCATION FOR 2019 CELEBRATION

ACI has announced that the dates for the 2019 celebration of **100 Years of Citroën** will be **19 – 21st July 2019**. Location will be **Michelin, Centre des Technologies, Ladoux (63), France**. More to follow in due course. Ed.

## CATS MUSEUM WEB SITE REINSTATED

Dear Bob, after a few years of absence and as requested by many Citroën enthusiasts, I'm glad to announce the re-launch of Jeroen Cats' website.

Only the URL has been changed slightly to [www.cats-citroen.com](http://www.cats-citroen.com)

A big thanks to Mick Popka who was of enormous help to make it possible.

Kind regards, **Wiljan Cats**



## NEW!

### Fully automatic Discreet Reversing Light Kit for classic cars.

#### The problem

Many early cars never had the option of inbuilt reversing lights. This means they didn't have the facility to have a gearbox switch. It doesn't mean that the driver doesn't feel the need, especially on cold, dark, wet nights, to see what is behind when the need to manouevre backwards arises.



#### The solution

This easy-to-fit kit provides a neat and convenient solution. There is a neat button to control it, complete with a traditional name-tag. A press of the button will turn on a pair of high power LED reversing lights for around 30 seconds. If longer is needed, simply press the button again. The lights are designed to be virtually invisible when fitted, and can be used to replace the existing number plate fixings. There are 3 styles, so that the best match for the car can be chosen, and all are very bright. If the problem is that the existing gearbox switch is faulty, this can be a quick inexpensive fix to avoid major work.

#### Choices



To make your installation perfect, you have a choice of 3 different lights. These are the snap-in ones. They click into a 20mm hole and virtually disappear.

These are the Eagle Eye units. They bolt close to the bodywork or rear number plate and are almost invisible.

These are the bolt lights. They shine powerfully back and also sideways for maximum brightness. They can replace number plate fixings or bolt on where they best blend in. All of them are more powerful than conventional reversing lights and will make you less likely to have an embarrassing and expensive mishap.



#### The cost

This neat kit costs just £69.99+VAT and P & P. If you just need the control unit the cost is £49.99+VAT. Like all of our products, it comes with a money-back guarantee.



For more details contact Gil Keane 0121 773 7000  
enquiries@bettercarlighting.co.uk  
web:- www.bettercarlighting.co.uk

## 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



# Classified Adverts

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.** Restored at a cost in excess of £18,000, but door bottoms and a few other minor surface imperfections would benefit from further attention. Converted to 12V plus electric power steering and thermostatic electric fan. Comprehensive history. Copies of previous registration documents. Memorabilia from when the car was used in the promotion of the UK TV film series "Maigret" starring Michael Gambon. For more details and photos Call Peter on: **07988 522085** or French land line: **03 21 06 40 95** [petermarcel.1947@gmail.com](mailto: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](mailto:tony08041944@aol.co.uk)

**FOR SALE: 1950 Lt 15, RHD, Slough Built, Small Boot.** Black, Sun Roof, Wood Dash, Restored 20 years ago. Solid and good chrome, 12v. Reluctant Sale. East Surrey. **£10500** Text me with your email address on **07834 392765** for more details and photo file.



## 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](mailto:eric_godber@aol.com)

## PARTS FOR SALE

**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](mailto: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](mailto: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](mailto:a.vickerstaff041@btinternet.com)

**FOR SALE:** Reconditioned steering gear for a Traction Normale. Price: **250 euros** Ronald KNOTH. Mail [ronaldknoth@gmail.com](mailto: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](mailto:pariscars@btinternet.com)



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

**FOR SALE:** Due to the arrival of my new toy I have for disposal at very competitive prices a stock of used (and a small amount of new) 4-cyl parts accumulated over 50 years of Tractioneering. The s/h bits include one complete Perfo engine (offered for parts but had been designated to be rebuilt as a spare for the Légère) plus several other engine blocks and components, brake drums gearbox parts, a m/s silencer and a host of odds and sods. The new bits are mostly small items including clip-on door mirrors, gaskets etc. I shall attempt to catalogue the main items for a future ad but I have a pretty good idea of what is there so, if you need something now, please ask and I shall be happy to look and confirm. Contact: **01933 274382**, [bernie.shaw@tiscali.co.uk](mailto:bernie.shaw@tiscali.co.uk)

**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.**



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

**FOR SALE:** I have scrapped a badly corroded Light 15, circa 1950, bought for its engine and gearbox, which I am retaining. There are no body panels worth saving apart from the roof, but there are numerous parts which are salvageable, including the following: Seats, wheels, instruments and switches, dynamo, radiator, sundry electrical parts, a very good chrome radiator grille assembly, bonnet panels, some window glass, window winder assemblies, hub and suspension parts, plus other items. Parts are located in South Lancs area. **George Halsall 01744 895393/ 07921 480130, [gfhalsall@gmail.com](mailto:gfhalsall@gmail.com).**

**FOR SALE:** I have a large pile of FPs, pretty well every issue from the mid-1980s. Malvern, Worcs area. **Contact Mike Tebbett [m.tebbett@tiscali.co.uk](mailto:m.tebbett@tiscali.co.uk)**

## 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:** 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:** 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)**

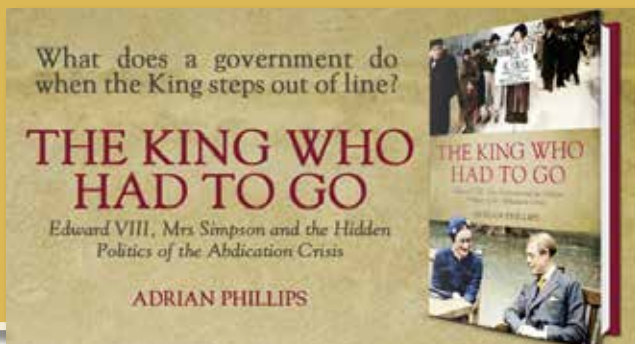
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A newly inaugurated section welcomes Adrian Phillips, who has written a jolly good book (it says here!) on the background to the abdication of Edward VIII.

Yes, we're a very intellectual lot here at the TOC. Check out his book at: <https://www.bitebackpublishing.com/books/the-king-who-had-to-go>

*"In this fascinating behind-the-scenes account of the royal abdication crisis of 1936, Adrian Phillips reveals the previously untold story of the hidden political machinations and insidious battles in Westminster and Whitehall that settled the fate of the King and Mrs Simpson."*

It's getting very good reviews and is available from Amazon and other retailers.



## 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)**

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