

Floating Power

March/April 2017



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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

Registered Office:

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

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

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

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

Missing Magazine?

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

Be a part of Floating Power...

The closing date for input for the
May/June Floating Power is

Sunday 2nd April

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

Cover Image

*Bob Street's Light 15 emerges
blinking into the winter sunlight after its
recent restoration.*

Photo: Bob Street

Editor's Epistle

Hello to you all.

As you will be aware Bob Street has now retired from the post of Editor after almost four years of sterling work and I know that I am not alone in thanking Bob for all of his efforts over the last four years and wishing him well.

Some of you will already know me as the Northern Section Representative, the man who pesters you to show your car at the Manchester Classic Car Show and has been pictured in Section News on at least one occasion, lying underneath his car by the roadside, wishing he'd bought his hammer with him! So from now on, I am your man for letters, articles, pictures, ideas, etc.

Bob's magazine format is well proven and I will not be changing anything just for the sake of it. However, I do have ideas for some new regular and occasional features, that I will be trying out over the coming year, and I hope that for your part, you will also be giving me your views on what sort of content you would like to see in the pages of Floating Power and coming forwards with new material to share with the wider membership. After all you, the members, make the magazine what it is, with your own contributions and views.

So, in conclusion, my best wishes to Bob, who will still (I hope) be a regular contributor to Floating Power.....and here goes.

National Survey

This edition contains an article on the National Historic Vehicle Survey. This is very much a summary, and cherry picks some of what in my opinion, are the more interesting findings. It does give (again in my view) some interesting facts and figures to whet your appetite, some of the sums involved being quite amazing. I was particularly surprised at the average value of a classic/vintage car being given as £29k. Most of our own cars in decent fettle, seem to be offered at prices between £9k and £11k, the only real exceptions being rarer models such as Commerciales, or Sixes. However, just having guffawed at this figure, I received an email from a member cancelling his classified ad on the basis that he had just sold his car for....yes, wait for it....£29k. Well it was a Six I suppose!!!!

But seriously, the current values of grass roots Tractions could be seen as something of a two edged sword. On the one hand, a modest entry price makes this quite an affordable and appealing classic. However, a professional engine or transmission overhaul, or a full internal re-trim can easily amount to a sum equalling half of that value, and the costs of a full professional restoration of the whole car must, in many cases, well exceed the final value when completed. Most of us do it for love, but it must have an effect in the longer term on the likely future of the marque, especially if, as the Survey hints, the numbers of DIY restorers is possibly on the decline.

Anyway, hopefully this will inspire you to read the summary and full reports from FHBVC which obviously give a lot more detail and food for thought, and will, I am sure, also prove to be very influential in future policy making and the shaping of Government Legislation.

Insurance

Finally, there are a couple of references in this article to the possible issue of car insurance changes, which appears to impact the Traction community mainly on the need to make sure that your car is insured, whether on the road or not.

I personally wouldn't dream of having any £10k plus classic car uninsured, whether stored or being used. The recently documented garage fire in Dorset, which is alleged to have destroyed £200k worth of classics is a timely heads up on the risks!



Editor's Epistle	2	Bailey's Banter	24
Contents / Committee	3	Tyre Most Likely	28
President's Ponderings /		La Vie En Bleu	29
New Members	4	La Société des Taxis Citroën	30
Chairman's Chat	5	Manchester Classic Car Show	
Section News	6	September 2016	32
In Committee	16	Danish Traction Club Fredericia Rally	33
Technical Articles	16	Charity Classic Car Run 2017	34
TOC National Rally 2017	17	Classified Advertisements	35
FBHVC National Historic Vehicles Report	18	Display Advertisements	38
FBHVC News	22		

Committee

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

PRESIDENT Bernie Shaw

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

CHAIRMAN Chris Bailey

1 Kingfisher Way, Horsham, RH12 2LT
07768 325924 • Email: chairman@traction-owners.co.uk

SECRETARY Ian Harvey

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

TREASURER AND COMPANY SECRETARY Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent, NP4 5EZ
01495 763239 Email: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John Oates

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

SOCIAL SECRETARY Laurence Acher

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

HELPLINE Steve Reed

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

CLUB SPARES Chris Treagust

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

CLUB SHOP Vanessa Plumpton

98 First Avenue, Batchmere, Chichester, PO20 7LQ
Email: shop@traction-owners.co.uk

EDITOR FLOATING POWER Bryan Pullan

4 Camwood Fold, Clayton Le Woods, Chorley, PR6 7SD
07513 362202 • Email: editor@traction-owners.co.uk

MARKETING & PUBLICITY Bev Oates

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

REAR WHEEL DRIVE Martin de Little

CALENDAR GIRL Martin de Little
13 Grasmere Close, Mellow, Guildford, GU1 2TG
07951 417148 • Email: rwd@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Peter Riggs

Julian Pratt

Paul de Felice

Cleve Belcher

COMMITTEE ARCHIVIST John Ogborne

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

SOCIAL MEDIA Dylan Harvey

Email: social-media@traction-owners.co.uk

President's Ponderings

Another day, another dollar (according to the old adage) which must mean we are all at least \$366 better off than this time last year and, thanks to leap year and the Brexit effect on exchange rates, richer than we would have been if we had voted to continue being Europeans. As my American colleagues used to say, "You do the math".

The season will soon be with us and Wiljan and Lisette's Dutch Highland rally has proved so popular that there is now a waiting list for the event. I know it will be a superb weekend so I regret Mme and I shall not be able to take part.

I have therefore allocated my Brexit windfall towards attending the annual in June. That too is already well subscribed with applicants taking advantage of the Early-Bird offer. If you have still to register please use the form in the January issue **but remember the EB offer is now closed**. Of course it is still good value for money so please apply as soon as possible to help the organisers plan accordingly.

We also plan to attend the CTAB annual in Brittany. This is only the second year we have received such early warning of the event and it is already fully subscribed. The key factor here is restaurant capacities. The growing popularity of "Brittany" also means the risk of TOC entries outnumbering our hosts – and that is something I think we should be careful to avoid.

Looking even further ahead, we have received an invitation from the French Club, Traction Universelle, to join them in celebrating their 50th anniversary at the Circuit de Magny-Cours, situated in Nièvre, over the second weekend in May 2018. Our RoW correspondents will keep us informed as further information emerges.

Drive-it-Day will occur before any of the above. Although the TOC does not organise any national activity for DiD, many of the sections do something local – either of their own planning or in conjunction with other clubs in their region. Please contact your area "rep" to see what is happening near you or, as Chris suggests, organise something yourselves and invite others to join you.

It is now a year since I sold the Légère. Sadly, progress on the replacement (now answering to "HM") has been slower than anticipated - but that is not my fault! The number of engine reconditioners willing/able to carry out white-metalling is frighteningly low and the few that can offer the service are generally quoting lead times of 3 months or more. Hey-ho, at least it gives me time to fiddle with a few other things while the engine is away. Despite the delay, I think we are still on schedule for DiD in the first instance or, failing that, being "run-in" in time for the Trossachs.

I shall attend the AGM of the ACI in Paris in mid-February and shall therefore report any news regarding Citroën's centenary celebration in the next FP. The AGM is always held during Retromobile so it also offers the opportunity to pick up any last minute (I wish) items I need for HM.



Finally, I would like to thank all those who responded to my ad. in the last issue. As a result I have already cleared a lot of 4-cyl parts that I no longer need - but I still have more. I welcome contact from anybody looking for parts because other matters also mean my storage space has had to be drastically reduced to the point that YP is currently in temporary storage while I make more space here. One advantage of losing my storage is that it necessitated moving everything. As a result I have found things long forgotten and I now have a much better idea of what is there. Most of the remaining stock is now second hand and 6V but there are a few Slough bits left so do not hesitate to ask, whatever is needed.

A blue ink signature, appearing to be 'S', written in a cursive style.

p.s. – I have been asked why I have "resigned" from the Committee. Perhaps "resign" is the wrong word because I am simply standing down as an elected Committee member. I have no intention of walking away from my responsibilities as President and I intend to continue to attend meetings in that capacity. You don't get rid of me that easily!

New Members

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

2563	Mr Jon Eliston,	Worcs
2564	Mr Bertel Bjorvik,	London
2565	Mr Jeffrey Dorricott,	Hampshire
2566	Mr Adam Gilbert,	Kent
2567	Mr Ian Pratt,	East Sussex
2568	Mr Rod Smith,	Victoria
2569	Mr Stephen Ebbs,	Florida



We live in interesting times. That's especially true for me as I prepare to chair my first TOC Committee Meeting. Who is more worried – the Committee or me? (If this issue of Floating Power has a “Stop Press” notice asking for a new Chairman, assume it didn't go well).

Looking on the bright side, however, I've spent a fair bit of time (more than I was expecting, but still not enough) finding out how the club works and some of the background to particular things. I'm grateful to **Cleve, Bernie, Ian** and all the committee for their patient answering of my questions.

You may be surprised just how much stuff happens behind the scenes in a club like this. Such things as insurance, PCI compliance and data security can be quite dry but are necessary to facilitate the things that we really want to do.

There are three rallies in preparation which are already well subscribed. I refer, of course, to the Dutch Mountain Rally in May, the National Rally in the Trossachs in June, and the Brittany Rally in July. The organisers are all busy making sure they go like clockwork and I hope to see many of you at one or more of those.

Drive it Day in April seems a long way off – we're planning to join the drive that the Croydon Rotary Club are organising which starts at Denbies Vineyard and ends at the Chatham Historic Dockyard. Other events are available but if you can't find one and want to do something – why not arrange a run yourself? Have a word with your area representative or ask for a list of email addresses for members in your area (**John Oates** or I can provide this). Of course you can also post it on the Forum. Everybody likes to see Tractions out and about – even on the back of a recovery truck.

I am pleased to tell you that **John Moon** is taking up the position of Slough Champion. Why do we need a Slough Champion you may ask? Whilst the French cars are well catered for by parts specialists and clubs on mainland Europe, to whom we have increasingly easy access, (Brexit notwithstanding), we are the club which is expected to ensure that the Slough cars are supported in the future. With fewer numbers and no specific spares vendors, the

role that I have asked John to take on is to identify areas of risk so that we can make a plan before we run into trouble. We don't know what that plan will need to be yet – when we know what needs to be done we will know what help we need.

Planning has started for our appearances at classic car shows in the Autumn. There will be further information published about how you can be involved – but don't feel you need to wait. If you'd like to help on a stand or show your own car please let **Julian** or **Bryan** or me know. It's good fun. If you think your car's not good/original/rare/exotic/shabby enough, think again. One of the things that most surprised visitors to the shows in 2016 was how affordable and useable these cars are.

If you are wondering what **Cleve** is up to, well he is busy working on a project to develop a new TOC web site and I'm pleased to say that is progressing well. I'm also pleased to say the Forum is picking up too with over 170 members being registered and is becoming a technical resource to complement our technical article library. It has other uses too. For example, for those of us in the sunny South East the Trossachs are a long way away and there will be many of us heading north at the same time for the National Rally. Maybe you'd like to travel in convoy with other Tractions for safety in numbers, sharing of spares and tools or, of course, just the fun of it. If you're interested may I suggest the Forum would be a good place to work that out? Those in the North may of course see the same opportunity for the Dutch rally.

Vive La Traction

A handwritten signature in blue ink that reads "Chris".

BRITTANY RALLY

Due to considerable demand, the Brittany Rally is now at capacity with 19 TOC cars registered. Overall numbers are influenced by the availability of local facilities and CTAB have asked that anyone wishing to participate, be put onto the waiting list.

If you wish your name to be added, please contact Martin Nicholson at :
vicmarnic@gmail.com



TOOLS

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

SCOTLAND

Northern Scotland

Well, strange sort of report this time!! In November, My wife Sheila and I went off on a holiday to visit two of our sons, one in Australia and the other in Oman. Arrived back on 11th December, and next morning, Sheila suffered a cerebral haemorrhage, and at time of writing, now 7 weeks later, is still in hospital, but thankfully, making a slow but good recovery! To add to that I need my aortic valve in the heart replaced ASAP!! So this period has not been a good one for us.

This has been a life-changing event for us, you suddenly realise lots of things are now out of alignment for future,- house much, much too big, the acre of grounds too much to look after, all the workshops, spray shop, garaging and storage facilities attached now all totally irrelevant. Lots and lots of things to sort out imminently, pack up traction/D repairs, wedding hire, etc, and make a start in getting rid of the extensive stock of D and traction spares accumulated over the last 50 plus years! Oh, and look for a smaller house!! Not a happy person at the moment!!

Traction-wise, decided to change the 4-speed gearbox in my Light 15, as the original was getting a bit noisy at times, and at the same time, refurbish some of the under-bonnet fitments which were getting a bit scruffy. Nearly there with that lot. In between other jobs, starting to make up lists of all the spares which will have to be sold on, but that will all take time!! On the wider Traction front,- not a single thing to report!!

Smithy and I always interested to hear from you, what you are up to and available for help or advice as needed.

Smithy/Andy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

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

SOUTHERN SCOTLAND

Other than reporting on plans for the National Rally which should be somewhere else in FP, the one really important thing I must do is to wish Andy and Sheila Burnett the very best for their future, and how much I hope to see both of them in the Light 15 in the Trossachs in June.

For details of planned activities contact: Peter Fereday.

south-scotland@traction-owners.co.uk

Tel: 0131 4494449

WEST OF ENGLAND

I hope March finds you all well, and emerging from hibernation (the cars at least). The year ahead is looking remarkably similar to last time, with one exception.....

Wells Lunch: Best laid schemes and all that...

It has become apparent that the proposed date of 26th March for the Wells lunch is also Mothers day, when many folk will have other plans. So we are now going for the 9th April. It will be at the usual haunt, the Britannia Inn in Wells. Please let me know if you are intending to come along. Bright ideas for things to do always welcome.

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

April 30th - "Drive it day". I am planning to set off for the Dutch rally on this day, so won't be arranging anything locally. If anyone would like to put something together, they are more than welcome

June 17/18th – The Bath Festival of Motoring. I am planning to book a club stand as before. It would be helpful to know if any cars are coming.

August 4-6th – The Cotswold Steam Fair. Again, I am planning to book a club stand as before. It would also be helpful to know if any cars are coming. There is also camping available.

August 20th – Thornfalcon meeting – a jolly get together – no need to book. Note this is quite a bit earlier than last year.

Further details of the above to follow.

Cheers,

Terence McAuley

Tel: 01225 466939

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

NORTH EAST ENGLAND

First of all I'd like to thank and congratulate Tony and Pauline Mather from Allendale in Northumberland for the article in the last issue of FP. You certainly show everyone the tenacity of tractions by doing your Alpine Run...again!! So now that James Geddes has got my Silent Blocks renewed I'm now looking forward to another year of Tractioning. I hope everyone else will be getting their Traction ready for better weather and being out on the road again. So as is usual at this time of year I'm flagging up some up and coming events for you to put in your diary. The NECPWA continues to produce an ever

growing number of activities that can virtually fill up every weekend (necpwanorth.org) so if you are not a member of that Club I would recommend you join because £15 is very good value and you will be spoilt for choice and the NE TOC section do join in on some of their events:-

23rd April Drive-It-Day – this is the day when all classic car owners should get their cars out of the garage, dust them down, fire them up and go for a tootle. In the past our organised events haven't been too popular so I'm leaving it up to you.

4th May to 8th May Dutch Mountain Rally (those dates include getting to and from Holland) – I've got my name down so who else is going?

10th/11th June – Corbridge Steam Rally – This is a good event to attend because there is so much to see and do. Our Classics are on display to the public which is well attended. Further details and to download your form www.corbridgesteamrally-sttes.com Non steam entry forms 2017.pdf

23rd to 25th June – TOC 41st Annual Rally in the Trossachs. We'll organise a group mini rally from the North East England to the event nearer the time.

Sunday 16th July – Newby Hall Show. We put on a collective good show of our Tractions here so hope we can do it again. It's free for NECPWA members and application forms are to be in their April Magazine.

Sunday 17th September – Whitley Bay Classic Car Show. They are trying to build up a separate Citroën Stand so I think it would be well appreciated by the organisers if we could get quite a few more tractions along. Ticketing is being done by Eventbrite (same as Morgan Corbridge Show) and I'll keep you informed when available in the meantime put it in the diary please.

There are others to join in on and I'll post by email or the FB page details. Please feel free to tell us of other happenings we should be joining in on. In particular we'll do another Saturday run over to the Yorkshire Lavender Fields especially before the flowers are cut back!!

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

NORTHERN SECTION

Mixed weather through the Christmas period and into January, have meant that only limited classic car motoring has been undertaken, although there were some bright sunny days,



below zero temperatures meant that the council were out zealously spreading salt and grit on all of the main routes and the side roads locally were slippery with frost and patches of ice, so many of us found it prudent to leave our cars in the garage.

Nevertheless some of us got out on Jan 1st to both the Corner House at Wrightington and to Briars Hall, near Burscough for New Years Day meets.

The Corner House had three of us present with Tractions, alongside a whole load of other Vintage and Classic Cars and even a 1940's bus!

The weather was dry, if brisk, but the sun managed to squeeze in an appearance mid morning and generally all present were cheerful and enjoyed the day, reinforced with bacon butties and coffees from the pub itself.

I also caught up with a couple of members without their Tractions, in particular Martin Jelley, who has a very nicely restored 1939 example, but was in a Volvo Amazon! His Traction has suffered intermittent running problems, initially attributed to ignition issues, which have not been solved as yet and as a result, it has had limited use in 2016. He hopes to get it sorted out this year.



My own Traction behaved itself quite well on the day in spite of only having had limited use since surgery back in November last year. I am finally getting used to a car with better spaced gears, rather than one which went into top at 24mph and then stayed there almost regardless until next brought to a halt. Some errant speedo cable noises appear to have been cured by oiling the cable from the speedo end (I will take it off in the Spring and do a proper job) although the speedo itself still behaves as if full of treacle and according to a GPS speedometer which I also use, reads

Section News

up to 7 mph under the actual speed. Some of this may be due to the different gearing, but I guess that it could do with taking out and cleaning to make it more responsive, and I may well do this in the next week or so, as a job that can be done in the warmth of the house, rather than the bracing air of the garage.

So that's it for the moment. Hopefully by the time that you read this, Spring will have arrived, with the prospect of more time out on the road and of course, Drive It Day beckons in April, and I will keep everyone informed of any events that I am aware of. Likewise, if anyone has any knowledge or ideas for events, then do get in touch.

Incidentally, the Corner House breakfast meets begin again on the first Sunday in April, and on the first Sunday of the month thereafter, so I hope to see some of you there. A belated Happy New Year to you all.

Bryan Pullan

Email: northern@traction-owners.co.uk

Tel: (mobile) 07513 362202

SURREY, HAMPSHIRE & SUSSEX BORDERS



As usual we were fully booked and more, for our Christmas lunch party, held in the Malting House at the Barley Mow,



West Horsley, Surrey. Members came from all points of the compass to fill the old barn with laughter, a quiz, raffle and noisy balloons. Father Christmas timed his entry perfectly. Kirsty in her expert way came up with a quiz of Citroen questions, won by Kris Brownhill. Sue Simper of the London members coped with the raffle tickets, and a big thank you to all who helped to make this event in my opinion a great success, and by all those members for coming. Oh, by the way I was asked by Phil to organise the 2017 party, which I have booked for 10th December 2017, being the second Sunday in the month. So put



it on your calendar, and do let me know ASAP if you wish to go on the list to avoid disappointment. We are limited to 50 persons at the lunch.

Please let Philippe Allison know of your suggestions for trips etc. for the coming year.



Our first meeting of 2017 was on the 15th of January and was well attended. We had a good post-Christmas catch up over Sunday lunch. Ideas for the coming year are a brewery visit and pub lunch on Saturday 17th June at the Andwell Brewery, a run out for Drive It Day which is being organised by Darrin Brownhill and Laurence Acher and a number of car shows. We also hope to repeat what is becoming an annual event, the Summer Bar-B-Que. The year will be busy with other events such as the Dutch Mountain Rally, TOC Annual Rally and the Brittany Rally. Our next meeting at the Fairmile in Cobham is on Sunday 19th February from 12.00 onwards. Everyone is welcome, you will find us in the meeting room on the right or if that is not available in a quiet corner of the restaurant. We hope to see a few more people as the weather improves. Please put Sunday 23rd April (Drive it day) in your diaries as Darrin Brownhill is organising a route from the source of the river Arun (Horsham) to the sea (Littlehampton) more info to follow. Lastly wishing everyone a belated Happy New Year and Happy motoring.

Just a quick reminder that there is a meeting at the Fairmile on Sunday 12 noon onwards.

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

**We look forward to meeting everyone,
Philippe Allison**

SOUTH MIDLANDS

**For details of future planned activities, contact
Simon Saint - Tel: 01905 454961
south-midlands@traction-owners.co.uk**

MID SHIRES

Drive it day, 23rd April Something a little different, join us at Bicester Heritage's Sunday scramble, making your way there will be the 'drive it day' element of the day, other clubs booked to be there include:-

Abarth Owners Club, AJS & Matchless Owners Club, The Aston Martin Owners Club, Aylesbury MG Club, The Bentley Drivers Club, BMW Car Club GB, The Classic Corvette

Club, Club Peugeot, Club Triumph, G4 Challenge Owners Club, The Lancia MonteCarlo Consortium, MGB Register of the MGCC, Morgan Sports Car Club, Olney Classic Car Club, Porsche Club Great Britain, Rolls-Royce Enthusiasts Club, Rover Coupe Owners Club, Rover Sports –

The specialist businesses of Bicester Heritage will be open to the public, which is a fantastic opportunity to see inside their workshops, showrooms and buildings and catch a glimpse of their latest projects, restorations and stock :

See more at: <http://bicesterheritage.co.uk/events>

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242

Email: midshires@traction-owners.co.uk

EASTERN

Drive It Day April 23rd at Duxford IWM and the World Famous Cafe

This year we will be meeting for breakfast at the World Famous Cafe, Four Went Ways, Haverhill, A1307 junction on the old A11, look for services sign, go past modern services to the cafe for breakfast. Meet up at 9.30am, leaving for Duxford at 10.30am.

We have negotiated discounted entry by having pre-paid tickets £12.60 adult £6.00 children (normally £18.30) this fee will include access to the entire museum. We have been allocated display parking area within the museum to show off our cars. This is an excellent offer and gives a chance to view the ever expanding displays on offer, as well as catch up with all matters Traction. You are welcome to take a picnic (no BBQs) or use one of the many facilities on site.

We will be joined by the Citroen Car Club members of the East Anglia Section. I will need to know numbers and would like payment before the day if at all possible.



IWM Duxford
Cambridgeshire
CB22 4QR

Open from 10 am - don't forget to get your ticket from Jasmin to secure your discount! If you have friends and family who would like to benefit from the discount and attend in a non Citroen car that's fine, they can simply park in the free car park.

Thanks to Russell for the Duxford suggestion, look forward to seeing you there.

Regular Social Meet Up

The Compasses, Little Green, Essex CM3 1BU - March 21st - May 2nd

The Angel Inn Larling, Norfolk NR16 2QU - April 11th - May 23rd

For details or suggestions for future activities contact Jasmin Gagen

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

PEAK

We last met on February 12th – a week late due to the Committee meeting.

11 of us met at the Tavern in Tansley for an excellent Sunday lunch and lots of chat.

Our next meeting will be Drive it Day on Sunday 23rd April. The plan is to meet at 11.00 for coffee and then have a drive in scenic Derbyshire. John & I are planning a route to take in Monsal Head, Great Longstone and Foolow. Details are sketchy as yet but if you want to join us then please just email us.

For details of future planned activities contact:

Bev & John Oates

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

LONDON

LONDON SECTION DRIVE IT DAY - 23rd APRIL, 2017

This year's Drive it Day has been put forward by Darrin Brownhill. Starting at 10 am at the Roosthole car park in Hammermerpond Road,

Manning Heath, Horsham, Sussex. RH13 6PG

We will follow the River Arun to Littlehampton stopping for lunch at a pub (to be confirmed), followed by a boat trip on the Arun or a visit to Arundel Castle or the Wetlands.

For more details or information please contact:

Pete & Sue Simper on: 01784 559867 after 8pm or london@traction-owners.co.uk

KENT/E SUSSEX

For details of future planned activities contact:

Adrian (Phillips)

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

SOUTH WEST

For details of future planned activities contact:

Howard Speirs - Tel 01872 862386

south-west@traction-owners.co.uk

Section News

IRELAND

For details of future planned activities, contact
Richard Sheil
Tel: 00 353 87 656 9928
ireland @ traction-owners.co.uk

REST OF WORLD (ROW)

Announcement of a Denmark-rally in August.
“Lena and René Christensen from Denmark invite TOC members to their rally in August.”
(Please see the details elsewhere in the magazine.)
Kind regards,
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

WALES

CANDIDATE NEEDED FOR SECTION REPRESENTATIVE

Please contact Bernie Shaw, President, if you are interested in filling this role.

IRELAND

For details of future planned activities, contact
Richard Sheil
Tel: 00 353 87 656 9928
ireland @ traction-owners.co.uk

LAKES AND BORDERS

For details of future planned activities, contact
Bob Cuppage
01539 433 391
lakes-borders@traction-owners.co.uk

Your Letters

FORTIES IN WELSHPOOL

Bore da Bob, (good morning from Mid-Wales)

We took our Traction 11b to the 1940's weekend in Welshpool, Powys, at the beginning of October, 2017, a very enjoyable weekend. These young ladies, from the Bluebird Belles singing group took quite a fancy to it, as did P.C. Plod who was confused by the historic licence & concerned about the steering on the wrong side of the vehicle !

Regards,

Pete & Avril Griffiths



HISTORY REQUEST

Dear Editor

I know this is a massive long shot but I thought it was worth a try.

I have had my 1952 Paris built 15/6 since 1972 and I have decided it is time to let it go. But before I do I would love to find any information about its first owner as it has always intrigued me. I imagine he had it new in France as there is a small silver plate under the ignition key which has his name and address on.

B O Gibbs

8 Bis rue de Brea

Nantes

The old buff logbook is stamped imported from France 16th July 1958

The first English address is

Bryan Ord Gibbs

203 Jersey road

Osterley

Isleworth.

Then another address, still in 1958

Eastwood,

Evans close

Shenfield

Its old French registration number was as best we can make out 400 AX 44

The registration it was issued with is

VLN 99

Thank you,

Frank and Diane Button

Member 585

If you have any information, please contact Diane or Frank Button at Syringa Cottage, Bury Road, Bury St Edmunds, IP29 4RS, or telephone: 01284 828563. Diane has also kindly provided some photographs of the car taken last year in Norfolk. I particularly like the one with the ME109 embedded in the hedge bottom, the by-product of a 1940's weekend, I understand.



UPCYCLING

Hello,

I must thank you for placing my ad for the Pilote wheels and as well as all my other bits and bobs, in Floating Power magazine.

All items have now gone to someone else's garage, hopefully to be used on their projects rather than gather dust upon my shelves and clutter up useful space that can now be filled with other clutter!

I must report that the interest in the Pilote wheels was unbelievable, at least 40 people contacted me about them, but it was the first lucky member who managed to get them, within a few days of the first published ad.

I am almost tempted to go into the Pilote wheel trading business after the tremendous response. It did take me around three years to gather up my seven wheels, they were of varying condition, though there was a good set within the collection to use on a car.

It does take time to find these things, this is of course half of the fun, but, however,

There is a saying "when you find it, buy it!"

Never mind the price, as goodness knows when you will see it again. I have kicked myself many times for haggling and not buying items purely because the seller on the stand at an auto jumble would not budge on the price, silly me!

I would like to thank those who did purchase my stock of spares and I'm glad that they are of use to the members, it's great to be able to see things being reused.

Reused, I believe that this term has now been replaced by "upcycling".

Kindest regards to all

Dan Uprichard

Comber, County Down, Northern Ireland

TRACTION ART

Hi,

I was a guest on your rally to Rye this last June.

I am also an artist and I did this painting upon returning home to the USA. I had a wonderful time on the rally and wanted to capture the feeling in the painting. I thought perhaps you might want to include it in your newsletter sometime and I give you permission to do so. It is acrylic on canvas.

Best wishes!

Reta Rickmers



Thanks for sending this in Reta. We had intended including it in the Jan/Feb edition, but it slipped through the net in the Editor changeover. Ed

THE GRANDDADDY!

Dear sir

It was another interesting edition of Bailey's Banter in the Jan/Feb FP. Chris certainly has a wide knowledge of motoring matters and their history, but also, the context of his topics to give them more interest. Keep it up!

I sympathize with his broken gearbox, as I had exactly the same experience in 1971, with my first Traction driving north on the M6. It started as a small clicking sound from the transmission, which got worse at each gear change, but by the time I had reached the hills and valleys of Yorkshire a final dramatic clunk stopped all power transmission. A local friend with his Morris Minor van towed me to his place, which probably finished off the gearbox. Three weeks later, helped by several strokes of luck, I had a replacement gearbox ready to transplant. It was made from the best bits of three broken boxes which I had managed to acquire in that time. I took it up to Yorkshire in a borrowed van and did the swap [with crossed fingers]. It was absolutely fine, worked well and quietly and did many miles after that. When dismantling the broken box to see what had happened it's apparent that if there was just a little more clearance between the circumference of the crown-wheel and the box casing, then any broken teeth would probably be retained at the bottom of the box. Instead, the clearance is so small that it's inevitable that they would be picked up by the crownwheel and crunched between the pinion and so the damage continues. I now put a strong magnet on the drain plug to try to keep any ferrous debris away from the pinions.

This was definitely the pre-TOC and pre- internet period, when you ran an everyday Traction with some sense of adventure and used your own efforts and contacts to keep it going. No club spares or repair specialists then. Your car was just a lucky one that had managed to avoid the scrapyard, unlike most of them.

Chris goes on to make a significant statement by saying that the Traction made the major contribution to modern car design. I must agree with this and it was one of the factors that prompted me to get my Traction in 1971.

In my view, there are only three really significant models in car design. First there was the Benz of 1888 [?], Karl Benz's 'horseless carriage'. We might not recognize it as a car now, but it was able to provide personal transport using the first internal combustion engine to power itself. To prove its credentials as a car, Benz's wife took it on a 50 mile unescorted journey, which I always think was a very brave thing to do then.

Then there was the Traction of 1934. During the 45 years between 1888 and 1934 there were lots of good car concepts and bold design features developed, but many were used only on specialist or exotic models, or as a small part of an otherwise very ordinary car. The major manufacturers tended to stick to an established design format which had not changed much in those years.

The Traction was not 'the first' with most of its features, but it was the car that brought the best concepts from those 45 years all together in a mass-produced package and sold them to an international market. The Christie [USA] was, I believe, the first with front wheel drive and a late-20's Lancia had the first unitary body shell. Triumph had hydraulic brakes slightly before the

Traction. The one thing the Traction probably did have first was radial ply tyres in 1948, but I have a feeling that even this might be beaten by, or shared with a Lancia model of the same period. Someone out there might be able to verify that.

Even without major 'firsts', the Traction had a number of other, less dramatic features that confirmed its modern design. For example, its OHV engine was not that common then in mass-produced cars. Also most cars had pedals that pivoted through the floor, when the Traction ones were top-hung, as you would expect now. Traction instruments were in front of the driver, when the traditional place was central in the dash. Tractionistes had the benefit of 4 wheel hydraulic brakes, whilst many others carried on with at least two wheels cable or rod braked.

My third significant model is the 1959 Mini which carried on the logical development of the Traction design, mainly by creating a compact engine/gearbox unit and turning it sideways. A concept which now dominates modern car design. Apart from that, I don't think it was such a big step as the Traction. Even a rubber-based suspension was already in use on the Austin Gypsy from 1958 and of course the Traction suspension has a certain amount of rubber in its Silentbloc bushes. The Mini also kept its instruments in the central position.

These 3 key designs sum up car design phases in my view and anything else is a variant on those.....except perhaps the Dymaxion to which Chris refers.

I remember a few years ago that some organisation, probably a car mag, named the VW Beetle as 'Car of the Century' and I could never understand why. Yes, they receive a lot of affection and many of them were made for a very long time, but did it really add anything worthwhile to car design? Its body construction, steering and torsion-bar suspension were on the Traction much earlier. The rear-mounted, air-cooled, flat-four engine might have many enthusiasts, but it certainly did not set a trend for the motor industry. So, why did the Traction not get this title? I guess it depends what you judge it on.

Interestingly, despite the Beetle's unconventional engine design, it was adopted by another car maker – Citroen in the GS range of the 70's, except they put it at the 'wrong' end!

I have small notices in the rear side windows of my Traction, to help those who ask "Is it a Riley?" or "my dad had a Morris just like this after the war" or "what's Traction got to do with it"?

They say:

'1952 Citroen Light 15 – the British made version of the
French Citroen Traction Avant 11BL'
THE GRANDPARENT OF ALL MODERN CARS

That's all you need!

Hoping to meet some of you at events this year.

Tony Hodgekiss

Feb 2017

TRACTION CURIEUSE

Bernard Brunet à Lisieux (Cavlados)

Curieuse Traction

Plusieurs raretés dans cette vente normande, mêlant des véhicules saisis à d'autres provenant d'une succession.

PRATIQUE

Date : 2 décembre

Chiffres : 11 véhicules vendus (plus d'autres plus récents)

Contact : LISIEUX ENCHÈRES, tél. 02 31 62 12 03

Corr. Dominique PAGNEUX

C'est devant une assistance dense d'environ 200 personnes que, perché sur un escabeau très instable, M^r Brunet dispersait d'abord les véhicules récents saisis par l'administration, et de ce fait dépourvus de cartes grises. Bien que non roulantes, les limousines stretch Lincoln (dont un 4x4 Navigator) furent très disputées. Le clou de la vente, la rare Citroën 11 Familiale à conduite à droite et finition anglaise en provenance de Malte, fut l'objet d'une âpre bataille entre plusieurs enchérisseurs au téléphone, et d'autres en salle, qui finalement eurent gain de cause, malgré une absence totale de documents administratifs et de carte grise. Il se confirme une fois de plus que les véhicules d'avant guerre sont devenus très difficiles à vendre. Ainsi les deux torpédos De Soto et Maxwell nécessitant restauration n'obtinrent que des prix très modestes. À l'opposé, l'étonnant Tempo à trois roues atteignit une somme non négligeable au regard de son état. Retirées faute d'enchère,



8 638 €

les deux américaines des années 1990, Buick Park Avenue et Cadillac Eldorado, confirmèrent qu'il ne suffit pas au vendeur de fantasmer sur la valeur de son véhicule pour qu'il se vende. D'autant que si la Cadillac était irréprochable mais largement surévaluée, le contrôle technique refusé de la Buick annonçait une litanie de dépenses à venir. On pouvait néanmoins s'offrir à peu de frais une Estafette dans son jus, un pick-up 202 à restaurer ou une 301 à améliorer, ce qui reste assurément le vrai bonheur des ventes de province. ■

▲ Quelques exemplaires de ces Tempo ont été vendus en France au début des années 1950. Le bicylindre 2-temps de 400 cm³ placé au-dessus de l'unique roue avant.



18 510 €



16 042 €

Les 11 véhicules vendus

ANNÉE	MARQUE	TYPE	ÉTAT
2006	CHRYSLER	300 C diesel break	OR
1955	CITROËN	Traction 11 B Familiale RHD, montage Slough	REST
1928	DE SOTO	Six Model K Touring, roues bois	RAR
2000	LINCOLN	Town Car Royale limousine allongée	OR
2000	LINCOLN	Navigator 4 x 4 limousine allongée	OR
1955	MASSEY-HARRIS	Pony B12 tracteur, moteur Simca	RAR
1924	MAXWELL	Four Model 25 Touring	RET
1932	PEUGEOT	301 C conduite intérieure	RAR
1947	PEUGEOT	202 UH camionnette bâchée	SEP
1969	RENAULT	Estafette 800 fourgon surélevé	OR
1951	TEMPO	Hanseat plateau bâché 3 roues	SEP

Ces prix s'entendent frais inclus (23,4% TTC ou 14,4% TTC pour les ventes judiciaires). OR : état d'origine (+ ou - bon) ; RAR : restauration ancienne à reprendre ; RET : véhicule "retenu" ; REST : véhicule restauré (+ ou - bien) ; SEP : semi-déjà (restaurable).

▲ Conduite à droite en bois, acc. angl. plaque de cette 11 B est un L'immatriculation est m

◀ Sympathie peu courante De Soto 4-cyl. de 1928, à m mais abondant

Hello Bryan

I attach an article from a recent La Vie de L'Auto reporting on an auction in Normandy where a number of vehicles seized by the government were offered for sale. The star lot was a "curious Traction" being a RHD Familiale with Slough spec but with Paris chassis no. and sporting Maltese registration plates. Despite a complete absence of any documentation, the bidding -- by telephone and in the room -- reached 18,510 Euros!

As for the "mystery" surrounding this car, I have a sneaking suspicion that Andy Burnett could fill in a few details !

Kind regards

Walford Bruen

Well, we did our homework on this and Andy Burnett, as suggested, was kindly able to provide the following history. The photo is of the car during his ownership. Ed.

'Yes, I know all about this car, I had already a couple of concours tractions, a 1949 Light 15 and a 1955



Big 15, and wondered about the possibility of getting the ultimate traction, namely a Big 15 Family. I knew they were never sold here, but a special order of 24 of them were made in 1955 for Australia. When in OZ, I examined one of the allegedly only 6 left, and it was obvious that from the centre door pillar forward, it was exactly the same as my Big 15. I was already in possession of a very rotten Big 15, managed to buy a really sound Familiale, and with the big 15 as a donor car, made no.7 Big 15 family! The Familiale bore the registration number LSK 145, the French registration was 9932-WD 78, and it was imported into the UK on 2nd September, 1992.

I did the conversion, fitted a D engine and 4 speed box, total leather upholstery job, total respray in Old English White, around 2007, and used it as a wedding car until around 2012, when I sold it to Alan LLOYD, who was doing the "H VANITY" column in the CCC. It was an exceptional car mechanically and bodily, with no rust whatsoever, and won many, many Concours competitions.

I have now contacted Alan on this subject, he loved the car, but after a couple of weddings, did not like that line of business, and sold the car to some apparently well heeled gent in Malta, who apparently also owned property in France. How on earth that car was seized by the French government is anybody's guess, but assuming the car has been even moderately well looked after, it will be a real bargain, and if the new owner has access to this information, will be easily registered and put back on the road again! It would be nice to see that car in full use again!!

Cheers meantime,

Andy.'

CITROËN POPEMOBILE

Hi Bryan

My son took these pictures of a 1930 Citroen Pope mobile and is happy for them to be published in FP if you think they are suitable

Regards

Laurence Acher

The official description of this car, currently in the Papal Museum, goes as follows (slightly edited):

'This Citroen Lictoria C6 was donated to Pius XI on 9 June 1930, by Citroen Italy, to celebrate both the Conciliation between the Church and the Italian State and the 50th Anniversary of the Pope's priestly ordination.

The exterior of the vehicle has all of the typical characteristics of the series but the deep burgundy colour of the paintwork and the gold coloured plating of all of the metallic finishings lend it a solemn air.

For reasons of protocol, the rear passenger compartment is equipped as a 'throne room', covered with an embroidered canopy. However unlike other vehicles in the collection, the interior of the C6 is arranged like a sophisticated Venetian style drawing room, dominated by the papal throne and entirely covered in crimson brocade, finished with carved and gilded wooden frames. At the front and sides of the throne there are panels of inlaid wood, containing concealed storage compartments for items for use en route.

This car was used by both Pius XI and Pius XII. However, the latter avoided its use in the difficult years of the Second World War, preferring a more austere US built, Graham Paige 837.'

Some interesting detailing on this car, note the door handles, for example. In concept terms, there are also some aspects of this car that chime with Martin de Little's description of Paris Taxi Cabs as prestige transport, in particular the rather exposed driver's position in comparison with that of his passengers. His Eminence did not, however, have the full laundalette format with the potential for his being exposed to the public gaze by folding down the roof at the rear of the car. The Graham Paige car also referred to, is in the background of the first photograph. (Ed)



IN COMMITTEE

FROM BEV OATES

Brief summary of the Committee meeting held on Sunday 5th February in Millbrook Village Hall.

Bryan Pullan was welcomed to the meeting and thanked for taking over the Editor's role.

Floating Power - Bryan shadowed Bob Street on the last 2 magazines so was happy with the way the next issue was progressing. As always articles are welcomed from members. Bryan also requested regular updates on the Spares & Shop which Chris and Vanessa are happy to provide. Bryan is planning to look at back copies of FP and may reproduce Technical Articles. Are there specific topics you would like to see covered? Please let the Editor know.

Spares – December & January have been fairly hectic. Plans have been made to offer support to customers whilst Chris is on holiday this month. The Committee will look at what Slough spares Andy Burnett is selling and possibly buy for stock. Bernie has been looking at the quality of parts and the Committee is happy with the stock we sell. There will be a partial stocktake in April carried out by Chris & Tony.

Shop – we still have several 40th Anniversary garments, and so agreed to a sale in May – watch out for details in the next FP.

Helpline - Steve reported that it has been quiet recently. Most of the queries seem to concern Tractions that have been modified by previous owners.

Website – Cleve reported that the new website is almost complete and ready for testing and is expected to be launched in April. An issue for a future discussion is "Do we need to modernise/refresh our TOC logo"? Any comments or ideas please for consideration?

Membership – we currently have 619 members. Since the AGM 2 left, 21 joined and 5 rejoined.

Social – Dutch Rally is full with 27 Tractions taking part. National Rally in Scotland – there are still places available but now at full cost. On the Saturday night there is a ceilidh with the addition of a Caller and dancers to help persuade us all to "have a go".... Brittany Rally is also full with 19 Tractions & 43 TOC members booked. In 2018 the TOC will support Traction Universelle who will be celebrating their 50th Anniversary on 10-12 May at the Circuit de Magny Cours. At the moment no one has offered to organise the 2018 annual rally - could it be you? Please contact Laurence - events@traction-owners.co.uk - for further information if you are interested in organising the rally in your area.

"Other bits & pieces"

Slough Champion – it was agreed it would be beneficial to the members if we had someone researching the issue of the availability of parts for Slough Tractions & formulating a plan for the future. John Moon has offered to do this.

Credit Cards – we are currently looking at PCI Compliance – it may result in the TOC being unable to accept credit card payments – particularly for membership.

Shows - it was agreed we will have a Stand at the Manchester Show on 16 – 17 September and NEC on 10-12 November to be organised by Bryan Pullan & Julian Pratt respectively. Julian is researching the cost of display panels and the sizes for both storage and transportation.

Next meeting Sunday April 30th in Steventon.

Technical Articles

On our website there is an archive of technical articles, some going back thirty or more years, and many of which are re-prints of articles written by members for publication in Floating Power in years gone by.

You may have written one of these yourself, and as you will see from the 'In Committee' section of this edition of Floating Power, we are intending to run a new series of articles in coming editions of the magazine, with a view to both updating and consolidating existing articles and hopefully encouraging members to write new material .

We would like to have members' views on what topics that they would like prioritising, and , of course, we are also inviting members to bring to the fore their own expertise by authoring articles on subjects that they have experience of, and indeed updating or offering further feedback on articles that they have written previously.

Let me have your thoughts please at editor@traction-owners.co.uk

National Rally 2017

‘Traction in the Trossachs’ - Update

In spite of my fears that Scotland might have been a drive too far for many people, bookings for the National Rally in the Trossachs and Loch Lomond have been brisk and, as at 1st February, we have 42 cars entered. I have managed to secure a few more rooms in the hotel and places on the planned visits, so there is room for a handful more at the moment. Email peterfereday@googlemail.com for up to date info.

Even if the Scottish weather does its worst the Saturday trip on Loch Katrine on the Sir Walter Scott steamer has lots of undercover seating, so you needn't get wet. One person I spoke to said that when it's wet and misty it makes the trip even more atmospheric and memorable.....As an ex-pat Englishman living in Scotland I have to say that this is typical of the Scots, turning what many of us would deem to be a negative into a positive!! Any way many of the visitor attractions in Balloch for the Sunday morning are indoors....

The Ceilidh on the Saturday night features a very good five piece band but we are also hoping to have some skilled dancers from Edinburgh to take us through the dance steps, should this be a huge unknown to you.

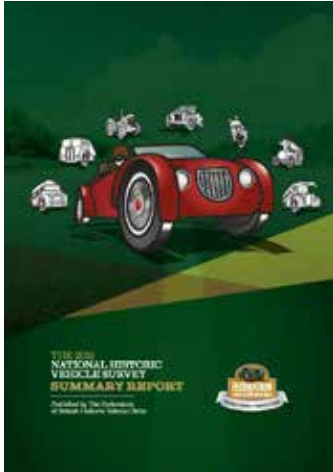
Lunch on Sunday will be what promises to be a splendid cold buffet served in the splendour of the wedding marquee of Boturich Castle overlooking Loch Lomond. Something I am really looking forward to.....

Peter Fereday



Peter Fereday's Traction
overlooking Loch Lomond.

Thoughts on the FBHVC National Historic Vehicles Report



The National Historic Vehicle Report has now been published in full as an update of the previous survey, which took place in 2011, and once more makes interesting reading. This is only a snapshot of the findings, and you are recommended to download and read the full document. The official introduction to the report summarises as follows.

'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 FBHVC 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 FBHVC 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.'

So, for the first time, the wider population have been canvassed on their views and the results appear to show a huge level of support in terms of the preservation and use of historic vehicles. Around half the population – some 24.5 million adults - think that historic vehicles should be preserved for people to see in the future.

Compared to the previous survey, the industry associated with Historic Vehicles has experienced an increase of 28% , however, some of the reasons for this may not be simply that more and more of us are getting into classic cars as we indicate later in this article. The survey also indicates a number of different challenges for



FBHVC National Historic Vehicles Report

historic vehicle clubs. For many, the average age of members is steadily rising and they are experiencing problems reaching out to younger members, particularly given the rising value of many models of car. In contrast, certain others do see a bright future with a growing membership.

Whatever the problems, it seems that there are 8.2 million of us out there, who have an interest in historic vehicles. Of these around 500,000 are actually owners of around 1 million vehicles.

Not all of these are cars of course, just under 106,000 are agricultural machines of one kind and another, almost 125,000 are commercial vehicles, buses, vans, trucks, approximately 297,000 are motorcycles, leaving a balance of just over half a million cars, or 49% of the historic vehicles in the UK.

In terms of manufacturers, the survey doesn't break down this figure exhaustively, the largest percentage are MG cars, (6%), perhaps not surprisingly, given the number of MGB and Midget variants that can be seen out and about in the summer months. Citroen are 'lost' down in the 10% of 'other cars' and this is all Citroens, not just Tractions. Some of the other percentages I did find slightly surprising. Daimler for example at 1%, meaning that there are still some 5,000 historic Daimlers out there somewhere. This presumably bears out the proposition that prestigious brands are more desirable and hence more likely to be preserved than their more numerous cheaper equivalents and that must also relate to future values. Vauxhall, for example, were listed at less than 1%, which is a sharp contrast to Ford, who were up at 5%. One can only suppose that the desirability of some makes above others, leads owners to care for and ultimately restore examples for posterity, but in the 50's and 60's, Vauxhalls were almost as popular as Fords on the UK's roads, so why have so few survived in comparison? Is it simply down to the blight of corrosion or did the Fords for some other reason become more desirable?

What is it worth?

Overall, it is estimated that all of these vehicles are worth £17.8 billion, with cars having an estimated value of £14,862,471,000.

This apparently gives an average value of around £29k. Given that there are still plenty of cheaper modern classics around within the category, such as the Morris 1000, that can still be bought for well under £4,000, and even some pre-war cars still struggle to pass £7k, at the top end of the market there are cars going for absolutely stupendous money and the average figure does not necessarily give a true reflection of what most enthusiasts are paying for their cars. The report does include charts which attempt to show where the money is. In the case of cars, Ferraris, Astons, Bentleys and Alfas are illustrated as being examples pushing the figures up, with a high of £1.178 million. However the chart is fairly simplistic and almost flat lines down to around £4,300 for much of its horizontal axis, which again, could be seen to reinforce the view that a statement that average value is £29k, although statistically correct, is rather misleading.

The value of the industry to the national economy is also significant. Something in the region of £662 million is spent in the UK by foreign vehicle enthusiasts, and there is a reported 38% increase in turnover associated with enthusiasts from the Far East.

£5.5 billion is spent on Historic Vehicles each year of which £2.1 billion concerns vehicle acquisition, and just over £2 billion on associated items such as maintenance, repairs, storage, insurance,



FBHVC National Historic Vehicles Report

etc. The average owner is estimated to spend £3,400 per annum on their vehicle, this figure excluding acquisition and restoration costs. This represents, across all of the vehicle types covered by the survey, a 16% increase in spend over previous surveys, which is significant, although many owners did predict that their spending would decrease in the future.

It is also estimated that the 'wealthy car collectors' amongst us who are defined as follows:

In consultation with experts, this estimate is based on 200 high net worth car collectors (owning around 4,000 cars), and 2000 'slightly' less wealthy car collectors (owning around 30,000 cars).

These are broken down into two categories which give an overall spend of £271 million, (approx £45k average per car). I will leave it to you to decide which category you fit into! It is also interesting to see further on in the report, that these individuals are estimated to have spent a further £140 million on actual acquisition.

Direct Expenditure Costs overall (which as previously noted exclude acquisition, but in these figures includes restoration,) are broken down by vehicle category, in cars, overall direct expenditure was just over £1 billion. The greatest single element of expenditure was, perhaps not surprisingly, on restoration. (£577m), £70.5 million on minor repairs, a massive £104 million on fuel, £17 million on brake repairs and overhauls. Long term storage, incidentally came out at a shade over £21 million.

Ownership

Equally interesting are the report's findings about ownership.

It is estimated that 65% of the vehicles listed are in good or concours condition, and have an average age of 61 years. Apparently our cars travel an average of around 1,460 miles each, per annum, are used 16 times per annum, and 54% of our cars are used for short runs only. According to DVLA records 601,681 historic vehicles are legally able to be driven on the roads today. This must mean that around 398,000 vehicles are off the road for one reason or another and also maybe relates back to that previously quoted figure of £21 million for long term storage!



It seems that most of us, 39%, bought our cars via a private ad and only 18% from a dealer. Interestingly 16% bought from a friend (I wonder how many stayed friends), 10% through their club and 4% via an auction. Apparently the average period of ownership for an historic vehicle is 16 years.

There is some data offered for the average age of an Historic vehicle owner, (61), most of us are apparently in the age group 55-74 and just under half of us are retired.

It should be borne in mind, incidentally, that this is not just cars that we are talking about in this category, but includes all types of vehicle.

Although the report does not draw this particular conclusion, one could observe that if the average cost of a car is deemed to be £29k, then it would seem to suggest that classic car ownership is by and large an older person's pastime, to be indulged once mortgages are paid off and children subsidised through further education. This is one of the great imponderables of the future of the Classic Car movement, and with generous final salary pensions biting the dust, it leads one to wonder what the future holds for a whole range of pastimes that are currently beloved of the so called baby boomer generation, as their successors face retirement on a far more frugal basis.

FBHVC National Historic Vehicles Report

The Industry

Here the report is more optimistic. It notes a 25% growth in employment in the sector since 2011. Expenditure on Historic Vehicles has risen in the period since the first survey (1997) from £1.6bn to £5.5 bn. and total trade spending is given as £262 million.

The report sees a greater threat to the industry being the dearth of suitable skills, with 40% of businesses struggling to recruit necessary staff. There are relatively few apprenticeship schemes out there, and the generation of mechanics and other craftsmen with previous experience on classic vehicles is shrinking fast. 40% of businesses reported difficulties with recruitment and it is estimated that there are 31,100 jobs in the industry at any given time, of which only 3,800 are in training. The average age of workers in the industry is 42 years old.

It is estimated that around 10,429 additional workers are needed to keep the industry going.

The industry also warns that a further threat is that of possible future Government Legislation. 61% felt that this was a significant risk, although this was slightly down on the percentage given in 2011.

Conclusions?

The conclusion of the report is that the Historic Vehicle 'industry' is in a much better state than it was when last surveyed.

What it does identify as potentially problematic is Generational Change, in that more and more classic car owners are from a generation that no longer does its own maintenance on cars. This is undoubtedly good news for the trade in that more classics will find their way into the hands of 'classics friendly' garages for repairs and maintenance. With fewer businesses with relevant experience in existence and correspondingly fewer owners doing their own major repairs, then this may well be one of the reasons why the genuine specialists see their businesses expanding potentially in coming years.

However, it may become bad news for cars at the lower end of the desirability spectrum, where restoration costs exceed potential value and certain models which are otherwise deserving of preservation, may simply disappear as a result. Whereas it is difficult at this time to see our Tractions falling into this category, being still relatively numerous, if values do not increase significantly beyond current levels in the future, particularly the four cylinder models, then it is easy to foresee a situation whereby the costs of a full restoration will so far exceed eventual value, that only a few private owners with the necessary finances or those with the skills to do most of the work themselves, will be willing to undertake restoration, and that the dealers and professional restorers will simply pass the Traction by as uneconomic prospects.

It is also worth noting that most related businesses see that one of the greatest threats to their future is that of Government Legislation and the contents of this report, do of course also have to be related to what we see happening around us. There are a number of potential changes in legislation being considered, for example, the current potential upheaval in car insurance which may result in an increase in the scope of vehicles requiring insurance and bringing cars on SORN under the umbrella of compulsory cover. There are also moves to redefine the term Historic Vehicle, which may preclude modification and may result in some cars which have been fairly extensively upgraded, losing VED/MOT free status and possibly also losing the right to an age related registration number.

We need as a movement, to be on our toes in the coming years.

This article is of course, as noted previously, only a very brief summary of the content, and there are many other equally interesting statistics to browse and ponder. The full report can be downloaded at <http://fbhvc.co.uk/> and makes interesting bedtime reading.

Bryan Pullan



FBHVC NEWS

FHBVC Newsletter, verbatim extracts from 1-2017

ROADWORTHINESS TESTING

I set out in the last Newsletter in some detail how the Federation had responded to the Consultations on Roadworthiness Testing from the Department for Transport (DfT)

We have as yet no indication of what conclusions DfT has drawn from the responses to its consultation. So we do not know if the DfT will proceed with its preferred option, a right to exemption from MoT testing for 'Vehicles of Historic Interest' over 40 years old. As we explained, we were concerned that the proposal, and particularly the proposed use of the existing '8 point rule' to decide upon what constituted such a vehicle, were not fully thought out, that the proposed distinction was difficult to make and indeed that the 8 point rule was not really suitable for the assessment of vehicles which had not been disassembled, as most would not have been. On the assumption that DfT will probably proceed with providing the right to exemption as they intended however, we have written to DfT directly asking that they discuss the issues with us before they are implemented. We will be seeking the support of the APPHVG in getting such a dialogue under way.

FUEL NEWS

Bob Owen *The Federation responded to the recent Department for Transport consultation on Amendments to the Renewable Transport Fuel Obligations Order expressing our concerns about the use of fuel containing ethanol in historic vehicles.*

We have just received a letter from DfT which includes the following statements, which we think we should share with you.

'You [FBHVC] note that the protection and requirement to make available E5 in the Motor Fuel (Composition and Contents) Regulations has not been required as E10 has not been rolled out. You also ask that all possible steps will be taken to ensure the continued widespread availability throughout the United Kingdom of a petrol fuel grade with no more than 5% ethanol, and when E10 might be introduced.'

We are in regular contact with suppliers on the potential roll out of E10 and there are no immediate plans to roll out that E10 in the UK, and we aim to consult this year on proposals to amend the Motor Fuel (Composition and Content) Regulations to ensure an E5 petrol grade is made available in the event that E10 is rolled out in the UK.'

This should serve to allay fears of a rapid introduction in the UK of E10 fuel and phase out of E5."

RECONSTRUCTED CLASSIC CARS

We have reached an understanding with DVLA on how the treatment of replacement bodies on chassis will be dealt with through their different schemes. DVLA accept that original bodies may properly be replaced, not least because bodies deteriorate and may need replacing over time.

For vehicles applying under the V765 Scheme for the recovery of an original registration number, the applicant or supporting club should set out clearly the nature of the replacement body fitted, especially if the style is different to that quoted on a supporting original log book, which of course must always be supplied if available, as it is DVLA's preferred primary evidence of the identity of the vehicle. The application should demonstrate that the replacement body is one that could have been placed on it from the outset or is of a style which historically has become associated with the marque.

A supporting club should also provide similar information for applications for an age related registration number, supported by dating evidence/certificate.

If this is done, DVLA should normally give favourable consideration to the application.

It follows from this that vehicles which, by reason of the completeness of their original rolling chassis components, appear entitled to apply for an age related plate should not be submitted as reconstructed classics.

The reconstructed classic category is confined to vehicles created from a collection of parts which did not originally belong to one vehicle. Reconstructed classics will continue to be subject to strict rules in which the body cannot be new but must be contemporary with the other components which have been used to create the vehicle.

We will be continuing to liaise regularly with DVLA on this matter and if any applicant considers that an application, whether for a re-registration under V765 or a dating certificate supported registration, has been rejected, despite appearing to the applicant to comply with these rules, then they should approach us and we should be able either to explain the situation or discuss it with DVLA.

It must be recognised that all these applications are based on evidence provided and information already held at DVLA. A rejection certainly does not imply a lack of care by DVLA and it will sometimes be the case that an application might need to be subject to careful review or further information.

We will be working with DVLA to develop a valid glossary of terms used to identify bodies which we will share with you when available.

Further Snippets from FBHVC/DVLA (not from the newsletter)

VEHICLE INSPECTION

DVLA has further increased its requirements for vehicle inspection, prior to issuing a V5C. If you are about to embark on the restoration of a car that has been off the road for many years (as, for example, in the case of a car described by the much over-used term, barn-find) it is recommended that you wait until you have obtained a V5C, before you start dismantling,

as DVLA may have difficulty in establishing the car's right to its identity.

Likewise, if you have imported a car for restoration, it is now advisable to hold off starting any stripdown work until you have obtained a UK registration.

INSURANCE

As mentioned in Chairman's Chat, the DfT is currently considering whether the law should be changed to include cars currently registered on SORN. This is as a result of a recent EU Court ruling, that all vehicles should be insured, even if off the road. FBHVC are currently looking into the possible effect on classic car owners and will coordinate a response in the due time.

Although the UK is set to leave the EU, this may take a couple of years and the legislation may have to be acted on in the interim. The Government opened a survey to the public regarding the Motor Insurance Review, and which we notified on the Forum last December and via Section Rep in January. This closes in March 2017.

Below is an extract from an article authored and sent to us as a 'heads up' by Heritage Insurance. It is of interest to many members of the classic car community, particularly those who may have non running cars that are stored, awaiting restoration. Please note that the following represents purely their own perspective on this matter .

WILL THE MOTOR INSURANCE REVIEW MEAN THAT SORN VEHICLES NEED INSURANCE?

Currently if you aren't using your vehicle on a road or in a public area you can make a Statutory Off Road Notification (SORN) declaration. This would mean that you're exempt from paying Vehicle Excise Duty (VED) and having motor insurance. With the upcoming Motor Insurance Review we could see this changing, so will SORN vehicles need insurance?

After a recent EU ruling known as the 'Vnuk Judgement' the UK Government is reviewing the current motor insurance laws. The main aim is to make it easier for victims of a motor accident on private land to claim compensation.

Currently we're all required to have at least third party insurance on a motor vehicle which we intend to use on roads or in public areas. This could be set to change, and we could potentially see a wider range of motor vehicles needing insurance, in a wider range of circumstances.

THE REVIEW

There are two main options being considered by the Government, the Comprehensive option and the Amended Directive option. Depending on which one is chosen will determine whether SORN vehicles need insurance.

COMPREHENSIVE OPTION

The Comprehensive option suggests that all motor vehicles being used for their intended purpose require at least third

party cover. This option doesn't stipulate where the vehicle is being used. So even if you're just using your vehicle on private land, you'll still need insurance. This would mean all SORN vehicles need insurance.

The UK Government do feel that the Comprehensive option is a bit extreme as there are many vehicles that are declared SORN and aren't actually used at all, but simply stored and kept off the road. It is most likely that vehicles not intended for use will not require third party insurance.

AMENDED DIRECTIVE OPTION

The Amended Directive Option will require third party insurance for motor vehicles being used on private land with public access. This option is unlikely to affect SORN vehicles. This is also the option which the UK Government is leaning towards.

BREXIT

A recent EU ruling sparked the motor insurance review, as the EU are changing the Motor Insurance Directive (MID). The MID outlines motor insurance guidelines which member states must comply with and work into their own domestic laws. Despite the UK public voting to leave the EU in 2016, we are still a member state so our motor insurance laws still need to comply with the MID.

The EU is likely to go with the Comprehensive option, so whilst the UK is part of the EU we'll need to comply with the changes. This could be a temporary solution as the UK Government is in favour of the Amended Directive option. So once we have left the EU the UK Government will likely revert to the Amended Directive option.

IMPACT

Should the law change and all SORN vehicles require insurance in future, we see three main issues which need to be taken into account:

1. Cost – Will the potential cost to members of the public outweigh the benefits to potential victims? There aren't currently any statistics showing the risk SORN vehicles pose or the cost of claims from incidents so we're unsure what the cost to insure SORN vehicles will be. Either way individuals and businesses will need to account for the additional insurance cost in future.
2. Enforcement – The UK Government will need to decide on the penalties and how they will be enforced should there be cases of insurance fraud for SORN vehicles. Should the penalty for an uninsured SORN vehicle be the same as for a vehicle being used on a public highway? We may also see an increase in insurance fraud because of the additional costs owners have to budget for.
3. Road Worthiness – As the SORN vehicles have third party cover, will they be insured for use on the road? Currently vehicles declared as SORN are MOT exempt. If SORN vehicles require third party cover, will they need to pass an MOT or a road worthiness test?

Bailey's Banter

This is a quiet time for Tractions. Too salty to drive them and too cold to work on them. Paradoxically, they are actually pretty good to drive on snow and ice (sure footed, front wheel drive etc...)

Well it's not strictly true that it's too cold to work on them. There are jobs that can be done on the comfort of your own dining room table, like titivating your speedometer, and there are jobs that really involve sending your part away to be fixed, like getting them chromed. I know this from reading the TOC Forum. For my part, I have replaced my Scuttle Vent Seal with a new one. I got my seal from TOC Club member **Steve Hedinger** who makes them himself – very nice it looks too. I had hoped I would have given it a thorough testing by now but, because of the aforementioned salt, I haven't driven the car at all since I did the job four weeks ago.

Replacement requires removal of the scuttle vent flap. With that out of the way you can peer down behind the dashboard and have a really good look at the gear change striker mechanism and the other stuff that lives there.



We must have seen the last of that salt now and, as we approach the rainy season, I am sure to have an opportunity to see how the seal works. I am very optimistic but if it doesn't the black insulating tape will be back!

Of course another problem with Tractioneering in the middle of winter is darkness. I have told you many times how chuffed I am with my halogen headlamps at the front end but the rear is still inadequately illuminated.

I was hearing a tale of a Traction that got rear-ended in the dark. Its feeble tail lights may have had something to do with it – or at least brighter lights may have helped the car to be seen in time. I recently had to replace the tail lights bulbs in my DS. This was of course not planned in advance and needed a quick visit to Halfords where I found I could choose between 5W and 10W. I decided brighter lights would be nice and chose 10W. That adds nearly an amp to the load on the wiring and the switch but they



seem to be able to take it without letting out any of the smoke. On the DS there is a 16 amp fuse to give some protection against flambé wiring.

The French Traction, on the other hand, which is rather more challenged in the illumination of its posterior, has no fuses and adding higher power filament lamps is probably not wise – especially not if you are still on 6V. Luckily we now live in the age of the LED which brings brightness, long life and low current all at the same time. Perfection on a stick you might think and for the most part I would agree. The down sides are the purchase price of LEDs and that they can be quite directional – and I imagine this is especially true of those designed to replace “festoon” type bulbs. Why so, I hear you say? I say this because the LED type of festoon bulb rather gets in its own way, or rather gets in between the reflector and the lens. A conventional festoon bulb will allow light to pass back through it from the reflector to the lens, but an LED assembly blocks that path. That's not to say you shouldn't fit an LED assembly into the tail light of your Traction – you probably should. But is there a better solution?

Well, it turns out there might be – The Traction Avant Netherland Club have apparently developed a rather neat looking LED conversion kit which includes LEDs mounted on little circuit boards. The kit costs 75 euros for 2 taillights including the brake lights. They recommend you retain the festoon bulb to illuminate the number plate because all the light from the LED is directed to the lens, which is just as it should be. So, even though this is not a solution to the cost problem, but I think I'm gonna try to get me some of those.

On one of the colder morning in January I discovered my Traction's door lock was frozen. I was actually going to drive it to work, mainly because I had left it boxing in my other car. There was of course no option to try the other door – there's just the one lock on a Traction and I was not going to force it.

So, today wasn't “Drive My Traction To Work Day”. It was “Do a

96-Point Turn in the Driveway Day" to get the slightly less frozen DS out from behind the Traction. The DS has two doors locks, only one of which was frozen. (Did I mention the everyday Alfa has been replaced by an everyday DSuper?)

So, how do you unfreeze a frozen door lock? When you only have one key and one lock – carefully! In my case meant that leaving it alone while nature took its course. I don't favour de-icing fluids which are mainly water –it just seems wrong to squirt water into a lock that is already susceptible to freezing. Heating the key seems to me the most logical approach but I don't smoke so have no lighter. I could have heated my key on the gas hob in the kitchen – but I'm pretty sure it would have been stone cold by the time I got it back to the car, so I didn't bother trying. Later, when I looked on the internet a website suggests that you can warm the key enough in your hands – not mine, they were far too cold. Amazon offer a lock de-icer, effectively a heated wire that you can insert into the lock – the reviews say it's rubbish so I won't bother. I've decided to buy me a lighter to heat up my key – must remember not to leave it in the car though! Best though to prevent the lock freezing in the first place – I think I'll give it a few squirts of WD40.

The Traction had spent the last three months tucked up in the garage with its broken gearbox. Now that it's mobile again I've turfed it outside so the Chrysler can shelter from the elements. Poor old Traction. Its first outing after gearbox surgery was to the Christmas Lunch organised by Helen Shelley at West Horsley in Surrey which we enjoyed immensely. It was good to be back on the road.



We Tractioned over to the Brooklands New Year's Day meeting – which was not nearly as busy as I had expected. Less to look at, but fewer people in the way and shorted queues for the coffee. I imagine this was due to prospects of rain, memories of last year's crowds, and warnings that parking would be more limited because Brooklands has the builders in. There were precisely no other Tractions present. Martin de Little took his 1927 AC4 and there were a couple of DSs and 2CVs an H-Van and an Ami.

We had stopped for petrol on the way and were caught up by a Ford 100E that we had roared past on the A24. I was grateful that Citroen fitted proper electric wipers. The Ford's vacuum wiper system must be a nightmare to live with – the more you put your foot down, the slower the wipers work. I know you should slow down in the rain but you'd really want the wipers to speed up. That wasn't what the driver was complaining about though. His heater wasn't working properly. I told him he was lucky to have a heater to not work properly. I've moaned to you about my Traction's pathetic heater before so I won't do that again. I kept thinking of that car on the TOC stand at the NEC that had a Clayton circular heater fitted.

Apart from the frozen lock the car is all set for the winter being greased and antifreezed, nicely adjusted and running normally (not rust-proofed though). But what is normal, and how should I recognise it? My car was 44 years old when I got it and it's the only Traction I have ever driven. And I've only been in three. I have never even driven another car of that era. I think it is "normal" because it sounds ok, nothing is too stiff or too loose. It drives straight and stops quickly. But when I say it sounds ok, I really mean that I can attribute the knocks and clonks to things that I know about and can live with until I do something about it. I know there is wear in an inner universal joint which is giving a little rumble. And the clonk under the car is when the exhaust flange hits the floor because it is too close again. And I know when the brakes were last relined because I did it myself. And I'm pretty sure the buzz that starts when the car hits 59 mph is the heat shield I fitted to protect the alternator.



How would someone who is thinking of buying a Traction know if the one they are testing is a good one? Power steering and power brakes are now ubiquitous* on modern cars so if they feel a bit heavy is that normal or is there something wrong? Is that gearbox supposed to whine like that or is it about to go bang? When looking at one, take someone who has driven a few (so not me then) and also have a drive in a few. The TOC has many members who are willing to do this for newbies.

Bailey's Banter

But what about people like me? How do we get to be people who have driven a few? I haven't made any New Year resolutions but I'd like to think that during this year I may get to be a bit more promiscuous and see who will let me drive their pride and joy. (And thank you to Ian Harvey for offering to let me drive his after the committee meeting – unfortunately there was no time since we overran – I blame the Chairman)

And then of course, there's the MOT, or the exemption from it. Without an MOT, how do we know our cars are up to scratch in the safety department? Of course we can still take them to a voluntary MOT but one of the reasons for exempting pre-1960 cars is that the testers themselves are increasingly unfamiliar with them. MOT training does not cover them and there are concerns that an unfamiliar tester may damage the car or miss faults. On the other hand he may fail it for things that are normal for that car. So instead of the annual MOT, we must make sure we that we know that every part of the car is serviceable. That means jacking it up, poking things and being objective. It doesn't matter that a car only moves a few miles each year; even those few miles need to be safe. In fact cars driven only a few miles could be more at risk than those used regularly. Things that seize do not always take kindly to being unseized.

The FBHVC report that there is "no measureable effect of the absence of testing". But for how long will that remain true? Forever one would hope but hope is not enough. Whether MOT tested or not, it the responsibility of the owner and driver to ensure the car is safe every time it is driven – not just on the day of the MOT.

Not everyone likes to get into the oily bits and must trust to others that the car is set up as nature intended. I refer, of course, to the specialists. As everyday garages become more familiar with ECUs and EGR valves they become less familiar with cars like Tractions.

The role of the specialists in keeping these cars roadworthy is increasingly important and we need to support them so they can continue to support us. That means we can keep the government and insurance companies confident that allowing older cars to drive on the same roads as new ones is not a great risk.

The alternative would be the position that some other countries in Europe and elsewhere have adopted, that the use of "historic" vehicles is limited to specific days and mileage limits. That, to me, would be a bad thing.

The government is consulting people like us in a "**Have your say**" survey to ask our opinions about potential "**huge changes to motor insurance law**" following a recent ruling by the European Court of Justice. The UK Government is consulting on the potential amendments and we can **have our say before March 2017**.

"The main objective of the motor insurance consultation is to **improve the way victims can claim compensation**, in a wider range of circumstances. This review was prompted by a ruling by the European courts in 2014 which resulted in the **Vnuk judgment**. The Vnuk case has sparked a review of the current motor insurance law."

The survey assumes we know about the proposed amendments and is not a 5 minute multiple choice paper. But, we have been asked our opinion and should take the time to respond. The survey is here:

<http://www.smartsurvey.co.uk/s/4CWY6/> or <http://tinyurl.com/hjt38ah>

and there is a more detailed statement of what is involved, elsewhere in this edition of FP.



Following on from my broken gearbox problem, a number of us have formed a self-help group of broken gearbox owners. There are four of us. We have shared our experiences in a caring and non-threatening environment and we now feel empowered to fix them. And so Martin has now taken his broken box to bits obtained three more broken gearboxes. He has also procured the correct tools. This is progress. The rest of us have done nothing. If you are in a pub quiz and the question is – "how many broken gearboxes can you fit into a DS boot?" the answer is apparently – three. Soon we will have the other boxes apart – they have failed in different ways – and made a shopping list. We will discover the answer to another of life's secrets – "are the bushes in the Traction gearbox damaged by the use of ordinary EP90 gearbox oil?" I know that my gearbox has had the huile ordinaire sloshing around inside it for the best part of 17 years so we will be able to see if it has affected the bushes. When I fitted my "new" box, I did invest in the Millers classic oil which claims to be friendly to yellow metals – other brands are available (and probably cheaper).

So there should be quite a bit to report next time.

*ubiquitous scores 93 at scrabble if you get a double letter score and a triple word score.

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

2017

**April
23rd**

Drive it Day

Check with your local group for DiD plans.

All Classic and Vintage Cars

Vintage run from Denbies Vineyard, Dorking to Chatham Dock. Details: 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 lissette.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>
Please see notice elsewhere in this magazine for further details.

29th

Mawdesley Classic Car Show
& Local Villages Classic Car Run

Bank Holiday Monday . Free entry at gate for cars, please pre-book for local villages morning run (£10) Mawdesley Cricket Club, Rectory Field, School Lane, Mawdesley, nr. Ormskirk, Lancashire , L40 3TE.
Contact Rob Hales at rhales100@btinternet.com

June

3rd

CLASSIC TRANSPORT PICNIC

The annual transport picnic of the Letchworth Garden City Classic & Vintage Car Club will take place on Saturday 3rd June. Veteran, vintage, classic and modern thoroughbred cars will be on display along with classic motorbikes and vintage bicycles. The Picnic takes place at Fairclough Hall Farm, Halls Green, Weston, Herts, SG4 7DP.
Full details: www.lgccvcc.co.uk or email picnic@lgccvcc.co.uk. Or call 01462 674347 for further information.

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 January issue. See also further details elsewhere in this magazine

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. 'At present a record 19 cars from the TOC have already registered. The total number of entries (TOC + CTAB) is limited by restaurant capacities in the area and demand this year is such that the event is already full, with a waiting list in operation.
TOC member Martin Nicholson liaises with CTAB on behalf of the TOC. Any members interested in joining the waiting list should e-mail him as soon as possible to avoid disappointment.
Contact Martin Nicholson: vicmarnic@gmail.com

27th

Bredgar and Wormshill Railway
Classic and Vintage Cars Day

Contact :
BWLR The Warren, Swanton Street, Bredgar, Kent ME9 8AT Telephone: 01622 884254 Internet: www.bwlr.co.uk
Email: williambest@btinternet.com

September

15th – 17th

Angoulême Circuit des Remparts

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

16th – 17th

Manchester Classic Car Show

November

10th – 12th

NEC Classic Car Show

TYRE MOST LIKELY

You may have seen in a previous FP, that Mike Wilcock had a tyre disintegrate on the way back from the Brittany Rally in 2016. He included a few graphic photos of the tyre. This is a reprint of an article originally published in Front Drive, the magazine of the Citroën Classic Owners Club of Australia as a warning to users of old tyres, that may apparently have bags of life left in them in terms of tread depth, but may otherwise be an accident waiting to happen. We at TOC generally support the view that all tyres should be inspected at least annually for irregular wear, and lumps, bulges, cracks, etc. and if your tyres (including your spare) are 10 years or more old, ie: marked as manufactured in 2006/7 or earlier, then you are strongly recommended to inspect them carefully and consider getting them changed regardless. Ed

TYRE MOST LIKELY

At a recent AOMC restoration seminar, one of the speakers was a Tyre Wallah, giving his thoughts on tyre life. I have heard some tyre people suggesting a shelf life (before use) of 5 years under ideal storage conditions, others simply suggest 10 years total life from date of manufacture and so with other factors, no one really knows the use by date. Obviously if you see cracks in the sidewalls or between the tread and sidewall, the tyre has had its day.



Our beloved Michelin X tyres were widely used by amateur racers in the 50's and 60's (before dedicated racing tyres became available) because they were THE TYRES MOST LIKELY to grip a dry track due to their stiff tread/ soft sidewall design.

As we move through the 21st Century can you guess the **TYRE MOST LIKELY**? Yes, it's the Michelin X and its steel belted compatriots.



You must get down and dirty and with a good light, examine in the tread grooves for cracks because in the past when drivers felt wobble / vibration the thought was often " damn, I have lost a balance

weight" and so drive a little faster, ie: drive through the wobble. This was often successful, but if you are using mature Michelin X tyres and a sudden vibration starts, **STOP IMMEDIATELY**, if you

try to drive through the vibration, you will **SOON STOP**, upside down, in a ditch or worse.

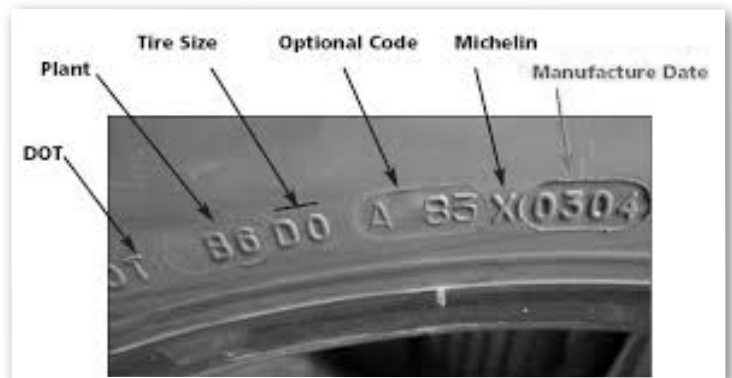
So instead of the **TYRE MOST LIKELY** to grip, the mature Michelin X is also the **TYRE MOST LIKELY** to fly to bits, ie lose its tread where water has penetrated cracks in the tread, then rust on the steel bracing causes the tread to lose its bond. Textile radials and old crossplies are almost immune from this tread separation (however UV degradation will also cause the compound to harden on non steel braced types, stiffening the ride, affecting grip, and eventually causing crazing/ cracking/ splitting especially to sidewalls, and possible catastrophic failure, so it is also worth replacing 'mature' tyres of this type: Ed)

The other issue is tubeless tyres on an older car, tubeless tyres should only be fitted to wheels with safety rims, this problem arising when wheels are mixed and matched from different eras.



Having had a Michelin X lose its tread and lived to tell the tale, the amount of damage to the car caused by the flailing tread was incredible, without even running off the road.

Finally, how to read your tyres? Tyres are manufactured with a Tyre Identification Number (TIN) marking moulded into the sidewall, that shows the week and year that the tyre was made.



For post 2000 manufactured tyres: the last four digits of the TIN indicate production date eg: 0304 indicates a tyre made in the 3rd week of 2004.

For tyres made pre 2000, the last three digits of the TIN indicate production date eg: 375 indicates a tyre made in the 37th week of 1995.

Tyres made in the 1990's have a triangular indentation after the last number, eg: 10th week of 1994 would have the code 104 (triangle). No symbols, head for the tyre shop.

Thanks to the Vintage Motor Club of NSW via the AOMC for the tyre marking information.

Russell Wade

Footnote: Whilst compiling this copy of Floating Power, we received a further email from Bob Street who had just driven his Light 15 (see the cover illustration) from the UK back to his home in Haute Garonne.

...I'd like to echo recent comments from Mike Wilcock about the dangers of old tyres.

I recently returned to the UK to pick up my Lt15 after a complete repaint. I knew that I'd owned the car for six or seven years, so although the treads were fine and I'd only put 14,000 miles on the tyres, I planned to replace them all as soon as I got back to France.

I put a few hundred miles on with no problems in the UK, but on the return journey, after several hundred kilometres on the autoroute, a suspicious trembling through the steering told me something was very wrong. A check up at a small French garage revealed all four road tyres had various bulges in the side walls. So, we headed as gently as possible to our overnight stop. Observation: French truck drivers respond badly to small British cars that appear to be deliberately stopping them from travelling at maximum permitted autoroute speed.

Big thanks are due to Longstone Tyres. A call to them at around 2.00pm resulted in five tyres being delivered to a local French tyre specialist by 11.00am the next morning. (They automatically supply a new inner tube with each tyre, which was a big relief, as the first inner tube off the first wheel was in a very sorry state and I was kicking myself for not thinking to order inner tubes as well). Once the new tyres were fitted, all was well and we continued our journey.

So, I'd just say, don't pay any attention to the apparent good condition of tyre and tread. Check the age. When old tyres do decide to fail, it won't be a few yards from your front door and I wouldn't wish our own subsequent hairy journey to safety on anyone.

Kind regards,

BOB STREET

Haute-Garonne, France

LA VIE EN BLEU 27th/28th May, 2017

We have had a club display at La Vie en Bleu in conjunction with the Citroen Car Club and 2cvGB for many years and we have been supported by Citroen UK which has loaned us one of their Mobile Exhibition Units.

Although we have received an invitation for this year from the organisers, the Bugatti Owners Club, we have been told that they are not providing space for club displays and there will not be anywhere to position the exhibition unit.

Instead French, Italian and other makes will be parked in lines as they arrive and only if members meet up off site and arrive in convoy are they likely to be able to park together. In the circumstances, and having discussed it with Brian Drummond, I think that is no scope for a club organised presence this year. However clearly there is nothing stopping members attending and possibly even managing to arrive together and thus hopefully being able to park together, or you may be perfectly happy to park amongst the other makes.

If you wish to park with other 'classics' rather than in the general public car park you can request an Orchard field pass when you book your tickets in advance. But please contact me first for a code to be able to identify yourself as a club member.

It is very disappointing that we are not able to have a club presence especially we have treated this as joint event with our fellow Citroen clubs. It has been a regular fixture in my diary and I shall quite miss it. Maybe some of you will visit La Vie en Bleu anyway in which case I hope that you continue to enjoy it.

Simon Saint

01905 454961 or janeandsimonsaint@hotmail.com.

Stop Press • Stop Press • Stop Press • Stop Press •

The hill climb event on 8th/9th July at the Chateau Impney at Droitwich, Worcestershire is being reviewed as a possible alternative to the La Vie en Bleu event, at which club stands are no longer being catered for (see above). This event is subject to the availability of Citroën's Mobile Exhibition unit, so please pencil it into your diaries and watch for further details.

Simon Saint

Part 1 André Citroën and his Paris Taxis

We begin in 1891 when Herr Wilhelm Bruhn (in what is now Germany) invented a mechanical meter for measuring distance travelled and time taken by a vehicle. At journey's end this device would display an accurate fare. Part of this fare would be a tax for the municipality hence "Taxi-Metre". The name was reduced in time to Taxi. In 1897 a Herr Friedrich Greiner started the world's first motorised taxi company in Germany using a Daimler. Petrol powered Taxi cabs began operating in Paris in 1899 and in London in 1903.

By 1911 the taxi drivers of Paris were on strike (clearly they started as they meant to go on) because the fees they were permitted to charge were deemed by the drivers to be insufficient to cover the running costs of their taxis.



Above and below: a Landulet Citroën B2 Taxi of about 1922



In the years following WW1, the taxis of Paris were in quite a state, and contrary to what some French people may tell you, it was nothing to do with Uber undercutting them.

Such taxis as were available at the time were a mixed bunch; the ageing Renault AG1 2x cylinder Taxi (aka the famous Taxi de la Marne- see footnote) dated back to 1907 and there were many ex WW1 American trucks, often dirty and basic with torn seats, along with a lot of "Unic" Taxis (a make of vehicle now long since disappeared).

M. Citroën launched his first motor car in 1919 (the Type A 4x cylinder 1327 cc) and as early as 1922 he spotted an opportunity to market his products by encouraging people to experience the comfort and reliability of his motor cars through a luxury taxi service. This service became "La Société des Taxis Citroën" (that is the company badge on the rear doors of the taxis in the pictures). For the launch of his Taxi company, the new Type B2 cars were used.

It is said that Citroën's taxis were so successful that waiting passengers would happily wave by empty Taxis of different makes until a Citroën Taxi appeared. Seeing the almost overnight success of Citroën's venture, other motor car manufacturers were, of course, keen to emulate his success. Competition was fierce.

As you look at the two B&W pictures left they may strike you as rather quaint. We should though, try to appreciate that these photographs are, quite literally, "snapshots" that record the evolution of automobiles in the period (roughly) 1922 - 1927. The taxis you see here are a direct carry over from the horse drawn equivalent. The horses have "been let go" and in their place is an engine, otherwise very little has changed. The driver remains exposed to the elements and the passenger(s) ride in the what was, for those times, a luxurious carriage.



Above; The embossed Citroën Société logo on the rear doors

Many other features from the horse drawn carriages were retained. The carriage roof had to be high so as to accommodate a gentleman's top hat. The taxis you see in the pictures above are "Landulets" where the back part of the roof could be folded down. This feature was principally so that one could be seen to be riding about town



Above; a horse drawn Landulet. A proper Landau would have 2x drop down roofs

in one's carriage; an important part of "Society" in those days. If the rear part of the roof did not fold down then the carriage was a "Coupe de Ville" (in France) or a Brougham (as it was known in England - pronounced "Brum"). In both cases these were the most expensive and luxurious Citroën vehicles available to own, or hire as a Taxi.

Mounted high and on each side at the front of the cab of these luxury vehicles were oil burning "Opera Lamps". With street lighting very limited, even in the big cities, when emerging into the dark from the opera or theatre it would have been difficult to find one's waiting carriage. To assist in this endeavour, each carriage had a pair of lamps located high on the vehicle to identify them to the owner or client.

The welfare of the driver was of little or no importance, and no thought had ever been given to protecting him (or very often her) from the elements. In the event of rain or snow the driver would unfurl the canvas roll on the top of the cab (that you see in the pictures) and this would then be clipped onto the top of the wind screen.



Above; The opera lamp sometimes had the cab number on it, other times it was colour coded.

There being no wipers, the upper part of the screen could be swung out and forwards to afford a view of the road through the gap between the two panels of glass. Unfortunately it also allowed the rain to drive directly into the lap of the driver; but you can't have everything can you?

La Société des Taxis Citroën was initially based at Quai de Javel but soon expanded; it was moved out to Levallois Perret (a little way due North of L'Arc de Triomphe) which site initially housed at least 1000x cabs. The typical Citroën taxi in Paris averaged 25,000 to 30,000 miles per year. In their new home the cabs were washed and serviced daily, with one mechanic responsible for 10 vehicles. More extensive maintenance followed at 6 months and a total vehicle overhaul was undertaken every 12 to 18 months.

Andre Citroën was intent on providing an upmarket service to go with his upmarket vehicles. The drivers wore a special uniform and caps. For this luxury service, drivers took a special examination, they were selected for their driving ability and courteous conduct. At the start of each day they were inspected for their smartness and appearance.

In the next part we shall look at who these taxi drivers were. My thanks to Malcolm Bobbitt and The Automobile for permission to use some of his material.

Martin de Little

Footnote.

Taxis of the Marne.

I imagine that most readers are broadly familiar with the crisis that faced France in early September 1914 when the advancing German army was only 30 miles from Paris. The story goes that France was saved by the actions of some 5000 troops who were carried by around 250 Renault taxis to the front line.

Over the years various papers have been published on this topic and the consensus is that; transporting all these soldiers to the front line made no difference to the outcome of the battle - they were largely held in reserve.

What happened in fact, was that a change in tactics by the Germans exposed their flank to French and British troops already on the front line, they seized the moment and it was they who decidedly halted the German advance .

MdeL



Manchester Classic Car Show September 2016



Towards the end of 2016, we received the following feedback from the organisers of the above.

Dear Exhibitors,

Thank you so much for supporting The Footman James Classic Car Show Manchester 2016!

The event was a great success and showed significant year on year growth in every area (more cars, more clubs, more commercial exhibitors, more visitors and total attendance circa 11,000), which is all very encouraging indeed.

The car displays were superb and it was great to see so many clubs making such an extra effort at presenting their stands so very well. The CodeClean concours provided the event with some really memorable and incredibly well prepared cars, some tough judging and a well-received Saturday evening awards. The Rally demo stage outside proved more popular than ever and the Sporting Bears Dream Rides raised much needed funds for local children's charities.

All our reviews to date have been extremely good!

Reports from commercial exhibitors were, in the majority, extremely positive, encouraging and many immediately talking about re-booking for next year, but (in the interests of honesty and transparency) there were also a minority who told me that their on-the-day sales weren't quite as they might have hoped. Be assured, we'll work with individual companies and traders and we'll be doing all we can in the marketplace to continue to grow and provide more core-enthusiast visitors as we continue to invest huge amounts of time and £resource into growing year on

year, for the benefit of all stakeholders.

Word is spreading. Looking at our geographical ticket sales – we're now getting visitors from all over Britain coming to the show (and some from abroad making a special trip too - remarkable when you consider we started only in 2013!). These are the core-enthusiast visitors we need in order to build a healthy, profitable and sustainable event for all concerned. Our key marketing focus will remain firmly within the classic car and motoring-enthusiast market in order to support all our participating businesses.

Dates for 2017 are September the 16th & 17th.

In the meantime it just remains for me to (once again) sincerely thank you all, with a special mention of course to the team at our wonderful sponsors Footman James for their continued and unwavering support.

Best Regards, Andy Rouse

Our impression was broadly in line with this statement, in that the show had grown in popularity since last year and certainly the footfall on our stand was increased. Obviously, this event is gaining ground, albeit not yet in the same league as the NEC show, but as one of the increasingly significant indoor shows in the North, it is something that we should be attending as a club in coming years and I am already looking for cars and helpers for the 2017 show!

Bryan Pullan: Northern Section Rep

Danish Traction Club Fredericia Rally: 18/20 August, 2017



Snoghøj, DK – 7000 Fredericia

Tel: +45 8227 1717

The AGM of the Danish club will be held at the same hotel on Sunday the 20th at 10 AM (Danish members only).

Program:

Friday August 18th:

From 15.00 – arrival

19.00 – 21.30 get together and grill party

Saturday August 19th:

7.00 – 9.30: Breakfast

9.30: Start of the ride with a friendly competition

Ca. 16.00 – ca. 17.00 Auto jumble

19.30: Jubilee dinner

Sunday August 20th:

7.30 - 9.30: Breakfast

10.00: TAD AGM

13.00: End of Rally in Fredericia Mini town

The organizers reserve the right right to make changes to the programme.

Best regards from the Rally organizers.

René & Lena Christensen, tel. +45 2233 6239, +45 4278 7767

Poul & Benedicte Jakobsen, tel. +45 2424 1183, +45 4027 2722

Henrik Rasmussen, tel. +45 5120 0901

Any queries, please contact Rene and Lena.(Ed)

The Danish Traction club invites you to its Summer rally in the fortified town of Fredericia, to celebrate its 35th jubilee

We have the pleasure of inviting the members of the Danish club and their friends (you included) to our Summer Rally 2017 in **Snoghøj-Fredericia**.

The Rally will be held **August 18th – 19th – 20th** around **Hotel TRINITY, Snoghøj Fredericia**.

Please use the application form, there is a reward given to the first three to pay the dues.

Costs are: Adults Per. pers. in double rooms, 1475,00,00kr.

Children 2-11 years per/ person 1,035.00 kr.

Single Room supplement á 400.00 kr

For more details email: thylgaard.christensen@mail.tele.dk; sommertraef2017.DK@proeng.dk for an application form.

Venue address: Hotel Trinity, Gammel Færgevej 30,

A TOUCH OF FROST

Atmospheric pictures taken during the January freeze by Darrin Brownhill of Citroën Classics



Charity Classic Car Run 2017



We had a successful event in April 2016 and monies raised were used to support the following charities:

- * Autism
- * Mercy Ships
- * Water Aid
- * Lifelites
- * Brenda Kirby Cancer

I wish to thank all of you that took part in this year's event and have pleasure in advising of details of the event for 2017.

START

We start the annual Charity Classic Car Run of the Rotary Club at Denbies Wine Estate, London Road, Dorking, Surrey, RH5 6AA and take a stunning route over two counties through country roads and lanes of parts of 'Old Surrey & Kent', incorporating the most beautiful villages and hamlets.

There are plenty of sights on the way for you to enjoy and pubs for lunch.

FINISH

Finally, we end at Chatham Historical Dockyard, The Sail & Colour Loft, The Historic Dockyard, Chatham, Kent, ME4 4TE.

Please allow time to visit this beautiful museum, that is included in your entry fee. There is much to see and well worth the visit. <http://thedockyard.co.uk/>

ENTRY PRICE

£45 will include the car, driver, one passenger, a run pack, route guide, finishers plaque and entrance to the museum. Additional passengers are £15 each.

CLOSING DATE FOR ENTRIES

20th April 2017

HOW TO ENTER

Please complete our online registration form.

https://docs.google.com/forms/d/e/1FAIpQLSeN90_kj5fW0PPNBPCf3wxvbieWS2r1Msgyglg3VVZtkIX1jQ/viewform?c=0&w=1

**TOC SPARES
HOTLINE**

01243 5113780

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

Email: chris.treagust@tesco.net

TOC SHOP

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

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' advertisements will be inserted for two issues only. If the advertisement is still required beyond this point, then it must be resubmitted to the Editor. Please notify the Editor if you wish to delete the advertisement prior to this.

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



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**



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 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. Thanks for reading, **Bill & Letsie Tilley**.

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**

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.



FOR SALE: 1954 Slough built Light Fifteen, great condition inside and out **£12,250** for more details phone **01932 226372** (Surrey)



FOR SALE: Citroen Big 6 - the car lived in Wales until 1995. In my ownership since then. Unfortunately just not being driven. Registered as an historical Vehicle in North Germany since

1996, original British plates available. Offers over 20K. Jon Gillard helped in 1996 with Pilote Wheels, Kenwood fan and electric fuel pump. Lots of additional Photos available. The car is presently in Oldenburg, 55km from Bremen. German and English Spoken. **Contact 0049 441 74028 or email: david.green@gmx.net**

FOR SALE: Normale 11b. 1955. LHD. Black. Big Boot. Garaged but used regularly as normal car. **£15,750. Please call 0208 835 8161 for details or email vagabond7@btinternet.com**

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: for French Traction 11 Normale, rear cloth seat squab in any condition. Would consider buying complete seating if necessary. **Tel 01600 775544.**

WANTED: four speed manual gearbox from early D series car for conversion and subsequent fitting to my Light 15. **Andrew Tweed 07891870499**
WANTED: I am looking for an advance/retard dashboard mechanism, complete,

for my 1952 Slough built Lt 15 small boot. If you are able to assist please send details to Paul: pauldomoney64@gmail.com or Whatsapp, +263772513884. Shipment would be to a UK address. Paul Domoney Membership 2413 P O Box CH168 4 Star Close, Chisipite, Harare **Tel: +263 (0)4 490130** **Mobile: + 263 (0) 772 513 884** **Email: pauldomoney64@gmail.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 **Tel: 01302 711123** **Email: sales@longstonetyres.co.uk**

FOR SALE: Reconditioned steering gear for a Traction Normale. Price: **250 euros** **Ronald KNOTH. Mail ronaldknoth@gmail.com**

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**

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**

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.**

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**

FOR SALE: now surplus to requirements: Complete BL bodyshell(1957) bought, totally stripped, sandblasted, and self-etch primed. Undamaged, good roof, etc., but usual weak points on sills and floor joints etc NOT repaired. Bought as a donor to repair a rotten BL or to convert to RHD.

2 complete side "fillets" (R/H and L/H) from a small boot BN Normale. Approx a foot wide, full sides, scuttle, A<B<C posts, rear wing aperture/inner wing and boot aperture tapers.

(3)Light 15 (1951) complete front bulkhead and windscreen aperture section for use to convert a BL to a Light 15.

Job lot collection of traction panels, all/most in need of repair/welding, vis; 5 bonnet halves, 4 front wings, 2 front closing panels, 1 front door,

8 rear wings, 2 small boot lids, 1 big boot closing panel and several sets of seats for BL, BN, Light and Big 15.

All/any can be loaded on a trailer and any reasonable offer accepted for any or all lots!

Phone Andy on 013398 86290 anytime, (preferable) or email to sheilandyb@btinternet.com.

FOR SALE: Set of 4 no 15" steel wheels for Traction. Originally fitted to my 1953 South African import Light 15, these have Slough centres, will take a modern tyre (and Slough hubcaps) and are currently fitted with a set of TOYO 165 80 R15 radials. which have hardly any visible wear but probably should be replaced. The wheels are rust free and painted in mid grey.

Not strictly for the purist, but might suit someone intending to rally, for example, since it would increase tyre fitment options. Would



also suit someone using their car for higher mileages, again enabling more economical tyre choices to be made.

Just cluttering up my garage at the moment so please make me an offer. Wheels are currently in Central Lancs, but I can probably organise a handover somewhere in between, if you are out of the area. Hubcaps not included.

bryan.pullan@gmail.com/ 07513 362202

PARTS WANTED

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

WANTED: for my Big 15 small boot (Onze Normale Malle Plate). I need the bodywork from below the back window to the rear bumper including the boot lid and the spare wheel cover. Buyer, armed with a hacksaw, can collect from anywhere or can take the complete shell. **Telephone Gerry on 01455 844648 or Email gerardcarolan@hotmail.com**

WANTED: 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**

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

What is Agreed Value?

Agreed value is where the insurer and the owner agree on a fixed value for the insured vehicle when the policy is taken out.

In the event of a total loss, your insurer will reimburse you the fixed amount that was stated at the beginning of the policy (minus the policy excess).

As a Traction Owners' Club member you can agree the value of your car yourself. No documentation, no photographs, no fuss.

www.footmanjames.co.uk



UP TO 25% DISCOUNT FOR CITROËN TRACTION OWNERS CLUB MEMBERS



f /lancasterins @lancaster_ins

LS.CTO.A6P2017

01480 400 910
www.lancasterinsurance.co.uk



Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164). For mutual security, calls are recorded and may be monitored for training purposes.



Citroën Classics

Tel: 01784 452299

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

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

Call us Today!

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



www.citroenclassics.co.uk

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



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

CLASSIC RESTORATIONS

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



Whatever your definition of classic we know you love it.

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

Tailor made specialist insurance solutions from the specialists.

Some of the benefits our policies can provide:

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

2getherinsurance.co.uk

01945 586220



Authorised and regulated by the Financial Conduct Authority



Policies from
£76**

Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.

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

0333 207 6062

or visit footmanjames.co.uk



Part of the Towergate Group



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

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

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

Our 'BEST' Deal In CLASSIC CAR INSURANCE

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



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

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

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

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

01376 574000

www.peterbestinsurance.co.uk



30 YEARS OF QUALITY CLASSIC CAR INSURANCE

Authorised and Regulated by the Financial Conduct Authority

TRACTION OWNERS CLUB

classicline*
INSURANCE

Discounted Insurance For Traction Owners Club Members

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

01455 639 000

www.classiclineinsurance.co.uk



longstone.com
01302 711123

