

Floating Power

May/June 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

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Missing Magazine?

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

Be a part of Floating Power...

The closing date for input for the
July/August Floating Power is

Sunday 11th June

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

Cover Image

*Memories of Summer 2016 at Mawdesley
Cricket Club, Lancashire*

Editor's Epistle

Well here comes my magazine number two. Thanks for all of the good wishes received from various members after the previous issue popped through your letterboxes.

Now this is an odd time of year really to be reporting club activity, since our deadline is of necessity before both Easter and Drive it Day, which tend to mark the opening of the season for classic car driving. As I write this, those of you who aren't in the throes of repairs and restorations in a freezing cold garage, are probably quite sensibly still sat in the warm, hoping for a balmy driving season ahead.

Still, there are quite a few things to think about and plan for and we have what I hope will be an interesting series of items for you in this Floating Power.

Did you know that this has a Traction gearbox inside it?

Yes, things are looking a bit gearbox shaped in this edition, which includes an item about the history of the Traction gearbox, an account of my own experiences with a higher ratio final drive, and a piece about Chris Bailey and friends' initial exploits with their gearbox strip down. In a forthcoming magazine, I am hoping that they will be producing a similarly authoritative article on putting them back together again!

Originality

A question that is always a bit of a hot potato, is that of originality, and that is going to become of even more significance in coming years. We are currently reviewing as a club, the potential hazards of upgrading your car, and will be looking in depth, with your help, at the consequences of modifications, any health and safety issues, and the potential consequences to your insurance bill....er...you did tell them about the twin carbs, didn't you?

The whole issue is now also potentially affecting the legal status of your car. DVLA advise that they will be contacting certain owners of cars perceived to be rebuilt, and will question their historic status. They say that they are not particularly targeting Classic Car owners, and one wonders how they will initially select car owners to question. My guess is that anyone registering a 'barn find' car that has been off DVLA radar for a few years is most likely to be interrogated, and my nasty suspicious mind also wonders if someone at DVLA will be watching the Classic Car press for articles on cars that have been heavily rebuilt with modern gearboxes and other non original modifications.

Be careful all you hot rodders!

Vive la Difference

Elsewhere in these pages, is an introduction to our new Slough Champion, John Moon. John will be asking for your advice on the more subtle differences between French and English Tractions, and how you have got around any problems arising. This is a very important role, and one day could make the difference between your Slough built car being a usable vehicle and becoming a static exhibit in a museum, as spares stocks for those different components dry up. It is in all our interests for us to support him in this.

Finally:

Spring has sprung! Time to enjoy some Tractioning and don't forget to renew your subscription!



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Committee

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

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, Merrow, 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

For various reasons, mostly personal, my contribution this month is brief (I can hear the sighs of relief already) ...

The ACI AGM was held in Paris during Retromobile. The full minutes can be found here:

<https://www.amicale-citroen-internationale.org/wp-content/uploads/2017/02/20170211-ACI-AGM-2017-Minutes-of-Meeting.pdf>

However, I think the main point of interest for the majority of TOC members will be the plans to celebrate the centenary of Citroen in 2019.

Marc-Andre Biehler , a member of the Board of Automobiles Citroën France has been designated to support the anniversary celebrations from within ACF. Clubs will be represented by Alain Thuret, (Head of Amicale Citroën & DS France) and a formal association will be formed in the near future. After several site inspections, the Michelin proving ground near Clermont-Ferrand (which hosted the 1995 ICCCR event) has been selected as the venue.

A little more detail can be found here:

<https://www.amicale-citroen-internationale.org/2017/100-years-citroen-2019-centennial-event/>

Meanwhile, the ACI AGM agreed that this French celebration should be given a dedicated status and thus allow a 2CV World Meeting in Croatia to become the official ACI "Event of the Year" for 2019.

Back home I have little progress to report as far as the 15/6 is concerned but I did get (most of) the engine components back from the reconditioner at the very end of March so, with luck and a following wind, I may yet be roadworthy for Drive-it-Day. Meanwhile I was very pleased to learn that the film company that bought my Légère have finished using it and it is now back in circulation and with a TOC member.

Finally, my stock of parts is diminishing daily but I still have some stuff including a couple of engine blocks if anybody is looking for one. I did receive a recent enquiry for clip on mirrors and, at the time, I said I had sold them all – but I have now found two more albeit they are not a



pair. Unfortunately, I cannot remember who had asked for them so, if it was you – and you still want one or two, please accept my apologies and contact me again.

All the best.

MEMBERSHIP RENEWALS

Membership Renewals. With this issue of Floating Power you have received your letter detailing that annual subscriptions are now due. Please try and pay as soon as possible. Please note you can pay by Bank Transfer, Cheque, PayPal or Direct Debit but, unfortunately, we are unable to accept credit cards at this time. Please see 'Chairman's Chat' for an explanation.

New Members

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

2570	Mr John Fletcher	Bosham, West Sussex
2571	Mr Laurence Coburn	Fakenham, Norfolk
2572	Mr Ross Barrett	Parkgate, Southampton, Hampshire
2573	Mr Alexander Paton	Stirling, Scotland



Well the last two months went by fast. We're rushing towards drive-it-day, rallies and shows and I for one am not ready. Well I am but my car's not.

You are now reading the second issue of Floating Power produced under Bryan's editorship. I know you'll agree that he did a fine job of the first one and I'm sure this one is also excellent – although, for obvious reasons I haven't read it yet.

You will have received with this issue a renewal form. You may have noticed that we can no longer accept credit or debit cards for membership. Please accept my apologies for any inconvenience this causes you. It was not a decision taken lightly. Any merchant (that's us) who accepts payment card details needs to demonstrate compliance with certain standards at every point those card details are received or stored. This is necessary to prevent your card details being used by people you have never met to purchase things you wished you could afford in countries you have never been to.

Over the years, card fraud has increased and, recently, so have the security procedures. Compliance is a good thing but also quite onerous on everyone involved. The changes we need to make to systems and procedures

are quite difficult for membership services and, given the alternatives available, we (I) have decided it is just better to stop taking cards directly. If you can only pay by card, then I strongly recommend you use PayPal* – the whole point of which is to provide the security for your card details that small outfits like us cannot. For renewals I would encourage you to set up a direct debit so you never have to think about it again (note to self, set up direct debit).

For spares and the shop, we recognise that PayPal is not the solution and we need to be able to accept card payments directly over the phone. This does require us to make a couple of changes to demonstrate compliance – and you can imagine how excited Chris T is about that.

I chaired my first committee meeting in February. Not surprisingly it overran due to intensive discussions about not just payment cards but also the clubs' insurance cover. I'm sure Ian enjoyed writing the minutes for all that lot. More exciting though was the discussion about the upcoming events which hopefully will include as many members as possible.

At the next meeting I must try harder to keep the meeting to time. More extensive use of the gavel might help – but probably won't as I think it might have been me talking too much.

There is some discussion about the safety and legality of the range of modifications that people make to older cars. I suspect Tractions are less prone to that than some due to their advanced and innovative design when new. Nevertheless, we do modify our vehicles to a greater or lesser extent and there probably should be more sharing of what we learn from our experiences – both good and bad. Bryan is hoping that you will provide him with some stories from which we can all learn.

The new website development is progressing well with today being admin training day for the Web project team. Next step is to finalise the last details of what goes where and then add content prior to launch.

Vive la Traction

A handwritten signature in blue ink that reads "Chris." The signature is written in a cursive, slightly slanted style.

**I have no connection with PayPal, other brands are available*



TOOLS

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

SCOTLAND

Northern Scotland

Hi, folks, basically - nothing new to report!! Wife Sheila still in hospital, so half of every day taken up visiting her, she continues to improve and hope she will get home very shortly. All other time available taken up with sorting out the masses of Traction and D spares amassed over the past near 60 years. Club have shown an interest in buying the Traction stuff, so busy cleaning, spraying, packaging and listing all. The stuff the club would not be interested in am selling on separately, (Chris has only a finite space down there and old seating, panels in need of repair, etc is not what he would want!) So life goes on at a rather lost pace at the moment, Smithy not doing that well with an inner ear problem - aye, think we are all moving all too quickly to the knackers yard, unless things improve!! Only Joking!! Andy

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

Just a reminder that TOC members, together with Citroen Car Club – Scottish Section and 2CV Ecosse members meet up on the last Thursday of every month at 'The Stables' Kirkintilloch, just north of Glasgow and bletcher on about all thing Citroen for a couple of hours. And a host of group activities are arranged such as visiting car shows throughout the summer and a 'Concrete Camping' hotel weekend in November. Please ask me for further details.

So pleased to hear that both Andy and Sheila Burnett are making good progress and are now booked in for the Trossachs Rally in June.

For details of planned activities contact: Peter Fereday.

south-scotland@traction-owners.co.uk

Tel: 0131 4494449

WEST OF ENGLAND

First off, you should, if you are part of the local flock, have received an email or two from me. If you haven't and think you should or would like to, please let me know. The emails listed on the membership files have gaps and the "West of England" is in any event a vague term.

If you were there, I hope you enjoyed the lunch in Wells. I'm sure I did.

The next event in our local firmament is the **Bath Festival of Motoring on the 17/18 June**. I have signed us up for a club space on the Sunday. However if you want to come you need to sign up your individual car at: www.bathfestivalofmotoring.com/individual-entries/ 'Tis a jolly day out, as is the Saturday if you wish.

The deadline for free registration, entry and inclusion in the programme is **19th May 2017** after that you can still register your car using the online registration form but there is a charge of £5 per car payable in cash at the gate on the day. The entry fee will include entry for the driver and 1 passenger for 1 or 2 days, a free programme and a commemorative plaque.

Be good if I wasn't eating my picnic on my own!

The next event after that is the **Cotswold Steam Fair on 4/5/6 August** (or to give it its proper title: the "42nd Annual Gloucestershire Vintage and Country Extravaganza"). For this, I need to send the organisers a list of exhibitors (car model, reg. no, year, owner) so can you let me know if you are coming, and on which days, by the 25th May. They will then send me passes to distribute. This is where we had the annual rally 2 years ago, and is another jolly event.

Thornfalcon is still on **Aug 20th**.

When you are reading this, I should be on the way to Holland. Inshallah!

Cheers,

Terence McAuley

Tel: 01225 466939

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

NORTH EAST ENGLAND

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

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

NORTHERN SECTION

This report covers a quiet time of year so not a lot to say, really. Copy deadline has to be pre Easter so is too early to capture the events of Drive it Day, hence we are really reporting the still rather wintry days of late February and March as I write this.

After the brief flurry of activity at New Year, many cars locally have gone back into hibernation, so most of the activity to be reported tends to be either forward planning or repair sagas.

However, the first Corner House breakfast event of the season took place on April 2nd, very successful too, with all sorts of cars present, encouraged by a warm sunny morning. Two Tractions showed the flag, but unfortunately mine wasn't one of them, having experienced battery failure and not having had chance to get a replacement fitted! These Breakfast events will carry on now for the first Sunday of each month, through until October and are well worth the trip.



I have now fitted an alternator to my Light 15, with a view to maybe upgrading the headlights and adding a couple of electrical accessories at some point, most immediate project being an auxiliary socket so that I can charge up my phone/satnav when out and about.

We will see how it goes.



I bought a starting handle from James Geddes some time ago, but the steel mounting for my front bumper has

never had the necessary support, and another winter project has been fitting a replacement with the necessary additional mounting. I also installed a heater tube, and look forward to some warmer feet when out and about.

I haven't run over the dog, incidentally, he was having a nap on my old overalls!

Drive it Day plans have changed slightly. As you may know we were invited to join the Morris Register drive to Morecambe, but this particular run has fallen by the wayside due to the inability of the Midland Hotel to accommodate us. Plan B has therefore come into force which involves a start at Turbary House Garden Centre in Whitestake, just south of Preston and a run thereafter up the Ribble Valley to the Clitheroe area.

Hopefully we will get better weather than in 2016. Pictures in the next FP.

The Mawdesley Cricket Club show is the next formal show on the agenda, on May Bank Holiday (see events list for details), followed the next weekend by the Steam Rally down the road at Heskin.

Hoghton Tower are having a Sunday morning meet at the Tower on June 25th. This follows the demise of their regular show for two years on the trot due to weather and poor ground conditions on the field that they use for events. They are hoping to make this a regular monthly morning meet if there is sufficient interest. It is a beautiful venue, perched on top of a hill on the edge of the Ribble Valley, and well worth a Sunday morning drive. Details on <http://www.hoghtontower.co.uk/>

Recruitment for cars for the Manchester Classic Car Show in September is hopefully now sorted, although I have still yet to find out whether we have a pitch for four or five cars. I have cars from Mike McDonald, Bill Dyke and Ian Gardner thus far, plus my own, and George Halsall has offered his also.

It would be useful if we could have someone prepared to stand by as a reserve in case one of the cars is not available on the day.

Incidentally, George still has a few bits of his scrapped Light 15 available, including a complete roof, so it is still worth a call if you need anything for your project. See classified ads for contact details.

Anyway, I think that's it. I hope that you have had a good Easter and I look forwards to seeing some Tractions on the road on Drive it Day.

Bryan Pullan

Email: northern@traction-owners.co.uk

Tel: (mobile) 07513 362202

Section News

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our last monthly meeting was on Sunday 19th March at The Fairmile, Cobham and was very well attended. These meetings are a very relaxed affair, after a good lunch the ladies catch up with what has been happening and the men talk cars! Everyone welcome.

There was no meeting in April as it falls on Easter Sunday so Drive it Day will be our next gathering. Our next meeting at the Fairmile will be on 21st May, 12.00 onwards.

Coming up in June on Sunday 4th is a Classic Car show and Auto jumble at Queen Elizabeth Country Park. For more information on any of these events please contact me.

Please find below the calendar of events for 2017, the functions highlighted in red are to draw your attention to an event that is not on the regular Sunday. Please also note the two cancelled Sundays, Easter and Father's Day.

Classic Vehicle Show and Auto Jumble, Sunday 4th June

This event is being co-ordinated by Steve and Julie Reed and is at the Queen Elizabeth Country Park, near Petersfield. Guest vehicle application form attached.

Brewery Visit and Pub Lunch, SATURDAY 17th June.

The brewery is situated near Basingstoke and we hope to have lunch at the Pub in Rotherwick which was the venue we used for the Bombay Sapphire visit. This visit will include breakfast at the Brewery if required.

French Picnic and Boat Trip, Sunday 17th September

This event is by kind invitation of David and Margaret Kerr at Netley Abbey. The format for the day will be a French picnic which will be organised by Phil and Sue Allison and a small charge will be made to cover the cost, you will need to bring your own picnic baskets, tables and chairs etc. After lunch David has kindly offered to take 12 of us out on the river on his sailing boat. This is not compulsory and will be weather dependent!

Christmas lunch Sunday 10th December

This will be held at the Barley Mow and is kindly being organised by Helen Shelley.

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

SOUTH MIDLANDS

CANDIDATE NEEDED FOR SECTION REPRESENTATIVE

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

MID SHIRES

For details of future planned activities contact: Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242

Email: midshires@traction-owners.co.uk

EASTERN

Regular Social Meet Up

The Compasses, Little Green, Essex CM13 1BU May 2nd – June 13th – July 25th

The Angel Inn, Larling, Norfolk NR16 2QU May 23rd – July 4th

All welcome with your car on the road or not, we join up with the Eastern Section of CCC and talk all things Citroen, well us girls normally expand on that one. No need to book if food required the pubs are always very accommodating so just suit yourself, a chat and cuppa, drink or meal if required.

Looking Forward

On Sunday 3rd September 2017 the annual Classic & Sports Cars by the Lake in Fornham St Martin (just outside Bury St Edmunds) is taking place. This event grows year on year over 5000 visitors attended last year and it is a major fund raising event for St Nicholas Hospice. Nic Burton of CCC East has kindly organised a slot for 10 cars in the showing area, please let me know if you would like to take part, you will find more info on the St Nicholas web site.

For details or suggestions for future activities contact Jasmin Gagen

Tel: 01284 827039

eastern@traction-owners.co.uk

PEAK

For details of future planned activities contact:

Bev & John Oates

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

LONDON

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

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)

For details of future planned activities, contact
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.

LAKES AND BORDERS

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



CITROËN
12/24 H.P.

The new 12/24 h.p. Citroën is a sheer revelation in mechanical excellence, comfort of body, and completeness of equipment. "Unquestionably the best Citroën yet produced," the Press has declared, which means much to those who know the Citroën reputation—already the highest in the world. It comes from the best equipped automobile factory in England, the Citroën Works at Slough, Buckinghamshire—the largest factory building under one roof in this country. Eighteen months of successful operation at Slough has enabled Citroën value to go up and up—to-day the new 12/24 h.p. is beyond doubt—

12/24 h.p.
4 DOOR SALOON
£240

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**DO YOU HAVE A
MAGAZINE ARTICLE
BURSTING TO GET OUT!
IF SO, FLOATING POWER
WANTS TO HEAR
FROM YOU.**

Ideally this should be in Microsoft Word format, but if you don't consider that you have any computer (or literary) skills, then by all means send in your notes and pictures, and we will try and knock them into shape for you. We are particularly interested in a Buyers Guide, either for FP or for the website.

Please send all submissions to editor@traction-owners.co.uk, or to the address elsewhere in this magazine.

MORE WOODRUFF KEY WOES

A further heads up on the perils of the Woodruff key, this time within the drive shaft/hub assembly.

Aha....

The Woodruff key on the drive shaft ; this is a recurring topic and patently not one well understood . I have written on this subject at least twice before now - mainly on forums.

In short the key on the taper drive shaft onto which the front hub fits apparently serves no particular purpose, and it is most certainly not there or strong enough to transmit the drive/torsional loads.

The front drum/hub units are made from two distinct pieces of metal and for a reason. The drum proper will be made from something like malleable grey cast iron. It is tough (will withstand shock) but can and will ultimately crack if abused.



The hub part will be something like drop forged steel (hard -can withstand indentation) but is heat treated to give it a certain elasticity (within limits it can stretch and will return to its original shape when the load is removed) . The two parts are held together with rivets and the wheel studs. They were machined as a concentric whole back in the factory and should never be separated.

Within the tapered hole in the hub there can be seen and felt two slightly raised areas - one at each end of the hub. Each is about 8 mm - 10 mm wide.

As the hub is tightened onto the tapered drive shaft the two raised points of contact (with no oil or grease anywhere near) on the hub slide up the shaft and the entire hub is caused to stretch as the nut on the end of the shaft is done up tight.

With a torque wrench set to 300 NM (or about 220 ft lbs) the friction between the two raised areas at each end of the hub and the tapered shaft (stub axle) is now sufficient to convey all the torsional forces from the engine to the wheels and from the wheels to the engine .

Traction owners who rely on lengths of scaffolding and or gas piping to tighten their front hubs will never achieve the correct torsional value and may well suffer Woodruff keys and or stub axles that shear. To those people jumping up and down on scaffolding pipes, you might want to consider investing in a decent torque wrench (e.g. Norbar) before calamity strikes.

Photos:

Stub axle has sheared, most of the torsional loads seemingly went through the outer end of the shaft (because of incorrect torqueing of the shaft nut) and after a while the outer end of the shaft took off !!

M de L.



UPDATE FROM CORNWALL

The last article I wrote about my Slough 12 FCV 61 appeared in Floating Power, August 2000 under the title "Click Clack No More" a follow on from January 2000 "Click Clack They All Do That".

I am now 70 and look back on 41 years of Tractions from 1964 to the present day. FCV is the longest I have owned a Traction, 16 years.

In that time she has been re-sprayed in her original beige colour, been fitted with new pistons and liners. Had an ID bottom half, thanks to Walford Bruen. A gear box rebuild care of Johnathon Howard. She has covered approximately 63,000 miles since I bought her.

2000 saw us at the Annual Rally at Wells and again as part of the Cornish Team at the Annual Rally, Float in Power to Cornwall in 2009.

I attended The ICCCR at Harrogate in 2012 with my good friend Howard Spiers who drove his ultra reliable 11B up there. It was a great rally, caught up with many old friends and new friendships made.

Until my retirement in 2013 FCV was my daily transport to and from work with only two break downs. One inner cardan U/J failure and petrol pump. Not bad for a car 77 year old car.

She now has a peaceful retirement with the odd outing to local rallies and drive it days.

Congratulations to Tim and Lesley Newing on their

rebuild of BSP 384 from a total basket case to a show stopper, I helped in a small way with research into the cars history and odd parts.

Special thanks to Chris Treagust, the spares expert! Nothing is too much trouble for this top man.

Best wishes to all at the T.O.C. Long may it continue. Best wishes to all members too.

Martin Vickerstaff.

Founder member.



A WORTHY CAUSE

Greetings Traction Owners Club Members

Having seen your display at Event City in September I'm sending this invitation to ask if you or your North West Members may be interested in attending our Car Show at Littleborough Sports Club in the beautiful Hollingworth Lake Country Park on July 16th and thereafter as an annual event on the third Sunday in July.

The show is also designed to be a family fun day with a live music stage, children's entertainment plus Craft, Gifts and Artisan food stalls as well as a cafe and bar.

Organised by the Rotary Club of Rochdale all funds will go to support **Prostate Cancer Care** in the UK and **Medic Malawi** overseas.

For more details and to register to attend the show please visit www.rochdaleclassicarshow.org.uk.

With Best Regards,

Mike Tomkinson (Rotary Club of Rochdale)

CONTROLE TECHNIQUE

Hi Bryan.

Back in France and catching up on the more urgent/immediate emails that I have put to one side over the past couple of weeks of travelling.

I simply pass this on from Martin Nicholson, here in France, with his query/suggestion that a small mention might be appropriate in FP for French readers. I've taken the relevant bit from the newsletter below and translated it, plus adding my own comment about the fact that a Traction is already tested on the basis of the rules that applied when it was produced.

As from the end of February 2017 the Controle Technique (French MOT test) is no longer legally required for vehicles built pre-1960. However, the FFVE (French equivalent of the FBHVC) is working with the chain Autosur to offer an equivalent to the UK Certificate of Roadworthiness. For French readers, they should search for a local branch of AUTOSUR Classic, which can provide this service. (My own understanding of the French Controle Technique system is that the rules currently in place make allowance for the age of the vehicle, so I don't think this change to the rules will prevent you continuing to take your vehicle for a standard Controle Technique).

Kind regards,

Bob Street

MORE FEEDBACK ON 'TRACTION CURIEUSE'

More feedback on Walford Bruen's original letter in the March / April FP regarding the 'Curieuse Traction' that was mysteriously auctioned by the French police earlier this year. Martin Vickerstaff has written in with a bit more history and some photographs of the car in its earlier life. (Ed)

Dear Bryan

With reference to Walford and Andy's letters in FP, March/April, I have more information on the 'mystery car' .

LSK 145 arrived for a gearbox rebuild by myself and Geoff Brooks around 2002, we worked on Tractions for many years down here in Cornwall. LSK had been bump started after a long time in storage with usual results.

We sorted it and returned it to then owner Karol Klimet. Some time after this, Karol asked if we could sell the car for him.

I put an advert in FP and Andy replied. After assurances as to its rust free condition Andy came down and took her back up to Scotland.

Andy's letter explains the next bit of history on the car.

I notice that Karol Klimet has rejoined TOC, membership number 2150, so may still be around to supply more history.

Enclosed are some photos both pre and post Andy receiving the car.

Good luck as the new editor.

Kind Regards

Martin Vickerstaff

TOC membership number 1400, originally member number 9

LSK prior to its move to Scotland (right) and whilst still with Andy (below)



ICONIC CARS

Hello Bryan

Congratulations and good luck in your new role. Here's an item that must have been in FP in the dim and distant past - though I don't remember ever reading it. I was reminded by Tony Hodgekiss' letter in the March/April issue. While his theme treats the Traction Avant's place in the landmarks of car design, mine is the - perhaps lesser - one of iconicity. We have all played the game of selecting the top ten most

iconic cars in the history of motoring. However you settle it, Citroen is (by my record of statistical judgement) the only manufacturer to have three models in the list. I don't need to name them, nor which is chronologically the first to be included in the list.

Best wishes

David De Saxe, member no. 1499

IN NEED OF TLC?

Fellow Tractionistes,

Thought these photos might be of interest.

They were taken a couple of weeks ago while I was touring Vietnam, in a small town called Mui Ne.

The wheels have been fitted with 15inch tyres and the usual monocoque rot spots had been repaired along time ago.

All four doors were in excellent nick too!

Lifting the bonnet revealed a few surprises showing local ingenuity , converted to 12 volt with an alternator fitted and a vacuum servo for the brakes but the best thing was the air conditioning pump!

Good job this town was at sea level, not sure how much of the original 50 odd horses would still be there when the air con kicked in!

Tried a couple of times to find the owner but the Lunar New Year festivities were in full swing so the story stops there for the meantime at least.

Best wishes,

John White 2069



VIDEO FROM AMERICA

A brief offering from Mark Gluck over in the States. Type the Youtube link into Internet Explorer and enjoy the trip, most of which is filmed from an equally tasty classic Alfa.

Homme Et Sa Reine: A drive in my 1951 Citroen Traction Avant 15-Six to Lake Hopatcong, in central New Jersey.

<https://youtu.be/Y0bAhqdAorg>

Dr. Mark A. Gluck, Professor

Co-Director, African American Brain Health Initiative

Editor, Brain Health & Aging

Center for Molecular & Behavioral Neuroscience

Rutgers University — Newark

197 University Ave. , Suite 209

Newark, New Jersey 07102

Web: www.gluck.edu, www.brainhealth.rutgers.edu

Email: gluck@rutgers.edu

Ph: (973) 353-3298



Modernised Your Car?

The classic and vintage car world is split broadly into two camps, those who prize originality above all else, and those who are not averse to modernising certain aspects of their cars to suit current driving conditions. There are obviously various shades of grey between the extremes at each end of the spectrum, and we will all have come across classics with more modern engines, gearboxes, suspensions etc. This gives rise to the matter of originality, and there are a couple of significant issues connected with that.



Firstly is the question that arises, is your car still an historic vehicle if you have altered it by grafting in various modern components, which is something that is currently under discussion in Government circles. The second is that of the safety and legal implications of any upgrade that you might have put into your car, and it is the latter that concerns the series of articles which will be appearing in the next few issues of Floating Power, hopefully with your own input as readers, expressing your own experiences with upgrades on your Traction.

This will aim to provide a compilation of the experiences of a substantial number of people and may ultimately be incorporated into the club database as required reading for anyone who contemplates upgrading their car.

Of course, the Traction, being relatively advanced in technology terms in its day, does not readily lend itself to major upgrades, in the way of engine swaps or other substantial alterations, at least not without the sort of extensive surgery that would certainly destroy its identity as a historic vehicle, and possibly even as a Traction, and although there are a couple of diesel conversions knocking about out there, (knocking, ha-ha!Chairman) and the odd V8, most modifications are relatively subtle.

Upgrades to lighting and electrics are common, as are alterations to transmissions to provide fourth gears, higher ratio final drives, modern CV joints to drive shafts, etc. There are companies offering electric power steering solutions, improved braking, and so on and so forth. Many upgrades will have minimal or zero implications to the safety of your car, but the key to making sure, is thinking through your proposed modification, and its implications, and what impacts that it might have on other areas of the car that may then also need updating to cope.

The most obvious example is that if you upgraded your engine to deliver more power than was ever envisaged by Citroën, then it is logical to think that you ought really to upgrade your braking system to cope. But realistically, how well proven is that proposed brake modification, especially under extreme conditions. If you tinker with your brakes, add a servo, say, then what happens in an emergency stop situation? Is the rest of the system up to it? For a start the standard setup has no brake limiter valve to stop the back end locking up prematurely.....and so on.

Finally, having fitted servo, indicators, seat belts and an alternator, did you tell your insurers? You can potentially spend a lot of money on upgrades and the final nail in the financial coffin could be an

Modernised Your Car?

unexpected hike in premiums to cover a non standard specification and there are cases of insurers declining cover when discovering that cars have non standard specifications, even down to cosmetic alterations.

This all sounds rather alarmist, and it has to be said that most owners will get by quite happily with a few simple modifications, some of which, such as proper flashing indicators instead of semaphores, are, in fact, a very sensible upgrade in terms of road safety and should not attract the ire of your insurer. However, it cannot be emphasised enough that you should check with your insurer over any non standard innovation to your car.

Just to start the ball rolling, we have put together some thoughts on the pros and cons of upgrading your electrical system, in safety and insurance terms. This is not a detailed and exhaustive 'how to do it' guide, but rather a series of pointers / risk assessments that you should consider when embarking on the work in hand. For future editions we would like your input on any experiences that you have had with upgrades to your own cars, with a view to conducting similar review articles.

In particular we would like to hear about the following, any safety or fitness for purpose issues that have arisen, and any problems arising from insurance notifications.

- Brake upgrades, for example the sleeving of worn wheel cylinders as opposed to replacement, addition of servo assistance.
- Electrical upgrades, e.g.: 6v -12v conversions, alternators, LED lighting, etc.
- Any performance upgrades that have been fitted that increase the power output of the car.
- Any issues arising from the fitting of non standard components generally, eg: fuel pumps, non standard wheels and tyres, seat belts, accessories, etc.
- Power steering.
- Engine/transmission changes.

Electrical systems: Upgrade Options

Generally: with any electrical modifications there are certain commonsense precautions to be observed. Assess the existing wiring and fittings to make sure that it is up to the job. Your car will be upwards of 60 years old, may have had a whole host of odd modifications carried out and could have poor connections, damaged or degraded insulation, possibly no fuses, etc. Carry out a full appraisal and upgrade as a necessary part of the works. It obviously follows that you should not carry out any work on a car unless you consider yourself competent and have the right equipment.

- The main risk to all electrical work is fire, due to undersized wiring, damaged and degraded insulation, etc. Make sure that your system is up to scratch, insulation is in good condition, wires are sufficient for the load proposed, that penetrations through panels and bulkheads have grommets fitted to avoid abrasion and that the loom is securely tied back away from chafe points and hot spots.
- 6v to 12v conversions: As above, is your system up to the change? Most conversions seem to retain the 6v starter motor, which may overheat if used to excess when starting up. Windscreen wiper motors seem to be an issue and correct operation may rely on resistors or converters being inserted into the circuit to reduce voltage. Make sure that you understand about the need for any associated heat sinks, etc. and ensure that your wiring is in good condition.
- Alternator: Often also part of the above modification. Check your main charging circuitry, under certain conditions you will be putting way more than the 20 amps or so that your standard dynamo can put through the system. Consider replacing the charge wires with new heavier wiring and connecting an additional charge wire direct to the battery supply side of the solenoid rather than relying totally on a connection using the existing wiring back to the now defunct regulator.

- LED lighting. There is a lot of smoke and mirrors about all of this and the legality of fitting LED bulbs in place of the originals. FHBVC have a very useful item in their February letter pages from the MG club about this in relation, in their case, to MGB's, but just as pertinent to our cars.

The law states that cars with E marked fittings have to have correspondingly E marked bulbs. If a car is post 1986, fitting unmarked LED lights isn't legal unless it is a very new model with LED lights as original equipment. E marking was introduced steadily through the late 1970's and early 80's, the bulk of units being finally drawn in during 1986. As a rule of thumb, pre 1986, OE light fittings are not E marked and so can have modified bulbs fitted, and our cars, which cannot be later than 1957, are therefore in the clear....but:

- Wattages etc. still have to comply with Construction and Use regs with regard to maximum outputs, dazzle, etc.
- Certain kinds of LED bulb do not give out an all round light and your reflectors may not work as intended. Therefore rear lights and indicators in particular may not be properly visible from the side in the way that they would be with a conventional bulb.

Subject to the above, Tractions therefore can be legally fitted with suitable LED bulbs directly substituted for OEM bulbs.

- Headlights: LED headlights are tempting due to their efficiency and low power consumption, but there are issues. Many bulbs on the market do not dip properly when replacing a dual filament bulb and create dazzle to oncoming traffic because of discrepancies with their relationship to the standard reflectors.

The LED and the electronics associated with them also need a fairly large heat sink. It doesn't take much imagination to guess what might happen inside the enclosed bowl of a Traction headlight.

Other headlight conversions using very high output bulbs may also be dubious due to heat build up, incompatible wiring and headlamp switch loads, plus, if you haven't upgraded your charging system, its ability to cope. These should all be viewed with caution.

- Any non original and modern auxiliary lights (eg: reversing lights) fitted, have to be located and operated in accordance with Construction and Use regulations. Dependant on whether this is a period fitting, then inserting a none E marked LED bulb to a modern light unit may well technically be

illegal. Driving lights should be supplied via a relay to prevent overloading and overheating of the switchgear and the risk of fires .

Now let's hear of your experiences.

BP



Typical H7 LED headlamp bulb kit with associated electronics and heat sink. Compare to the standard bulb, top left.

A Trip to Citroën Classics

The one thing that had always slightly frustrated me with my Traction was the gearing. Although the car would almost drive up the proverbial house side in top gear, the downside was that revs became so frantic after about 45 mph, that progress had to be steady, to say the least, and although this was not a terrific problem for many of my meanderings around country lanes locally and the nearby town, which has its speed limits well screwed down to 30 and 40 mph, I was left reluctant to commit to some longer and more adventurous journeys due to the potential stress on both myself and the car engine.

Research and discussions with other local owners suggested that I ought to investigate a higher ratio final drive, and I soon discovered that this was an established upgrade and that higher ratio crown wheel and pinion sets were available. This, of course, requires a complete gearbox stripdown, since the pinion is part of the gearbox, this being a transaxle type of assembly and this would undoubtedly reveal other shortcomings in bearings, seals, etc which it would be sensible to deal with at the same time.

I was tempted initially to have a go myself. I am a veteran of several classic car restorations, and have a number of engine rebuilds under my belt. However, gearboxes were outside my comfort zone, and I knew from previous experience that a successful gearbox overhaul required an experienced eye to determine the level of wear on components and special tools to set up the diff, etc.

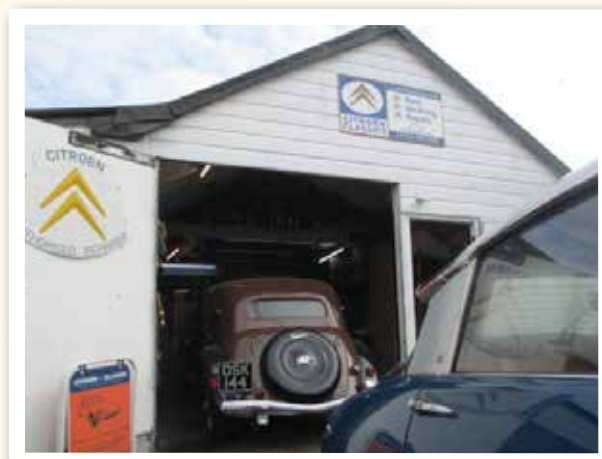
I decided that discretion was the better part of valour and emailed Darrin Brownhill at Citroën Classics for advice and an estimate of likely costs.



Citroën Classics were, at that point, booking up into August and after a short dialogue, we agreed that I would book in my Light 15 on November 1st. This would give me the rest of the summer driving season to enjoy the car, and would also enable it to be on the TOC Stand at the Manchester Classic Car Show in mid September.

I wanted to meet Darrin, the proprietor of Citroën Classics, rather than just 'post' my car down to him, so October 31st sees me on a chilly and misty Autumn morning, with my Light 15 strapped onto a flatbed trailer hooked onto the back of my Skoda Yeti, setting off onto the M6 for a steady drive south. The journey went well, even the M25 was fairly peaceful and my satnav took me without hitch, into Staines on Thames.

Citroën Classics was set up by Darrin and Kristina Brownhill in 2006, initially in a shared workshop in Brentford, West London, and moved to its current premises at Tim's Boatyard in Staines, in 2009.



A Trip to Citroën Classics

In 2010, they expanded and moved their stores to another unit on the site, freeing up more workshop space in the original building and allowing a bay to be dedicated to bodywork restoration.

The approach to Citroën Classics is a little unusual, being down a residential road with a selection of quite smart houses and bungalows, lining a street which terminates in what was originally a boatyard on the banks of the Thames.

Turning the corner into the site, which is occupied by a cluster of workshop type buildings of various sizes and vintages, you are faced at its centre, with a white painted double fronted workshop building, usually surrounded by a selection of classic Citroëns. On the day of my visit there were a couple of DS models, an H Type van and an extremely sad looking CX, which was about to donate vital organs for transplant. Plus, of course, my own Traction, perched on its trailer after a long trek down from Lancashire.

Darrin and Kris are originally from New Zealand, where Darrin had spent 14 years working on French cars and eventually had decided that a spell in England might be interesting. Darrin says that they had several points at which they had thought that they might return to New Zealand, but that it never happened and, of course, they are still here, and Citroën Classics is now an established provider on the classic Citroën scene.

Both are active in the Citroën Car Club, Darrin's original interest being in D series cars, but he says that he is now increasingly involved in working on their older siblings, the Traction Avant series, and of course, Citroën Classics will also look at other classic Citroën models.

Darrin runs a queue system for both his workshop and the adjoining body shop, whereby customers book in advance for the work to their car. This allows him to plan work on customers' cars reasonably well in advance and aims to avoid the situation whereby customers 'lose' their cars for several weeks or months, whilst other jobs in the workshop are completed. He still allows some capacity for emergencies, but generally this forward planning also enables the pre-order of parts to facilitate a prompt start to cars already booked in. Of course, as a famous Prussian general once said, no battle plan ever survives first contact with the enemy, and most classics have a trick or two up their sleeve once the strip down begins. However,

Darrin has a comprehensive store of parts, and contacts who can at short notice, source items not held in stock.

Anyway, to work! We had already agreed that we would take advantage of the engine being out, to unblock the cylinder block drain plug, check and replace the timing chain and to retro fit a tensioner. Rather than dismantle and upgrade the existing gear box, Darrin had obtained an overhauled gearbox with the 10:31 pinion/ crown wheel fitted. Over the first 48 hours, I had received a series of emails from Darrin about my Traction. He had removed the engine and box, and had assessed the remainder of the car transmission. My drive shaft joints were worn and he



A Trip to Citroën Classics



recommended replacement with some more modern items with CV joints. He had also noted that the timing chain was fitted one tooth out, and was assessing the various replacement clutch components that I had bequeathed upon him. He also observed that the engine appeared to have a Perfo head, but an 11D bottom end.

And so to the clutch. It is logical that one should take advantage of the engine and gearbox split to overhaul the clutch, even though it was in apparent decent working order. I had

considered an upgrade early in 2016 and had previously accumulated various modern parts based on information gleaned from the technical pages of TOC, and I reviewed the possible use of these with Darrin. It appears that since the Citroën engines rotate in the opposite direction to many modern cars, many of the diaphragm clutches that are substituted are actually working in the opposite direction to their

original design intent.

This means that the straps that handle

the torque on take up, are in compression rather than tension as intended. The general view is that the Traction is not powerful enough for this to be an issue and there is no actual record to date, of one failing. Interestingly also, I received an article earlier in the year, extolling the virtues of a Peugeot clutch cover, using a homemade spacer ring. However, Darrin has looked at this and doesn't think that it works with a spacer of the thickness declared and believes that it would slip! When I had tried to mock it up on the bench last Spring, I had much the same thoughts. A Ford Pinto cover



was better, but when assembled, Darrin was still sceptical in that it apparently gave a very poor feel to the clutch, so, we bit the bullet and fitted the purpose made clutch kit.

Another piece of restoration was that of sleeving the gearbox output flanges. As is usually the case, these become pitted and eroded, and fail to mate with or even abrade the seals, causing oil leakage. This is a quick and effective,

good value for money repair using Speedi Sleeves, see before and after images below.

So two weeks later, with two new drive shafts, a refurbished gearbox, a new timing chain and tensioner, and the valve timing on the car corrected, the Light 15 is



back on my drive and ready for a test drive.

Of course, being Lancashire, it is raining, but there is a lull just after the transporter lorry has gone, and I am into the driving seat and away. It was late in the afternoon and would be getting dark quite soon, and so I limited myself to a quick run around the village. The engine is smooth and quiet, and the gearbox is definitely quieter too, with

A Trip to Citroën Classics

much less of a whine in top, and a much firmer change. The clutch feel is great, and is more like that of a modern car, with the dry whirr of the old release bearing banished. Although the speed limit stops me doing a proper test and opening it up to sample the delights of the higher ratio diff, the car is clearly revving a lot less and second is now a more useable intermediate gear.

What does the future hold for Citroën Classics? Darrin feels that the local marketplace back in New Zealand would possibly not be large enough to support a full time business of the sort that he currently enjoys. He says that with a family and established business, he thinks that it is unlikely that they will consider a return to New Zealand now until retirement beckons. However, a more local move may be on the cards in a couple of years when the current lease expires, and Darrin feels that the business could benefit from a relocation out of London, possibly into Oxfordshire or Buckinghamshire, where he could take advantage of lower rents and obtain larger premises.

For my part, I am looking forwards now to some longer Summer drives without the need for earplugs!

Bryan Pullan



Footnote

Are you thinking of having your final drive altered? In my view it is a worthwhile modification, certainly on a Light 15/Legere. It cuts down some of the frantic revving of the engine at middle and higher speeds and improves the capabilities of the car as a long distance machine, although things still get noisy at motorway speeds by modern car standards and down changes on hills come up sooner. However, the latter for me is a small price to pay for an overall more relaxed experience, both for car and driver. Costs for my conversion were around the £4k plus vat mark, but that also included two new drive shafts with modern CV joints at £975 plus vat for the pair, the reconditioned gearbox and a new clutch.

The following is an extract from an article originally published in Floating Power in April/May 2003 and which can be found in its entirety on the TOC website. It explains the final drive situation that should prevail in a 'standard' Traction, although, of course, you may not have the appropriate gearbox if at some time in its long history, your car has been the recipient of a box from a donor car such as, say, a Commerciale, as part of a rebuild. (Editor).



Crown wheel and Pinion

Most Tractions (Legere and Normale) have a pinion with 9 teeth driving a crown wheel with 31 teeth, giving a ratio of 3.4444r. Original Familiales and Commerciales would have had a pinion with 8 teeth driving the a crown wheel with 31 teeth, giving a ratio of 3.785. This lower ratio was thought more appropriate for the much heavier bodied cars. It was also the original fitting for the 7A and 7B cars which had smaller engines.

For these there was a special Montagne option of even lower geared pairing with a pinion with 8 teeth driving a crown wheel with 35 teeth giving a very low ratio of 4.375.

There was also a much higher geared Economique pairing with a pinion with 10 teeth driving a crown wheel of 31 teeth giving a ration of 3.1 precisely This pairing was tried briefly on 7C cars in 1939, but is now available as newly made replacement parts at this moment. *(this being the combination fitted to my own car by Citroën Classics.)*

The early ID 4 speed box used a pinion with 9 teeth driving a crown wheel of 35 teeth giving a ratio of 3.8888r. Later this was changed to 8/31 giving a ration of 3.875.*

A considerable number of Tractions have been modified to use higher final gearing particularly the 10:31 pairing on the lighter cars and the 9:31 pairing to replace 8:31 on some Commerciales, Familiales and 15 Sixes.

*(*The article later points out that the ID boxes and 15 sixes had a higher top ratio which gave them the edge in terms of overall reduced rpm/mph. A Legere/Light 15 Traction with the 10:31 final drive will do 19.456mph /1000rpm, a 'standard' 9:31 will do 17.511mph/1000rpm, The Traction with an ID gearbox will do 23.172mph/1000rpm. This latter figure sounds impressive for longer distance cruising, but arguably requires more work with the gearlever, to maintain progress in traffic.*

The article does go on to discuss the rolling diameter of various tyres that were and are currently available, which are 165R400 for the lighter cars, or 185R400 for 15/6 and big 15. and these sizes were taken into consideration in the calculation of the above final speeds per 1000rpm.)

FBHVC NEWS

Due to our early copy deadline this edition precedes the next issue of the FBHVC newsletter. However, there are one or two things out there that are still worth drawing to members' attention.

DVLA SCAM (verbatim)

DVLA warns the public of scams asking you to provide your personal details and confirm credit card details.

'We're aware that some members of the public are receiving emails, texts and telephone calls claiming to be from DVLA. Links to a website mocked up to look like a DVLA online service are sometimes included in the message. We don't send emails or text messages with links to websites asking you to confirm your personal details or payment information. We strongly advise anyone who receives such a request not to open the link and delete the item.'

'The government, led by Cabinet Office's Government Digital Service (GDS), will continue to investigate reports of organisations which may be actively misleading users about their services or acting illegally, taking swift action when necessary. By using the online driving licence or vehicle tax transactions on GOV.UK you can be sure that you are dealing directly with DVLA.'

FBHVC/DVLA: More about Reconstructed Classics

A deal has been struck between DVLA and the FHBVC whereby classics with 'authentic' replacement bodies will now be acceptable to the authorities. A glossary of terms is being developed.

However, DVLA has confirmed that it is still writing to owners of cars that it believes should be given Q Plates owing to doubts over their age and authenticity.

Their media relations department states that:

'Where a vehicle is built and presented for registration as a new entity using a mixture of old and new parts, it would be inaccurate for these vehicles to be registered as historic vehicles. Likewise where the parts are from a multitude of sources.'

DVLA apply the following points system. Failure results in an IVA and a Q plate.

- Chassis/Monocoque body: 5
- Suspension front and back: 2
- Axles (both): 2
- Transmission: 2
- Steering assembly: 2
- Engine: 1

You must have eight points or more from the above list, to retain your car's historic status. Obviously compliance is extremely difficult with a non original body shell, although it is not impossible to transfer the running gear etc. from (say) a rotted out car into a decent secondhand shell, but evidence would have to be presented that an appropriate amount of the original works in the recipient shell had been retained. Generally this means that two of the following must be retained, complete suspension, both axles, transmission, engine, steering assembly. If you are modifying your classic the same applies and you must retain the same proportion of new or original parts as you would during a rebuild.

If evidence suggests that two shells have been merged to create one (cut and shut) an IVA will automatically be required. *There is obviously scope for a lot of mischief here with definitions and there must be many classics around that are borderline in terms of this. Several decades down the line, how would you prove that your car was in a suitably original state? (Ed)*

The Traction gearbox self-help group has met. To protect their identities I shall refer to them as Martin, Laurence and Mike. We met in a shed – which is actually Martin's very well equipped workshop on a farm in darkest Surrey. It has a wood burning stove and a kettle which is a good start and a sturdy workbench for hammering gearboxes apart. When the smell of burning wood gets too much you can stick your head out of the door and take in the smell of the countryside. There are cowsheds on two sides which are full of cows, or bulls, so there's plenty to smell.



There is a process to stripping the gearboxes which, as well as hammers, requires spanners, sockets and, when it comes to the circlips, quite a lot of swearing. Martin had already stripped his box and we got the other three apart quite quickly which allowed enough time to go to the pub for lunch. We now know which bits are required to put them back together and those are being procured.

Now, we are not all doing the same thing. Controversially I have decided that since I know the history of most of the bearings in my gearbox and most of them are fine, I am only replacing the taper roller bearings on the output shaft which have not been tracking properly. I have also decided to invest in something called a Jack Weaver plate which the Traction Avant Netherlands club (TAN) offers. This effectively ties the two taper roller bearing supports together. Otherwise they can have a tendency to splay apart as a result of the forces between the pinion and the crown wheel. None of our boxes had failed this way, but last time around that is exactly what happened to mine.

Who is this Jack Weaver? Well he was a New Zealander who raced a Faux Coupe

down there in the '50s. He was quite keen on modifications which extended to a shortened wheelbase fastback-style Traction of which, sadly, I have found no photos. He even designed and built a car which he entered into the 1960 New Zealand Grand Prix with a rear mounted, supercharged Traction Avant engine and gearbox. According to **Lance Cole's "Citroen the complete story"** *"with stronger bearings, pinions and casing, and an internal redesign, Weaver's gearbox stopped the Traction gearbox from self-destructing"*. Again, I have found no photos of that car but I do know that he didn't qualify and therefore did not actually take part in the race. But I like the idea of the gearbox not self-destructing.

It's quite possible you don't remember but last time I ended on something of a cliffhanger. Would I find the bushes in my gearbox had been attacked by EP90 gear oil?

Well I can now tell you, and I hope you are sitting down, the answer is no. The bushes were worn on the wearing surfaces and need replacing but the other dimensions and features were not eroded. The ends and the oil grooves are the places where you would expect to see any effects of a chemical reaction corroding the yellow metal of the bush. I didn't see any of that.

The reason you might be interested in this is that there is some concern that the additives used in some gear oils to make them suitable for hypoid differentials attack the yellow metals from which the bushes are made.

Some gear oils are now marketed as "yellow metal friendly". My gear box has certainly not seen anything marketed as such during its time with me – just bog standard EP90 from Castrol, Halfords and Comma and I would say it seems it's none the worse for that.

Now of course we don't have hypoid diffs in Traction and the concern about EP90 and phosphor bronze has mainly come from attack of worm wheels – and we don't have those either.

EP oils originally used lead additives to cope with extreme pressures. This had to be replaced with something less toxic and phosphorus was chosen to minimise wear. Active sulphur was added to enable the phosphorous to form a protective layer on the metal. Then it was found that the active sulphur was causing corrosion. This was replaced by "inactive sulphur", meaning a stabiliser has been added to the sulphur to prevent the corrosion. From what I have read this has been in most EP gears for over 25 years now.



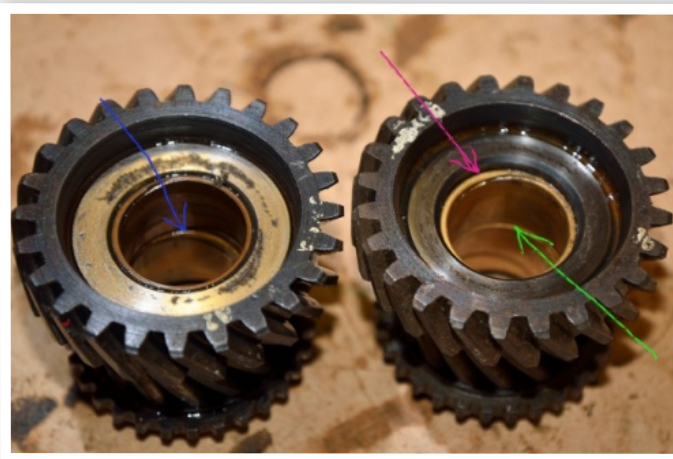
Bailey's Banter



We don't need the extreme pressure performance and therefore don't need the phosphorous. Synchronmesh probably benefits from not having the EP additives but I don't notice any benefit in the gearchange of my current box.

So – my advice is to relax and don't worry about it. You don't need an EP oil in your gearbox but based on what I've seen, whichever you've got in your gearbox is going to be fine and when it breaks it will be for a different reason. That is of course just my opinion, others' may differ.

That reason may well be due to the failure of a bush. In the 2nd/ reverse gear cluster there are two bushes which are supposed to have a gap between them but have a tendency to move towards each other. That is unfortunate as it has two consequences.



First – the gap between them for the oil feed, so it gets blocked. The second consequence is that the gear has less support on the shaft and wobbles more. My bushes hadn't moved and I'm a little sad that I'll have to replace them. The bushes in the others boxes had moved and that was probably the cause of one of the failures. We can introduce a little modification which puts a spacer between the bushes but we need to be careful it does not block the oilway.

Whilst looking for information about Mr Weaver I visited the website of the Citroen Classic Owners Club of Australia (CCOCA) and noticed an article about fitting a door open warning light. The author had experienced one of his suicide front doors opening at speed and thought he should do something to prevent it happening again. He fitted switches which trigger a warning light when one any of the doors is not fully shut. I was driving to work the other and noticed a draught up my left leg indicating that I had not shut my driver's door properly. I had no passenger with me so would have had no such warning on the other side. Such a light seems like a good idea.

My own Traction is a regular visitor to our company car park where colleagues tend to take an interest as it rather stands out from the crowd. Just this week one of them noticed the green painted gearbox behind the grille and realised it was front wheel drive. Is it my imagination is the Traction's grille rather more open than on other Citroens? I wonder if there was a deliberate intention to draw the eye to the unorthodox location of the gearbox to show off its advanced technology. When I have rebuilt mine I am going to paint my gearbox bright yellow. That'll save me worrying about matching the green colour; it might show the dirt though. I hope, however, I never have to fit it.



I have this vague notion that I can justify having a fleet of old cars. I tell myself (actually I tell my wife) that, if I have several cars they back each other up. Together they can be as reliable as a modern car. The flaw in this argument comes when you forget that not only do you need to keep the back-up car working, its back-up car needs to be functional too. At this point, with my DS away for a bit of bodywork the Traction has been in regular use for the past several weeks. In my mind, if the Traction fails to start, the Chrysler is there if I need it and the Traction has not let me down. All good so far but I have been noticing an increasing grumbling sound from the Traction's front end. Nothing alarming – but turning the music up no longer covers it up. I know it's not the wheel bearings because I checked them recently. A poke

around confirmed that the inner UJs are not at all well. This is frustrating as I had the gearbox out only a few months ago – I couldn't feel any play in them then but there certainly is now!

Having recently read of catastrophic UJ failure, which didn't sound good something must be done. And soon and we have some long trips coming up..

There are no clonks on full lock, but the outer UJs are showing some movement too. If they had been ok I would have "just" replaced the inner UJ's in the existing cardans. But I cannot face struggling with all 6 UJs – especially as all I hear about the outer double joints warns me that they are a nightmare to change. So – off to the TOC Spares emporium (in a rental car) with my credit card and back I came with two complete drive shafts fitted with inner and outer CV joints.

last replaced mine. Only one has a date code on it – 1997, the year I bought the car. I thought I had replaced a couple of tyres since then, but maybe not. The tread is fine on all the tyres, and there's not much visible sign of decay but, given Bob's experience I've bought four new tyres – the one with the date code will replace the spare which is seriously old. TOC Spares have had a bit of a run on tyres in the last few weeks – evidence that people read the articles in F-P and take action. Britain's roads are safer because of Floating Power.

It's not as easy as it was to get tyre fitters to swap tyres that they have not themselves supplied. Furthermore, not all tyre fitters have the adapters for centreless wheels. There is one near us that is willing and able so I can look forward to a couple of hours in their waiting room reading out of date magazines. Maybe I'll be lucky enough to find a copy of the March edition of Octane.



I have some conflicts about this – I would have preferred to stick with the original hook joint and splines formula, flawed as it is by not being a constant velocity design, needing regular greasing and restricting the turning circle. Having just written that, I'm really not sure why I would prefer that at all, other than that's how it came out of the factory and is part of the character of the car. My reason for going to CV joints is purely that it takes the least amount of time to do. It is certainly the most expensive option.

Now – as I write this, I am half way through changing the first shaft so I am somewhat behind schedule. Everything came apart ok and the new shaft is where it should be. But getting the upper and lower ball joint nuts to run up the threads is proving harder than it should. Some damage has occurred and the threads need attention. So I gave up and recommissioned the Chrysler which needed a little work on the ignition and a couple of litres of gearbox oil before I could trust it. And then it sprang a leak from a rubber fuel hose which I didn't think was that old.

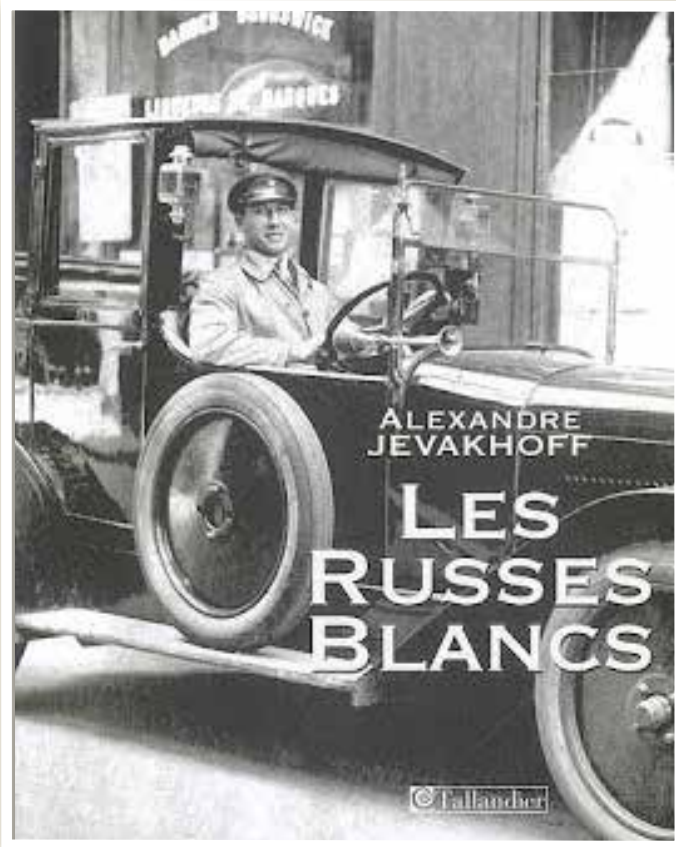
Speaking of old rubber, in the last F-P we read about Bob's experience with his old tyres and we were shown how to decode the age of a tyre. I thought I had better try and work out when I

Patrick Russell-Jones tells me he saw it in his local tyre fitter and it contained a couple of items of interest. The article by Jon Pressnell about the French President's DS would in itself be a good way to pass the time, but there was also a list of the best cars to buy in 2017 and apparently the Traction was listed second. Second? What came first? That we don't know. Can you think of a better car to buy this year?

If you are thinking of buying one this year, you might want to study a buying guide. **Martin Vickerstaff** sent me copies a couple of buyers guide articles from September 1994 and February 2000 issues of Practical Classics. That's the kind of thing I'd like to see on the TOC web site for prospective new owners to look at before they invest. I don't mean just identifying all the problem areas but all the advantages and opportunities too. Looking at the values, I don't think they've gone up much in the intervening years. Not a great investment so far, but that might explain why they're tipped now.

And finally, a quick update on my scuttle vent seal. I can report that it has now been thoroughly tested by Doris and other more anonymous storms – and it does not leak.

Part 2 Andre Citroën and his Paris Taxis



Above: There were books about the White Russian Taxi drivers.

In Part 1 we were looking at the background to the Societe des Taxis Citroën. We move now to an aspect of these taxis that is not especially well known; that most of the drivers of M.Citroën's Taxis were "White Russians" - or "Les Russes Blancs". These were Russians loyal to Tsar Nicholas II of Russia, the Imperial Regime; who had escaped the revolution in Russia. .

In 1917, hundreds of thousands of refugees, fled the Bolshevik Revolution, many of whom were the intelligentsia, the nobility and especially the Russian army. They were trapped in Russia until the 1920's and thereafter they left Russia and headed out all over the world. As many as 400,000 chose France for their new

home. While many settled in Paris, they also settled in other large cities and on the French Riviera. Some were able to live in Paris with their personal fortunes, while others had to work in the factories of Renault and Citroën. For a relative few, they became taxi drivers or waiters.

In the late 1920's, of 3000 taxis in Paris something like 80% were owned or driven by Russians. Many of the drivers were former military people, among them there were many senior officers of the Imperial guard. They had an excellent education, but their only "work experience" was war. They could though drive, and therefore the military (along with aristocrats and Cossacks) easily got their licenses.

The job offered serious advantages: outside their official work; flexible schedules allowed them to conduct parallel political activity and attend at any time of day or night meetings intended to "save Russia" from the Bolsheviks and work towards reinstating the old regime.

These émigrés also became conscientious professionals. To get to know the streets of Paris, they built models of the capital in plaster, with all the principal roads in and out. They learned the routes by circulating small cars on them - compare with your average minicab or Uber driver.



Above: A kindly caricature of a Russian Taxi Driver.

La Société des Taxis Citroën



Above: In a quiet moment, a Russian Taxi driver reads his Russian text newspaper.

In 1922- 1923 Paris effectively became the capital of the Russian diaspora. From 1919 to 1939, there were nearly 45,000 Russians settled in the capital..

For the many Russian taxi drivers, the first of many monthly newspapers in Russian was published in Paris in May 1928. It was a trade paper but with a strong literary content as well. It provided general advice along with information on labour law, tax and technical advice. It also left room for literature with texts by well known Russian authors and poets. Even now discoveries are regularly made in French university libraries and museums of writing and poetry by Russian emigrants that have lain unseen for years.



Above: On the right the text is self explanatory; a garage with accommodation built by Citroën for Citroën Taxi drivers. The date of 1912 (as with all the other dates therein) is incorrect. Citroën did not begin making cars until 1919. The date of these garages is more likely to be the mid 1920's. It is perhaps the only structure of its kind that remains in Paris. Above, left is a view of the terrace and housing on top of the garages. Top left is what remains of the garage entrance. Now largely inhabited by an artist community, access for the public to these buildings is very limited.

La Petite Russie in La Butte aux Cailles

This page was updated on: Monday, June 13, 2016 at: 4:53 pm

La Petite Russie at no22 Rue Barrault

La Petite Russie is located on the northern side of La Petite Alsace in La Butte aux Cailles district in the 13th district.

The establishment of various industries and factories such as the Manufacture des Gobelins, the Say sugar refinery and automobile factory Panhard attracted a population of workers and employees.

In the 1900's transportation and housing were so expensive that workers struggled to find affordable housing close to their work place.

Many workers associations, cooperatives and factories started to built housing estates to accommodate their employees.

La Petite Russie is one of these housing estates built in the early 20th century.



La Petite Russie's north facing facade



Built on the flat roof of the depot

It consists of sixteen small white terraced houses laid out in two rows of eight, back to back, and built on the flat roof of an old taxi depot!

In 1912 the Société des taxis Citroën was in full expansion and the owners were looking for a maintenance and storage hangar for their vehicles.

Once the depot built, the question was where to accommodate their drivers as these were indeed subject to late nights and early starts.

The cost and the scarcity of building land in this area in full development gave them the unusual idea of erecting dwellings on the roof-terrace of their taxi depot!

So now you wonder why this residence was named La Petite Russie!

Many Russians fled their country during the Revolution of 1905 and came to France.

Most were from an educated background and knew how to drive a car, so were hired as drivers.

In 1917 they were joined by White Russians (the supporters of the Star) including many officers of the tsarist army fleeing the Bolshevik Revolution.

It was at this time that the Cité Citroën became known as La Petite Russie.

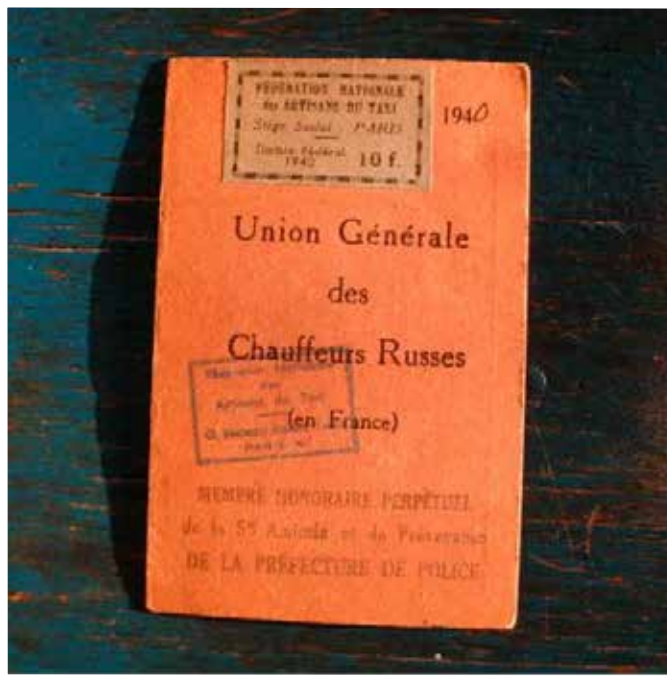


La Société des Taxis Citroën

The reader may recall that in the previous article I observed that André Citroën expanded the Taxi business from the Quai de Javel to Levallois Perret. So far as I can tell these premises included accommodation as well as garages. With the business rapidly growing the company expanded yet further, this time to the small and dedicated area of La Butte aux Cailles - some 15 km south of Levallois (see the pictures above).



Above: A particularly hot day in Paris.



Above: A Union card for a Russian Chauffeur.

This was part of an emerging pattern whereby small “villages” were developed and populated by Russians, often with Taxi garages amongst them. As the taxis driven by Russians travelled around Paris so it was that these “villages” remained in close contact with one another.

Meanwhile Citroën, always with an eye on how his products were perceived by the public, worried that the Société’s reputation would be damaged if people observed a broken down Citroën Taxi. Typically for him, he set up a Taxi recovery team and whenever one of the Société cabs “failed to proceed” the 24 hr recovery team comprising a Kegresse and a couple of lorries would be quickly despatched to get it back to the nearest garage.

In the summer of 1927 25x fully enclosed all steel (4x & 6x light B14) cabs were tried out. The trial was a resounding success and very quickly the cab type that we see at the top of the page were quickly scrapped or converted into flat bed lorries.

By 1931 there were 20,000 Taxis in Paris of which 12,378 were of the Citroën brand and 2,498 belonged to the Société.

Following the bankruptcy of the company Citroën, the Taxi company was sold to Peugeot in 1936 because Michelin considered that it was not making enough money. So ended La Société des Taxis Citroën.

In part 3 we shall take a close look at a 1926 B12 Taxi.

MdeL

This is the first in our series of reprinted technical articles from the archives of Floating Power. This article was originally produced back in June 1977 and sets out to describe various adaptations and alternatives that were proposed for the standard gearbox that we know and love, including its use in various forms, as a racing car gearbox in the 1950's. Some of the illustrations are from the original article, but due to the poor quality of some of the scans, others have been substituted that are more recent. The originator of the original article isn't revealed in the TOC archive, but if anyone knows who the author might have been, then please let us know.(Editor)

Box and Cogs

Unjustifiably, perhaps, the gearbox of the Citroën Traction has always been regarded as its Achilles heel, in terms of both its action and its reputation for fragility.

True there is one speed too few, the ratios are widely spaced and the change baulky and slow, but the latter is probably as much due to the complex geometry of the selection mechanism as the box itself, and the former inadequacies are forgivable when the circumstances of its original conception are remembered. True, the relative smoothness of new boxes wears off after 10-20k miles, but after that, if not abused, its durability is very acceptable- we have never encountered any troubles personally.

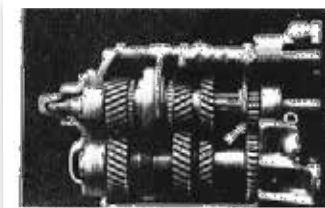


That said, it is nevertheless understandable that tractionistas still have nightmares on this count simply because the spares are simply not available, and this probably accounts for the fact that most members are unwilling to extend their cars to any great degree especially in in the sort of small events that we might organise.

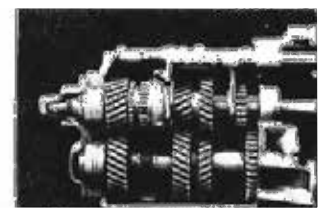
And there are undoubtedly things that one must avoid, we used to push start our Light Fifteen virtually every morning

for a couple of years before we found out that this was the way to split the differential casting.

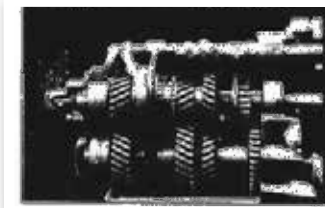
in first



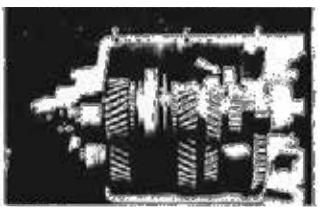
in second



in top



in reverse



The point is, of course, that the mechanism was never properly designed or developed. After the proposed Sensaud de Lavaud automatic box had proved in practice to be worse than useless, the design team were given a mere three weeks to iron out the problems of the gearbox that they had secretly conceived, having realised the inadequacies of the former, to fit into the casing intended for the 'convertisseur'. This itself was a massive limitation, but they came up with a simple two shaft affair to do the job. It was never properly tested, incredibly noisy, despite a theoretically silent second and top, difficult to change and prone to seizure due to disintegrated bearings. The life expectancy on the first 7's was between 500 and 1500 miles with 50% of the cars.

As with almost every other part of the car, it was subtly and continuously modified until an adequate compromise was reached.

Gearbox History

Oddly enough these modifications included a completely new housing, one wonders why advantage wasn't taken of this necessity to introduce a totally different design. The original casting was devoid of two horizontal strengthening ribs, the lay shaft bearing cap has only four bolts, a little square headed bolt lurks in place of the big filler tunnel on the later version. Because the car's suspension arrangements were different, so too was the design of the gearbox lid, both at the rear end where it was bolted to the cradle cross member, and the top, where only one selector shaft is evident from the outside. The bellhousing differs substantially too and there was no clutch lock-out.

There were eventually several alternatives open to the customer. The factory offered differing final drives, according to specific requirements.

A ratio of 9 x 31 was standard on the 2 litre cars, although the Familiale and the Commerciale had 8 x 31. The Economique version of the 7CV had a very tall 10 x 31 whilst at the opposite end, the Alpine version was equipped with an 8 x 35 crown wheel and pinion. We owned one of the latter for some time and although it had quite startling initial acceleration, it sounded as if the engine was about to burst at 55mph. It would have been good for hill climbs though.

More radical alternatives were available too. The famous firm of Cotal certainly made a gearbox for Tractions, but it is not clear whether these were of the electro- magnetic pre-selector type. Another mystery is the auto box made by Chatelet-Michelet, this was very sophisticated and consequently astronomically expensive, and few were sold. The Traction was after all, a very middle market motor car and whilst it might have been feasible to equip a Delahaye or a Talbot, with such a device, its cost would have been disproportionate to the cost of a Citroën, for true aficionados only.

However, if the Chatelet is compared with the standard box the neatness of the design is evident, as well as the little extra space required to house its complex innards.

The principle of the transmission is quite straightforward, as an internally toothed annulus, either mechanically or in this case electrically, the planet wheels within revolve within the annulus and transmit drive to the carrier plate and thence out in the conventional fashion. Gear changing is controlled by two solenoids which lock or free the epicyclical gear trains.

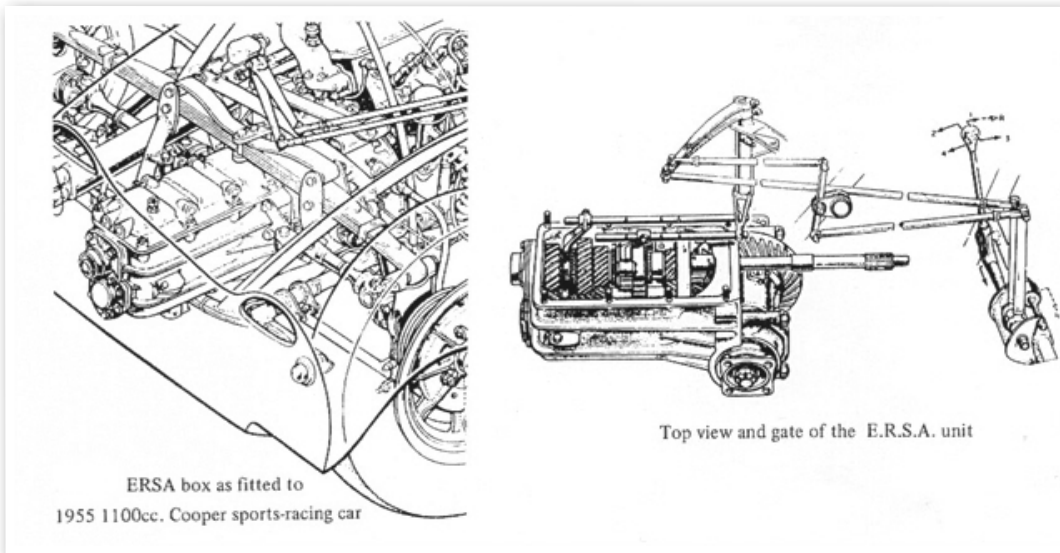
The best known and most coveted Traction box is the four speed unit made by ERSA in Paris, of the sort that Dr Sellers had fitted to his great racing roadster. Indeed it is in the context of competition that that the unit was most successful, for in the mid fifties, when a mid engine configuration was beginning to be accepted as the best chassis arrangement for competitive machinery, it made the ideal transaxle.



'Cooper Bobtail, circa 1955'

I think that Fuzzi, the famous hill-climb special used it in this way in the early post war years , but its adoption by Cooper for their Sports racers and Formula one cars brought it into real prominence.

Fourth gear was inserted by substituting a gear for the synchromesh hub on the main shaft, therefore making it into a crash box. Reverse is beyond first on the gate -surely a source of potential starting grid or traffic light disaster!



By far the most sophisticated of alternate boxes was that whose specification appeared in the *Automobile Engineer* of 1947. Both four and five speed versions were made by the Kegresse-Hinstin concern, important innovators in the French industry whose connections went back to Citroën half-tracks of the late twenties.

Although in the picture of its installation in a Cooper bobtail of circa 1955 vintage the standard lid seems to be retained, in other photographs of Formula one cars, a different top cover arrangement of selectors seems to have been used.

The Lepicard- Durlez four speeder was along similar lines to the ERSA. The layshaft, differential, crown wheel, selectors and bearings were all retained from the standard gearbox, as was the lid. It comprised a standard package of parts that could be assembled into the original casing in no more time than it took to rebuild the factory unit. The design is particularly neat, involving two sliding dogs for third/top and first/second which mesh as required with the appropriate driving gear (which has internally cut teeth), and which in turn transmit the drive in the normal way to their layshaft via the outside teeth. Top gear on this unit gave 65mph at a leisurely 3100rpm, compared to a 3650 for the standard box.

A much more complex four speed arrangement was offered by the Reda gearbox. This involved a completely different lid casting and selector mechanism, using three shafts in lieu of the ERSA's two and a more complex shift linkage. First gear was actually lowered by 5% and third by 8%, and a new overdrive top gear gave a theoretical 80mph+ at 40000 rpm. Though this latter feature has obvious advantages, the lowering of first and retention of standard second would seem only to exaggerate the worst of the features of the standard box, that being the chasm between the two speeds. This is surely one of the weaknesses of the standard gearbox, which any redesign should seek to rectify.

This entirely clutchless automatic had two lay shafts and relied on a couple of oil pressure friction clutches alternatively in conjunction with hydraulically operated internal tooth dogs to effect the changes., the dog for the next speed being engaged before the friction clutch driving the previous one had been fully released.

This system minimised the pause between shift and any attendant jerking. A centrifugal governor driven by the output shaft operated the valves which controlled both sets of clutches, and the driver could vary the speeds at which he wished gear changes to occur by setting the governor appropriately.

This facility also allowed the driver to lock out the higher gears to provide the engine braking which is often absent from fully automatic gearboxes. This surely represents the sort of ultimate Traction gearbox, an infinitely variable and flexible four speed unit of great refinement, so great a refinement, in fact, that production costs must have been prohibitive, for none are known to have survived, if indeed any were ever commercially available. (*Ironic really that this was probably the sort of ambitious gearbox that Andre Citroen had envisaged when he conceived the whole Traction project: Editor*)

These gearboxes represent probably the most desirable alternative equipment one could fit to a four cylinder Traction, obviating as they do in their various ways, the slow and awkward change we do otherwise have to grapple with.

John Moon

It has been increasingly apparent that we need to direct some renewed attention to the needs (both short and long term) of Slough car owners in order to help keep their cars usable. There have been a lot of changes since the Club started over 40 years ago when probably the majority of Tractions in the UK were Slough built; but one of the reasons the TOC was formed then was to safeguard the availability of spares.



The spares position for the French cars is quite reasonable with the Club's own shop in addition to several good suppliers in mainland Europe. Of course, many parts are common to Slough cars, but there is a significant proportion of non-common parts as a result of being RHD, the need to source parts locally for import duty reasons, and also to make the cars more attractive to the British market. The Club shop does have quite a good supply of Slough specific parts, particularly for commonly needed items such as many electrical components. However, it is by no means comprehensive and some owners have been reporting difficulties as established sources (such as parts from scrapped vehicles and remaining stocks of new parts) gradually dry up.

In a moment of weakness I gave in to our persuasive new Chairman and agreed to make a start on this issue with the intention of reducing the risk of Slough cars being off the road due to spares availability problems. Our first thoughts are that we need to compile a list of those Slough Traction parts which are not common with French cars, and for these answer the following questions:

1. Is there a source, perhaps by commonality with another popular classic? Articles in FP have given some advice on this over the years and there may be a need to discuss availability with the relevant owners clubs.
2. Can a French part be adapted?
3. Is there already a source of any parts from an enterprising owner who has established a supply route?

I am hopeful that the accumulated wisdom of TOC members will make this series of actions a relatively short term task, which will be of immediate benefit to all Slough owners, even if it isn't absolutely comprehensive at first. There will then be a residual list of parts which require some consideration to form a plan of action. It is possible that for some essential parts the Club may have to consider the feasibility of arranging manufacture. The TOC has limited resources so such cases will need strong justification. However, we have already made a start. It is believed that (unless someone tells us differently) that the availability of clutch and brake pedal return springs, which are the "other hand" to French items, is becoming critical; so the Club is exploring the possibility of getting a batch made, a task made more complex by the fact that there is more than one standard.

I am certain that some members will be able to supply their own list of critical parts, thus saving time and effort.

Finally, there are, of course, other tasks which could be addressed by a Slough champion, such as compiling a sort of workshop manual complementary to that covering French cars. The recent article about the pre-war sunroof is a good example. However, we can't do everything at once.

In summary, the Club needs your help for the benefit of current and future Slough built owners.

Please contact me at: John Moon (slough@traction-owners.co.uk)

John Moon

EVENTS DIARY

For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site.
www.traction-owners.co.uk

2017		
May 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.lgcccvc.co.uk or email picnic@lgcccvc.co.uk . Or call 01462 674347 for further information.
4th	Classic car show	350 vehicles Queen Elisabeth Country Park 3 miles south of Petersfield on A3 in Hampshire PO8 OQE details www.shvps.org.uk or email Steve Reed at helpline@traction-owners.co.uk
11th	Crich Tramway Museum Classic Transport Gathering	Booking form is available, downloadable from the website (www.tramway.co.uk) or booking can be done by telephoning Crich Tramway Village office (01773 854321).
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
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
25th	Vintage and Classic Car and Coffee Meet at Hoghton Tower	Lancashire. This year Hoghton Tower invites Classic Car owners and clubs to join us once a month to show off your cars with the backdrop of one of Lancashire's grandest historic homes. No need to book a slot for your car. Will become a regularly monthly meeting if there is enough interest. Cars can start arriving from 10am and end at 1pm. http://www.hoghtontower.co.uk/event/cars-and-coffee/
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
July 8th-9th	Chateau Impney Hillclimb Nr Worcester.	www.chateauimpneyhillclimb.com please see announcement elsewhere in this magazine.
16th	Rochdale Classic Car Show	Charity event at Hollingworth Lake Country Park in aid of Rotary Charities including Prostate Cancer. website: www.rochdaleclassicarshow.org.uk email: rochdaleclassicarshow@gmail.com Tel 07582 954 228.
August 4th, 5th, 6th	South Cerney show	Details Terence McAuley email west-england@traction-owners.co.uk
19th	Capel Classic Car Show	Nr Dorking Surrey 12-5pm details www.capelcarshow.com
27th/ 28th	Crich Tramway Museum Classic Transport Gathering	Booking form is available, downloadable from the website (www.tramway.co.uk) or booking can be done by telephoning Crich Tramway Village office (01773 854321).
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	

The grand Chateau Impney Hotel & Exhibition Centre, Droitwich Chateau Impney Hillclimb 8th/9th July, 2017

Following the Stop Press announcement on page 29 of the last edition of FP, I can confirm that there will be a club display at the Chateau Impney Hillclimb. This will be a joint display with the Citroen Car Club and 2cvGB and replaces the event that we have held in previous years at La Vie en Bleu at Prescott.

It will be an open air display in an area designated and marked out for our own use.

If you would like to attend and be part of the club display please would you let me know in advance so that I can tell the organisers approximately how much space we will require. This is not intended to discourage unannounced arrivals, all are welcome.

The Chateau Impney is located on the A38 one mile south of the M5 junction 5 and 7 miles north of Worcester. Postcode WR9 0BN

Details of the hillclimb event can be found at their website www.chateauimpneyhillclimb.com

Tickets can be purchased on line or by phoning 0845 017 0637

I look forward to seeing some of you, don't leave me there all on my own!

Simon Saint
01905 454961 or janeandsimonsaint@hotmail.com.

TOC National Rally 'Tractions in the Trossachs' 23rd-25th June 2017 Update

As the vast majority of members took advantage of the 'Early Bird' offer, numbers booked for the Rally have hardly changed since the beginning of February. We now have 43 cars including 41 tractions which cover the whole spectrum of pre and post war models, 4 and 6 cylinder, English and French including no fewer than 4 roadsters.

I am currently in the final stages of organisation – stuff like rally plates, the rally book, service car, helpers, gazebo and risk assessment (sob). Probably loads of other things that I haven't even thought of yet. Oh yes, if anybody would like to donate a raffle prize for the Saturday night do, that would be most appreciated.

My daughter, who is a professional marketing officer, has managed to 'persuade' quite a few local companies to supplying food items with the theme 'A taste of Scotland'. Suffice to say, without spoiling the surprise, that the 'Goodie Bag' for each car will certainly be worth having.

Full joining details for the Rally will be emailed to everybody coming. Basically I am hoping that the Reception Gazebo will be set up in front of the Rob Roy Hotel, which is on the roundabout junction of the A81 and A821 just outside Aberfoyle, early afternoon on Friday 23rd June.

See you then.

Any queries: peterfereday@gmail.com

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: 7c Traction, Paris built. Reg. number. ESK518 LHD, 63000km, Restored 18 months ago. Black, chassis number 089944 believed to be 1936, new 6 volt battery, MOT, bought by present owner in 1990. Very good condition **£11000 ono - contact Lloyd 07989 622520 Dorset.**



FOR SALE: Traction 11BL LHD Black. Barn find after 25 years rest. Very original and in good running order. Lots of new parts to get the French control technique passed. French carte grise. Good original interior I want a RHD classic and could P/X a suitable car. **INFO ring 01298 71058**



FOR SALE: André is our much loved UK registered French built Traction, acquired 18 years ago and regularly used for touring in France. Born in Paris in 1950, he is our lovely small boot Onze Normal (11BL) and is very original, although the engine was refreshed by Traction Renaissance Services, including new shell bearings, lead free head and a brand new 'old stock' carb some years ago and was always maintained by them. He also has a stainless steel exhaust and the rear seat re-trimmed in correct fabric. The pilote wheels are shod with Michelin X rubber and we have another unused refurbished set if desired. Bodywork is really good, rather than completely perfect and there are a lot of new spares and a large history file. The car is currently in France (49260) and will be available near Southampton from November. André is the perfect touring saloon, having drop dead gorgeous French small boot looks and massive rear cabin space. This very reluctant sale will provide many years of wonderfully happy classic motoring for **£8695. Email any questions to longchap@hotmail.co.uk. 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.**



Classified Adverts



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



FOR SALE: Citroën 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. Big Boot. Black
During the last seven years the engine has been rebuilt and reconditioned (now runs on unleaded fuel), a reconditioned gearbox has been fitted, the electrics have been converted to twelve volts (with alternator), a stainless steel exhaust has been fitted, an electric cooling fan added and the interior has been re-trimmed. The car is garaged, reliable and used regularly throughout the year. Its agreed insurance value is £15,000. **Offers thereabouts, please. Telephone 0208 835 8161 or email vagabond7@btinternet.com..**

FOR SALE: (as seen in March/April Floating Power) 1952 Paris built Citroën 15 six
I have owned this car since 1972, it is still on 6 volts electrics but is



on a 6 volt solenoid push button instead of the pull start. It has a stainless steel exhaust and unleaded head and also has a tow bar fitted.

The starter handle tube is not original as the old one broke years ago. It has been well used and well loved, as you can imagine there's loads of history, more pictures available.

£12,500 ono
Please phone for details on 01284 828563
Suffolk diane-button@hotmail.co.uk for more photo's

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.

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 Tractoneering. 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 gear box 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: STILL A FEW PARTS LEFT 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

FOR SALE: Set of 4 Doors to suit Big 6 or Big 15. Good condition no welding needed £1200.00 Big 6 Radiator re-cored but not with sloping fins £500.00

Open to offers on both of these items. Contact Derek Fisher 01225 864570. d.e.j.fisher@gmail.com

FOR SALE: Traction Diff + bronze bush and output shafts to convert 4 speed 'D' box + another slightly rusty diff £20

Trying to clear out some unwanted items! Also an early D head complete I think, valves etc + early D discs.

Tom Evans, Norwich 07808335123 tiger.tom@zen.co.uk



FOR SALE: Pair of complete headlamps fitted with modern reflectors and TH lamps. These are a pair of post war steel headlamps which I had chromed to fit on my pre-war Normale. I fitted a pair of modern reflectors, so I could fit modern tungsten halogen lamps. These are 12volt H7 type. They have the side lamp built into the side of the reflector. The chrome is starting to 'pit' a little, but still looks good when polished up. £ 200.00 ono the pair

Steve Reed tel: 01730 821792, email: stevejeed@aol.com

FOR SALE: Set of 5 x rare pre-war steel wheels – fitted to my Traction when I bought it, but originally believed to be from an early Peugeot. These are twelve-hole dish wheels (easy cleans) with rolled rims. All in good order: sand blasted and sprayed black with 2-pack paint. No trims available - sorry £ 400.00.

Steve Reed tel: 01730 821792, email: stevejeed@aol.com Pre-War Wheels

PARTS WANTED

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: 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 macquete made. **Contact Michael.plumb695@btinternet.com 01493 750818**

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**

MEMBER SERVICES

Traction bodywork and servicing/ repairs Club member. Newcastle. **James Geddes 07783 259874 james.geddes62@tiscali.co.uk**

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

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Email: chris.treagust@tesco.net

Please note, a full spares list is available on the club web site at www.traction-owners.co.uk

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