

# *Floating Power*

November/December 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.

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Pontypool, Gwent, NP4 5EZ  
VAT Registration No. 993 2444 92

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## Missing Magazine?

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

The closing date for input for the January/February Floating Power is

**December 10th**

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

### Cover Image

*Mario Monteiro's beautiful Slough  
built 1948 Big 6.*

# Editor's Epistle

As I write, there are still only the beginnings of Autumn evident up here in Lancashire, but by the time that you read this, the clocks will have changed, most of the leaves will be blocking your gutters, and there will be frost and possibly also that devilish salt to contend with. The Manchester Show was not quite the last gasp of the classic car show season up here, and there were a few other smaller gatherings through into late October, and even November, but some owners are reluctant to use their cars as the seasons progress through late Autumn and into Winter. I personally keep going with my cars through winter, although I am selective as to what weather and road conditions I drive in at this time of year, but I know that a lot of owners prefer to lay up their vehicles for several months, and with that in mind we have a feature in the following pages on winter storing your car.

The Manchester Show was a success, we had a lot of interest and gave out several application forms. It was also good to see existing members, particularly those who were out with their cameras to try and get some information on that obscure corner that they forgot to record at stripdown. Alas all of the cars on show were big boot examples, our small boot exhibits being unfortunately unavailable at short notice due to various problems, so my apologies to the member who was hoping to get some inspiration for reconstructing the hinge mountings for his small boot lid.

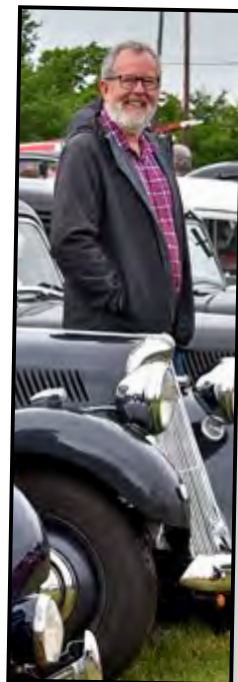
There is of course, the NEC show still to come, with the first outing of the club's new display system, and the January Edition of FP will undoubtedly contain Julian's report on how that went.

Thanks for the various comments received on the Buyers Guide. We had a number of spare copies of this in the last FP with us at Manchester, dished out several to interested parties, and hopefully it will inspire them to get their cheque books out and join us in the Traction world. There is also a version on the new website, which is now live and well worth a look.

One interesting recent development is the latest definitions for the retention of Historic status, which will now be increasingly reliant on originality. Guidelines on how that is interpreted are yet to be finalised (promised for November), but details of the draft are elsewhere in this magazine. This is possibly aimed at the likes of the hot rod community who have historic status on a car that is re-engined/ re-bodied/ customised /chopped etc. and not only these, there will be quite a few long faces in several parts of the classic car world. Hopefully this will not affect the majority of Traction owners, but beware of one proposal, the 15% rule, that could mean that if you upgrade your standard engine to give a few more HP, you could lose your Historic Vehicle status. Unfortunately a lot of cars that have been modestly upgraded could fall foul of this, including a large number of otherwise standard Morris 1000's, MG's and other 'everyday' classics. So could one or two Traction owners too who have breathed on their engines in some way. Those guidelines will make interesting reading over Christmas.

Finally an apology in this edition, for incorrectly crediting the previous FP cover photograph to Bob Street, when in fact it was by courtesy of Nigel Dent. The location also was incorrect and it was in fact at Martres Tolosane. We'll try to do better this time!

So that's it for 2017. I wish you all a good festive season and look forwards to 2018. We will certainly be out at New Year, at one of a crop of morning meetings that usually greet January the 1st. See you all next year.



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# President's Ponderings

**That is about it for another summer as it becomes time to tackle the jobs that cropped up (or were put off) throughout the year. I have some in each of those categories but they are a small price to pay for having had the pleasure of a driveable Traction throughout the summer. I even managed to collect my first trophy for the 6 at a local late summer meeting ....**



.... and moving swiftly on, there is still the AGM to come - although that will be over when this is published. The last big national event thereafter is the Lancaster Insurance Classic Car Show at the NEC but there will still be local social activity with most TOC Sections organising their own regular meetings throughout the winter and, of course, Christmas lunches.

On the subject of the Classic Car Show, the demand for stands has again outstripped availability this year and so we are quite lucky to have been allocated stand space at a show which is almost certainly a must to attend. This show not only presents an excellent opportunity to see other classics and realise why a Traction is the finest of 'em all but it is also one of the best possible market places for the TOC to get that very message across to others and ensure the on-going popularity of the cars and, thereby, the viability of the Club. This year will see the first airing of a new modular show stand at the NEC giving our display a more professional image and perhaps helping secure stand space in the future.

Looking forward to next year's activities, we know the Annual rally will be in North Wales, initial details elsewhere in this issue. Beyond the channel, there is the TU's 50th anniversary in Magny Cours (in May) and the CTAB (Brittany) Rally will visit the Puy du Fou theme park in July – but, incredibly, if you are not already signed up for the latter it is too late as is explained elsewhere in this issue.

Beyond “beyond the channel”, and for those with a little more time on their hands, how about a drive across

Australia, from Brisbane to Perth, with the French Tracbar organisation - <https://t3.fr/voyages/tracbar-dundee-2018/>

Having already briefly mentioned the sections I should like to point out that both the South Midlands and Wales areas are still in need of a co-ordinator. I expect there are also other areas of the UK, currently off the “sections map”, where members might benefit from the establishment of a local section. The committee will always welcome the formation of local groups who will be encouraged to “do their own thing” without being bound by any rules beyond the obvious guideline of maintaining the interests and good name of the TOC.

And, finally - I am very pleased to advise those of you who have not already discovered it by trial and error, the revamped TOC website is now live and accessible to all – [www.TRACTION-OWNERS.CO.UK](http://www.TRACTION-OWNERS.CO.UK). As with most exercises of this nature, the changes took longer than we had hoped/expected/wanted but I sincerely believe the end-result is worth the pain and limbo of the last several months. As I write the team is working hard to repopulate the site completely but, despite rigorous off-line testing, experience (combined with sod's law), there will almost certainly still be some gremlins to be exorcised so the web-team now needs the membership to put the new site through its paces and report back any omissions, glitches or apparent problems experienced.

It is far too early to start typing Christmas wishes so I simply bid all an enjoyable winter in the garage (or summer at the BBQ for our farthest-flung members).



## New Members

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

<b>2598</b>	<b>Debbie Land</b>	<b>Huntingdon, Cambridgeshire</b>
<b>2599</b>	<b>David Wise</b>	<b>East Malling, Kent</b>
<b>2600</b>	<b>Andrew Taylor,</b>	<b>Kibworth, Leicester</b>
<b>2601</b>	<b>Destry Sloane,</b>	<b>Middle Dural, New South Wales, Australia</b>
<b>2602</b>	<b>Alan Moody,</b>	<b>Lymington, Hampshire</b>
<b>2603</b>	<b>Robin Hamilton, Birdham,</b>	<b>West Sussex</b>
<b>2604</b>	<b>Christopher Mitchell</b>	<b>Alton, Hampshire</b>
<b>2605</b>	<b>Richard Hilderley</b>	<b>Callington, Cornwall</b>
<b>2606</b>	<b>Sorina Hunter</b>	<b>Easebourne, West Sussex</b>
<b>2607</b>	<b>Ian Milburn</b>	<b>Aspley Guise, Bedfordshire</b>





## A bit of a longer chat this time as I want to tell you what you told us in the survey –

We emailed the survey link to 90% of the membership of whom 50% responded.

So we have heard the views of 45% of the

membership. That's a pretty impressive response rate for a survey and certainly enough to be considered statistically representative.

So – first, a big thank you to all who responded. If you didn't get the invitation it means we don't have a correct email address for you (in which case please advise John Oates).

The last survey, in 2005, was of course paper based and required a stamp to return and resulted in 19% response rate – which was itself very respectable for a survey response. It probably took ten times the time and effort to work through the returns from a fifth of the respondents. So, three cheers for the internet.

I know a couple of people had problems preventing them from completing the survey – examples being a technical incompatibility with one off-shore internet service provider and not finding an option that described the desired answer to one of the questions.

How do we know that the views of the 45% represent the club as a whole? Well we don't – it may be that those who didn't reply all hold a set of views that are different to those that did. That's unlikely and an indication that we have a representative set of responses is that the geographical distribution of respondents closely matches the distribution of addresses we hold on the membership database.

So what did we learn from the survey?

Well it confirmed some things we knew or suspected already. In fact a comparison with the analysis of the 2005 membership survey that John Ogborne sent me is quite striking. Most members are happy about most things. Some members are not happy about some things and the list of those things hasn't changed much. We need to look at why some of those things are still annoying you.

### SO FIRST – WHO ARE WE?

18% of us are also CCC members, 5% are in 2CVGB and 10% belong to a non UK Traction club. 43% belong to a non-Citroen car club and 39% are not members of any other club. So, 61% of us are members of at least one other car club – so we have another club experience with which to make comparisons.

60% of members are over 65 and 1.5% are under 45. The age profile of members is similar to the distribution of historic car owners and enthusiasts found by the FHBVC in their 2016 survey. So, whilst our cars are special, we owners are not much different.

Whilst 50% have been members for more than 10 years 23% have been in the club less than 3 years – several commented they were too new to make comment about the club. We didn't ask how long recent joiners intend to remain in the TOC. However, I think it is fair to say that a large proportion of the now over 65s were once in the under 45s – given the tendency to long term membership. So – within the club we have a memory of the club serving a younger constituency, albeit in a different time.

The majority of members do most of their own maintenance and restoration and drive their cars between 100 and 3000 miles per year. 7% do more miles.

About 1/3rd of respondents chose to make a comment on how the club can be improved – and that percentage was true irrespective of length of membership.

### WHAT DO WE WANT?

About 20 members said they would like to do more for the club, arranging events, becoming an area coordinator or becoming a committee member or writing for F-P. You will be hearing from me – as long as you left an email address

We received 85 comments on how the club can be improved and several more comments asking us not to change anything as it is fine as it is. Therefore another hundred or so people made no suggestions and we must assume they are also happy enough with things as they are.

The things that people would like to change can be grouped into some common themes:

- More technical / how to / problem / solution articles in F-P
- Video guides and a technical manual that fills in the gaps in the Citroen manual
- Easier access to technical information
- Less / briefer social reports in F-P
- More regional area activity and more information about it and invitations.
- Cost of events too high
- More networking
- Be more welcoming of new faces at events – be less cliquey
- Could the spares be cheaper and should we look at a wider range of suppliers?
- More spares for Slough cars
- Web site and face book pages need refreshing
- And of course – we need younger members

That's a bit of an over simplification – there's a lot more useful detail in the responses, including a number of specific actionable suggestions.

There are of course plenty of things that people want to keep – Floating Power and the Spares Service stood out as being very important to most people. The Technical Helpline, the Website and the Forum were also valued. Least important were the meetings and events – and of course that reflects our experience. Having anticipated that we asked you a few questions about why you did not attend. For both local and national meetings the biggest detractor was distance followed by not being able to commit in advance. The two most significant reasons for not attending international events were distance and lack of interest. We have a higher attendance at non TOC events than our own – which is consistent with distance and timing as there are many local shows throughout the season.

The need to engage younger members was clear in 2005 and remains so today and is recognised as a general problem by the FBHVC. The way to achieve it remains unclear. Younger people becoming members first requires younger people to be interested in Traction and that needs them to be aware that they exist. So I was pleased when my son – who occasionally rides shotgun with me and is a fan of the Roadkill website run by California-based HotRod magazine – sent me a link to their write up of Traction - a Commerciale no less (<http://www.roadkill.com/french-accent-riding-in-a-1955-citroen-traction-avant/>). It has a fair few errors but it helps.

The upcoming NEC show will give us another opportunity to show more people of all ages the joys of the Traction.

A clear message received was a request for more communication and those encouraging more use of email and social media outnumbered those who were against. In fact there was only one comment that there is too much reliance on electronic communication. I think we do need to get smarter in the way we use digital media – there were several comments referring to unanswered emails, incorrect information on the website and no update to the Facebook page.

Whilst the survey has given us useful guidance it doesn't tell us all the answers. That's for us to work out and please keep making suggestions.

The TOC should continue to be forward looking in its support of what was a revolutionary car developed by one of the most innovative entrepreneurs of the 20th century. We will not attract new Traction enthusiasts if we are not.

Vive la Traction





## TOOLS

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

### SCOTLAND

#### Northern Scotland

Ochone, Ochone, 'tis indeed a sad time up here, right enough!! First, all my lovely collection of Traction spares delivered down to Chris at Club Spares, then all my "D" parts away to Citroen Classics, and then, worst of all, my pride and joy, my lovely Big 15, away down to Kent, now in the tender care and ownership of John Barsley!!

Thankfully, the car ran beautifully and without a problem, according to John, who was good enough to let me know of his safe arrival after some 530 miles driving. Also, my long time friend and fellow enthusiast, Ian Smith, or Big Smithy as better known, is not at all well, severe tinnitus and Menieres disease, which makes him dizzy and very unsteady, and gives him regular panic attacks too. Says he has meantime given up driving as he feels it unsafe to continue in his present state. He has just had a private consultation with a top consultant to see if there is a way forward, and we all fervently hope he can get some improvement, as he is obviously not a happy bunny at the moment!!

Not a great deal happening Traction-wise, a Normale to have its engine dismantled, new rings and shell bearings fitted, etc, a Lt 15 steering rack to do and, over winter, haul out the unit from my own Light 15, as not happy with the new clutch disc recently fitted. Does not clear as efficiently as the last one, so needs further investigation.

Still house-hunting for a smaller home, Sheila still making a really great recovery, so not all bad news!!

Have a great Festive Season!! Andy ( and Smithy)

**Ian Smith and Andy Burnett**

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

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*Photo by John Barsley of the handover*

### SOUTHERN SCOTLAND

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### WEST OF ENGLAND

By the time you read this, the **Thornfalcon** event on Aug 20th will have been and gone. This being the last event of the "season", we are now heading for winter hibernation, to be woken up next spring, most likely for a lunch in Wells

We had a jolly time at the **Cotswold Steam Fair on 4/5/6 August**, at least between the showers. A mixed stand of half a dozen Tractions and a quartet of DS. Interesting contrast.

And the editor wants pictures of Tractions....



Cheers  
Terence

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### NORTH EAST ENGLAND

First of all many thanks to Michael and Heather Broadbent for writing the last issue's section report. I have missed so many events during summer this year through health issues its been very frustrating. So well done and thank you again. (I hear Heathers gone and





broken her ankle so hope it mends quickly for her) Anyway enough of our ills and on to lighter topics. The North Tyneside Council started a few years back holding a Classic Car Show at Whitley Bay Links right by the seashore. This year Citroën Car Club thought we Citroën owners should again all get together and display our vehicles together. So on a bright sunny Sunday we had 2 Slough Tractions, (mine and Michael Ridley's) 2 Legeries, (Dave Faulkner's and James Gedde's) a Commerciale (Ali Idrissi Subai) 3 DSs an Ami 6, 3 2CVs and Ray Andrew's C15 twin wheel van (thanks David Faulkner for the tally) turn up for a most enjoyable get together. The event was spacious and entry by both exhibitors and public was free so it was popular and lively. Until about 2.30 when the heavens opened up and we all went home very wet. Its an annual event so hopefully we can do it again next year with many more cars. At least I found the sunroof leak is fixed. Thanks to Graeme Stephenson in High Spen who kindly removed part of the headlining to allow me to cure the leak and then replaced all at no charge. I gather James Geddes is using him frequently to restore seating and headlining.

I make no apology for appealing to classic car owners to get their cars out on the road. So for the last event of 2017 we met up in North Yorkshire for a mini runabout. The Coxwold Tearooms just south of Thirsk was the chosen meeting venue. The weather was typically early October and Wendy and I met Nick and Jill Hopkinson, Ali and Mick Popka (sorry the roadster didn't want to play but the Ami was great) for coffee. The owners of the



## NORTHERN SECTION

Northern Section once again hosted the stand at the Manchester Classic Car Show in September. It was very enjoyable, quite busy, and a few of you came over and introduced yourselves. We had four cars, albeit when we got there, we realised that we could probably have fitted five comfortably.

Unfortunately Mike McDonald's car did not make it, having shed a tooth or two from its crown wheel during



tearoom had only taken over the business a week earlier and were delighted to see the Tractions. We enjoyed their hospitality so much and as the new owner was a London Chef we decided to go for a short circular runabout and return for lunch instead of Ampleforth. It was well worth it and I have said we'll be back. We went through many pretty villages such as Kilburn where the "mouseman" has a thriving business, Bylands Abbey, Ampleforth and pulled into Shandy Hall

(no nothing to do with beer). Touristy Yorkshire was closing for winter so many places were shut (reminder to self, do it earlier next year). After lunch and much discussion we decided to go to Thornton le Dale Motor Museum but got there too late, it closes at 4; so we went round the corner to another café for tea. We were well over into East Yorkshire by now and decided to head for home. The route back allowed us to go down Sutton Bank. This is a long steep hill with a sharp bend in it. Now some years back I was chatting to Richard Sheil from Ireland who like us was embarking on the Ferry to Amsterdam and he and the friends with him had come a day early to go up Sutton Bank to Ampleforth College in his traction. I was impressed then and still am, but despite encouragement Ali and I decided not to risk it and took the caravan route back to Thirsk. "Chicken!!" Yes we were!!

**For details of future planned activities contact:**  
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# Section News

August, and our attempt at a repair was frustrated by the apparent unavailability of a diaphragm clutch kit, either from Club spares or any of the mainstream European suppliers. As I write, Mike is still waiting for one to become available and so his car sits forlorn with an empty engine bay, awaiting the parts.

A few things coming up which may be of interest.

The **Hoghton Tower Coffee and Classics** meetings seem to have caught on and there is a proposal to continue these into 2018, this time using the outer courtyard of the Tower. I will keep you posted.

**Classics at The Mill, St Catherine's Hospice**, Lostock Hall, Preston. Following the success of August and September events, St Catherines are holding a series of ongoing monthly meetings in 2017 as per the following bulletin from their website:

'Enjoy the very finest 'Classics at The Mill'  
All classic car owners are invited in their classic cars to come along, have a chat with other owners & show your cars to the public from 10am—2pm.



- Sunday October 8th
- Sunday November 12th
- Sunday December 10th

There is plenty of hard standing for classic cars on the car park, which will be reserved for this event. Breakfast Rolls & Drinks available to purchase. Everyone welcome!

For further information telephone 01772 695277 or email [themill@stcatherinespark.co.uk](mailto:themill@stcatherinespark.co.uk) or call the Wolseley Owners Club team on 07535976688.'

**Corner House:** The last of the 2017 monthly Sunday Morning Breakfast meetings for Classic and Vintage Cars took place on Sunday, October 1st. These meetings are on the first Sunday of every month, April through until October at The Corner House, Wrightington. The next one after this will be the **New Year's Day** breakfast meet. Get there early, as up to 100 cars usually attend for Bacon Rolls and Coffee. I hope to see you at one or more of the above.

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## SURREY, HAMPSHIRE & SUSSEX BORDERS

Our monthly meeting in August was a Bar-B-Que hosted by Hazel and Marcel at their home. The weather was good and we sat in their lovely garden, the ladies enjoying a catch up while the men discussed the best way to cook a sausage! We would like to thank Hazel and Marcel for their hospitality and for allowing us to descend on them every year.

September saw us back at our usual meeting venue The Fairmile in Cobham for Sunday lunch which was well attended. Our next meeting here is on Sunday 19th November.

Different members have attended a number of charity classic car shows recently, Capel, Gloucester Goes Retro and Cobham Heritage Day. These are great days out and are a chance to educate the general public about the Traction Avant and to raise money for a good cause.

A couple of images from "The Meath Epilepsy", in Godalming, Surrey; a charity event attended by Philippe and myself are below. The day began with some sunshine, and then the showers became ever more frequent; so much so that the event drew to a close at 14.00 hrs because the rain was so bad.



Above: Fellow on the left is wiping down his Healey for the 2nd time, after yet another tremendous downpour.

Below: A lovely setting with cars displayed around the periphery of the lawns of the "house". A good turnout of cars and the public despite the weather. Lots of particular interest in our cars...



Don't forget to get your name down early for the popular Christmas lunch by contacting Helen Shelley on [helenshelley@msn.com](mailto:helenshelley@msn.com) or 02083307216.

**For more information please contact Philippe Allison on 01256 761444 or email, [surrey-hants-sussex@traction-owners.co.uk](mailto:surrey-hants-sussex@traction-owners.co.uk)**

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## SOUTH MIDLANDS

### **CANDIDATE NEEDED FOR SECTION REPRESENTATIVE**

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

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## MID SHIRES

**For details of future planned activities contact: Stephen Prigmore & Tina O'Connor  
Mobile: 07759 372242  
Email: [midshires@traction-owners.co.uk](mailto:midshires@traction-owners.co.uk)**

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## EASTERN

### **Christmas Lunch Sat 16th December**

We look forward to seeing you at The Horseshoes Inn Cockfield, Stowes Hill, Cockfield, Suffolk IP30 0JB . Please make your menu choice which can be viewed on the Horseshoes web site, give the pub a call with your choice stating you are part of the Citroen Group for the Christmas Menu. 01284 828177

### **Regular Social Meet Up**

The Compasses, Littley Green Essex CM3 1BU 9th

January 2018 - 20th February 2018

The Angel Inn, Larling, Norfolk NR16 2OU 30th January 2018

Meet in right hand front bar.

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

**Tel: 01284 827039**

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

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## PEAK

On Sunday 8th October we had our best attended meeting for ages - 23 people and 8 Traction.

The reason is we all love the Yew Tree Inn as it is so quirky with its treasure trove of fascinating curiosities and antiques, the most impressive pieces being the working polyphons and symphonions. There are also two pairs of Queen Victoria's stockings, a 3,000-year-old Grecian urn, an amazing collection of ceramics and pottery, a penny-farthing, boneshaker bicycles and the infamous Acme Dog Carrier. Well worth a visit if anyone is travelling in Staffordshire. Even the Yew tree in the photo is over 600 years old! The 2CV belongs to Dan, the landlord, so he is happy to be invaded by our classic Citroens.

Due to popular demand, and the fact that all our local TOC members are too mean to pay postage for their Christmas cards, there WILL be a meeting in December. It will be on Sunday December 3rd in a nice pub in Derbyshire...

**For details of future planned activities contact: Bev & John Oates**

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





# Section News

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## LONDON

On the 9th September two sections being London and Surrey Hampshire and Sussex Borders, with their respective leaders met up for the annual Cobham Heritage Day festivities joining some 90 Classic cars. 5 Tractions and a little red 2cv represented the group

Phillippe won one of the best in show categories and a few of the group won raffle prizes

Two members sans voitures, joined the group to enjoy the excellent hamburgers and general entertainment laid on for all visitors including the renowned duck race

The rains kept off till 4pm when it was time to depart



For more details or information please contact:  
Pete & Sue Simper on: 01784 559867 after 8pm or  
[london@traction-owners.co.uk](mailto:london@traction-owners.co.uk)

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## KENT/E SUSSEX

Over the months a trickle of new members have been arriving in the area so in a fit of enthusiasm the Kent & East Sussex set out for the autumn with the goal of beating its (modest) record for the number of Tractions it could get together for a meet. A date in early September was duly set for a meet at Poacher & Partridge pub at Tudely in the Medway valley near Tonbridge. Its little church has exquisite stained-glass windows by the French artist Marc Chagall.

To begin with it was looking as though we were going to shatter the record by a margin of no less than fifty percent when six Tractions were booked in. As it was there were two last minute drop outs so we could only equal the previous best. But we did not slip.

Most hearteningly the contingent was split between old lags, John Barksley and Adrian Phillips (only by the standards of Kent & East Sussex) and two recent Tractionists and TOC members, David Wise and Adam Gilbert. The conversation made up in quality anything it might have lacked in quantity.

We were made especially welcome by Stacey at the Poacher & Partridge whose rather serious looking motorbike evidenced a proper interest in powered mobility. She did not have any cones to reserve us space for the Tractions so she got the staff of the evening shift to park their cars in glorious confusion across the grid row of the car park, blocking the space until we arrive.

Thanks again, Stacey.

Fired with confidence that there was life in Tractionism in Kent & East Sussex we decided that the next step should be a lunch at Christmas. So watch your inboxes for the date!

**For details of future planned activities contact:  
Adrian (Phillips)  
email: [kent-east-sussex@traction-owners.co.uk](mailto:kent-east-sussex@traction-owners.co.uk)**

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## SOUTH WEST

**For details of future planned activities contact:  
Howard Speirs - Tel 01872 862386  
[south-west@traction-owners.co.uk](mailto:south-west@traction-owners.co.uk)**

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## IRELAND

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

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## WALES

### **CANDIDATE NEEDED FOR SECTION REPRESENTATIVE**

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

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## LAKES AND BORDERS

**For details of future planned activities, contact  
Bob Cuppage  
01539 433 391  
[lakes-borders@traction-owners.co.uk](mailto:lakes-borders@traction-owners.co.uk)**

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

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## BANG GOES THE GEARBOX

Hi- I thought you might be interested in these- it's from a 1948 Light 15 in Vancouver. Not pretty is it?

I am selling him a repaired box; I've seen them with cracks but never as bad as this. The 1948 Light 15 originally came from South Africa and was imported to Canada in 1976 and sat in a basement for almost 30 years. A friend and I got it running ten years ago and brokered the sale of the car to someone in Edmonton who later sold it on. The box "grenaded" one day. Not fun!

Regards - Larry A. Lewis



Scary stuff. Coincidentally we are starting a new series in the next FP all about gearbox weaknesses and covering an overhaul.. (Ed)

## FUEL SENDER

Ross Barratt has been researching fuel tank senders for his Light 15. I shall try this, my own Light 15 has a non functioning fuel gauge.

One for John Moon's database, methinks. (Ed)

Turns out from my research that the sender fitted to the Slough built cars was made by Smiths. There was a patent number on it which I traced back online and found the style and gauge that were manufactured during that period. They fitted them to multiple cars of the 1940-50's era all using the same top sender unit just adjusting the float arms to suit the tanks depending on the models it was fitted to.

When I took the sender unit out I measured the arm for the float distance.

The unit I brought was a BHA4435 sender unit. The ohms hadn't changed in any of these units so still operate from a 0-84ohm basis. Brought mine from eBay for £39.99 from the following link

[http://m.ebay.co.uk/itm/231931945540?\\_mwBanner=1](http://m.ebay.co.uk/itm/231931945540?_mwBanner=1)

I ignored the fact it said it was for a Austin Healey, as I was fitting my float arm to it. The patent number is the same the ohms the same and the 6 holes lined up perfectly. To replace the float arm is just a small screw. Really easy to do!

Some pictures attached.



## HORTICULTURAL SOLUTION

Now that we have reached the season for leaky scuttle vents, windscreens and weeping wiper boots [at least in the UK] all traction owners must be dreading the possibility of a damp front carpet. As you know, you can spend ages trying to prevent this and it still occurs from sneaky leaks. Owners of Lt 15 / Legeres may like to know that I can't claim to have cured all the leaks, but I do prevent them from soaking the carpet by putting a plastic Grow-Bag tray on the front floor which at least catches the drips. The one I have is made by Whitefurze Plastics of Coventry and cost me £4.00, typically from garden centres and street markets. Its external dimensions are 977 x 392 x 50mm deep. This gives a snug fit in the front of the smaller tractions tight up to the bulkhead and tight across the sills so that it does not slide around. The edge height of 50mm means you can drive with it in and you would not know it was there, except that your floor stays dry.

Tony Hodgekiss



## TRACTIONS TO LAON

Have any members of the Traction Owners Club ever been to the classic car rally weekend in Laon, Picardie, in France? If not you have missed a really wonderful event. 500 to 700 classic cars from all over Europe gather for Saturday and Sunday rallies and drives round the town which is closed for all day Sunday to allow all the cars to drive round the town to be seen by the spectators

Laon is an amazing town high up on a rock 150 miles from Calais. You can drive all the way without changing gear on the A6 and turn off at junction 13 for Laon. It has a cathedral older than Canterbury, and is full of medieval buildings, hotels and restaurants.

Imagine a town in England closing itself to residential traffic for a whole day! (*They do it in Ormskirk every year actually, Ed*)

Champagne is served free in the town hall at the end of the Sunday event, and on Saturday there is a rally for all the cars who want to travel through all the B roads ending up in a different town each year where sandwiches and drinks are served.

If you want to look it up go to the internet and put in Circuit de Laon France. Or circuit historique de Laon and you will see all the pictures from each year.

My wife and I used to live in the town for a few years. We have been to 22 of the 25 years of the circuit. It is the largest group of classic cars anywhere in Europe. Why don't we, the club get as many Citroens as possible to attend in 2019 for the centenary event for Citroen.

The rally usually takes place on the last weekend of May, but can be altered if French elections interfere.

The Mayor of Laon who is also the Conseil General for the whole of the region of Aisne takes part by dressing up as a character

of some sort. His rendition of a scottish highlander in full costume was a triumph.

If you take a tip from us and plan to arrive on the Friday you will get a night's sleep before the Saturday rally. It is usually quite chaotic as all the cars get lost en route or arrive all together so the little host town cannot cope.

They also have a concourse of elegance with prizes if you wish to enter your car.

I am sure they will hold a special event for Citroen in 2019, as each year has a dedication to one make or another. Last year was BMW.

Barry Reece

**19, 20 and 21 May 2018**

**27th Circuit Historique de Laon**

<http://www.circuit-historique-laon.com/en/>

*Photograph by courtesy of Circuit de Laon website.*



## NEWS FROM PORTUGAL

My name is Mario Monteiro, I'm from Sintra, Portugal and have been a member of the club for over 20 years.

A true classic car lover, I'm lucky to have had over 167 cars in my lifetime from Rolls Royces to a Fiat 500. You could say I'm a true vintage petrol head!

Having grown up in Africa, and living there for 30 years, I've come across all sorts of cars - but my favourite, and the one that has stayed with me the longest, for over 37 years has been my Citroen Big 6, RHD, Dec 1948, Slough.

I came across it in Pretoria, South Africa and couldn't believe my luck! It had only 1 owner and was totally original. I spent the next few years restoring it to pristine condition, had it sprayed in black and white (to give it more character), and have subsequently won the 'concours d'elegance' several times in both South Africa and Portugal! Very proud moments.

Whilst my collection is diminishing due to my age, and only having 2 daughters (sadly no sons! haha), it is becoming

tough to drive my cars and maintain them - especially to the level of perfection that I'm used to.

These days, I tend to drive my smaller cars, like my Alfa Romeo and my 2CV, especially on the tiny roads of Sintra.

Considering perhaps selling my Big 6, if I can find a true passionate buyer who I know will treat it well. Any tips, would be great - [mariojmonteiro@hotmail.com](mailto:mariojmonteiro@hotmail.com).

In the meantime, if anyone visits Portugal and wants to know if there's a classic car show, I tend to go to most of them, so let me know. Or if you ever need any tips on classic cars, it's a subject I love to discuss.

All the best

Mario

*The fantastic looking car that is Mario's, is our cover image for this edition. (Ed)*

## FRAUD

*The following is from Bernie Shaw:*

I have tried to report the following via the <http://www.actionfraud.police.uk/> website. Unfortunately it is an automated system and the circumstances here do not match any of the possible options after the second screen. I am therefore sending this full history to NFIB Phishing to augment the previous information submitted at 11:04 on 5th.

At about approximately 09:00 on 5th October I received a phone call from Tony Malyon, Hon. Treasure of the Traction Owners Club of which I am President. He had received an "unusual" e-mail message, purporting to come from my "president@traction-owners.co.uk" e-mail address and timed at 03:06 that morning.

I asked him to forward it to me at a different address from that of the "president". And this is what I received:

**From:** Tony Malyon [mailto:tonymalyon@yahoo.co.uk]

**Sent:** 05 October 2017 09:26

**To:** BS Tiscali <bernie.shaw@tiscali.co.uk>

**Subject:** Fw: PAYMENTS REQUEST

On Thursday, 5 October 2017, 3:06, Bernie Shaw <president@traction-owners.co.uk> wrote:

Hello Tony,

How are you doing! Please I need you to set up a bank transfer or a cash deposit of 4,920.00 for a payment today, let me know if you can handle this right away so I can send you the bank info.

Thanks

Bernie Shaw

As Tony realised, it does not contain the kind of language I

would use, is not signed in my usual way and, more to the point, I was fast asleep at 3:06 that morning!

I had definitely not requested this action but, coincidentally, at about 21.16 I on the 4th, I had sent Tony Malyon a copy of a personal message which I had just sent (at 21:15) to a totally trustworthy third party. A sum of £492 (not £4920) was mentioned in those messages both of which were sent using my [bernie.shaw@tiscali](mailto:bernie.shaw@tiscali) ... address as they were not official TOC business.

I could not find anything unusual in the "from" address in the forwarded message but Tony then called me again to say his computer had linked it to the following e-mail address: [dennis\\_nieper@yahoo.com](mailto:dennis_nieper@yahoo.com), despite it showing up as [president@...](mailto:president@...) In the message.

The "492" figure seemed far too much of a coincidence and my immediate thought was that either my outgoing president's or Tiscali e-mail address - or possibly both - may be compromised. I stopped using both accounts for outgoing mail and used my wife's e-mail account temporarily to send messages until I had created a completely new one in my own name. I also made the TOC Chairman and webmaster aware of the situation and asked the latter to change the "presidential" log-in password on the system.....

*Bernie goes on to describe how he and Tony strung the party along for a while to see if they could get him to reveal some clues as to his identity, and they conclude that this may have been a stab in the dark from somebody who obtained the email addresses from our website. Needless to say Bernie did not fall for this and the hacker went away empty handed. However, please beware that this sort of potential fraud is out there and you may receive requests for money transfers from apparently familiar people who are in fact fraudsters. Always double check with the person who is alleged to have sent the email before going any further.*

## KEEP MEMORY ALIVE !

As many of you will recall, the Liberation rally in the Perigord (2015) paid tribute to those who fought for our freedom.

The ceremony at Cadouin of the US commando dropped in August 12th 1944 will have a follow-on.

Since then, I have teamed up with my Scottish friend Simon Holland, filmmaker (former BBC) to produce a 52 minutes, non-profit, documentary "Operation Percy Pink" for 2019 to celebrate the 75th anniversary.

The Traction Avant plays a (modest) role. The 11 BL of my wife H el ene, has been adapted for publicity purposes. The back windows have been painted "Operation Percy Pink" to promote the upcoming documentary. Our H-van is involved as well and has been transformed in a mobile cinema.

The picture shows the artist Cathyca painting one of the windows.

You can follow our adventures on Facebook Operation Percy Pink. If you want to support the project with a modest contribution, please let me know. Sponsors will have their name in the Credits of the documentary.

All the best and happy motoring in your TA.

Ronald KNOTH, [ronaldknoth@gmail.com](mailto:ronaldknoth@gmail.com), Dordogne





# Engine Out

*This was originally a TOC forum sequence from 2015 by former member Ian Wright, and illustrates nicely a logical sequence for getting the engine out of a Legere. This is a fundamental procedure required by many operations involving clutch/ gearbox repair as well as the overhaul of the engine itself. Ian doesn't specifically mention draining the oil, but that is also worth doing as soon as you have driven in, and saves a bit of weight, as well as making you do an oil change.*

*Mike McDonald and I recently removed the engine from his Lt 15, and generally followed this principle, although we did not find it necessary to loosen the jambon bolt as Ian suggests and supported the engine with a trolley jack under the sump (use a wooden pad against the sump casing) whilst unbolting the cross member. It is worth also noting that when lifting the engine out it is best to adjust the support slings so that the engine initially lifts more at the front. There are a couple of low level projections in a Legere/Lt 15 that need to be lifted clear of the front cradle before you can withdraw the engine forwards. If you lift the engine perfectly level, then you may well jam the timing chain casing under the battery tray before you have enough clearance to pull forwards.*

I thought I would have a go at putting together a step by step photo guide on pulling an engine out of a Traction. Mine being a 1955 11B with a Perfo engine, I recently restored the engine as part of my "Barn Find" project which you can find in My Projects in the TOC forum. So I "should" have no rusty or seized bolts and it "should" be a relatively straight forward task, although this is my first time taking out the lump since the car was built. Last time I took it out, it was piece by piece, so please bear with me. I am sure there are better or easier ways but for me this was the most straight forward.

So firstly I needed to clear the garage for space as I have two other unmovable projects blocking the main part of the floor. My son's Mini and my Renault 4CV. So I needed to be able to



take the engine out of the Traction, move it to the side and then roll the Traction into the garage.

I have my tools ready and the engine lift ready, as when the car is in there will be no room to move. [Remember this, especially if you have a single garage, the engine takes a lot of space to take out and manhandle around]. "Vinny" is driven in giving me enough space at the front to manhandle the engine lift around the front of the car. It is still very heavy and as my concrete is not too even, there is a chance of "Engine Swing". Even though my wings are not perfect (body work done, just not painted) I still want to protect them so I used a couple of IKEA single mattress pads. They seemed to work quite well. A quick slit to go over the light pods and they sit on the wings perfectly.



It is also a good place for tools as now they don't slip off.

So the first job is to take the bonnet off, a couple of screws front and back and then the two inner supports and with the help of the wife, the bonnet lifts off (this can be done on your own of course but easier with



2 people). Again, make sure you have somewhere to put all of this, a blanket on top of the car is a good tip, although I used the top of the 4CV in this case ]



Next is the front grill. A little fiddly with 4 bolts either side plus brackets attaching it to the radiator. Try and be careful not to scratch too much of the paint work With this removed it gives full access to the front of the engine and also allows the engine to come out of the car towards the front. No more body panels need to be removed.

Now drain the radiator. I used a small plastic pipe on the drain tap at the base of the radiator. This worked very well, with zero spillage and takes out most of the coolant from the system.





Then around the side of the engine to the drain plug on the block itself. If you are careful here you can loosen the drain plug and direct the coolant downwards into the bowl. If you pull the plug right out it will squirt forward messing up the engine bay. [I have seen a modification somewhere that puts a small drain tap here, if anyone knows of it can you let me know ]



Now onto the main task, disconnecting everything that connects the engine to the car. I started off at the front with the speedo cable connection to the gearbox. This is a simple locking bolt that

you loosen, pull the cable and then put the bolt back in. Tuck the cable out of the way.



Next is the horn assembly, I unbolted the bracket and tucked it complete with horn(s) away to the right. Put the nuts back onto the gearbox for safe keeping.

Moving on to the electrical connections on the left side (looking from the front). This part of the cable loom should be running



across the bottom of the radiator. Un screw the connectors (taking note of where each wire comes from) and tuck away with the horn assemble to the

right. I have re-wired my car and each cable is numbered but a simple labelling system of putting a different colour of insulation

tape on each of the 4 wires and then a tab of the same tape on the connector screw would suffice.

Now the radiator. Off with the top hose. There might be some remnants of coolant in there but hopefully most will have gone. I have a temperature sensor on the top hose, so this needs to be disconnected and put to one side also.

Bottom hose next, easier to undo the lower connection, leaving the bottom hose attached to the radiator.



Then the two securing nuts underneath the radiator. The radiator will become wobbly but it doesn't fall out, it will need a quick tug upwards to free it from the car.



*Engine mounts: If you have the original volute springs, then these will just lift off as the engine is raised. However, if the car has been*

*upgraded to metallastic mounts, then these will require unbolting from their brackets and will require careful disengagement whilst eventually lifting the engine (Editor)*



# Engine Out



you have done this the pipe will pull off easily and sit out of the way.

I have an oil pressure gauge too, so if fitted, make sure you disconnect the pick up tube from the rear of the engine

Now go around to the other side of the engine.

Onto the top of the engine. I took off the air filter unit and stored it away. Then disconnected the accelerator mechanism and choke cable to the carburettor. Tuck all of these away from the engine.



Next are the starter motor connections. One electrical and one mechanical.

Alternator (or Dynamo) connections, disconnect and tuck all of these out of the way. Make sure that you photograph the cables and take note

where they go.

One connection that is easily forgotten about is the earth strap from the battery to the rear of the engine.

I disconnected from the battery as this was easier than trying to get in-

between the rear of the engine and the battery itself. Right at the start of this procedure I isolated the +Ve of the battery (I have an isolation switch but you can just take the cable from the battery).

Onwards to the exhaust. Disconnect the three nuts and remove the Alternator (Dynamo) heat guard.

You also need to disconnect the support strap underneath car that connects the gearbox to the bottom of the exhaust tube. Once



The next thing is to disconnect the low voltage and high voltage connections to the distributor as well as the dwell angle adjuster cable.

Fuel line. I just disconnected this from the inlet of the pump. A small amount of fuel does drain from the pump but as long as you don't smoke you will be fine.

If you do smoke then the old say "Smoking Kills" is pretty much correct

Looking a down a little further you will

see the clutch cable. Disconnect this and then release the outer cable from the cable clamp. Tuck this out of the way, making sure you don't have your eye out in the process (same goes for all of these wire cables, they tend to spring up just as you look down into the engine )

Now the two gear selector rods. undo the nuts, release the shafts, making sure you don't lose the springs and then screw

the nuts back on for safe keeping. Fold these back up to the windscreen, wrapping a rag around the ends to stop any scratching.

It is time to undo the four nuts holding the drive shafts onto the output couplings.

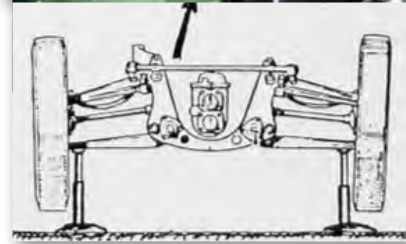
At this point it is better to jack up the car and put axle stands as far as possible towards







the front wheels. This allows you to spin the drive shafts to ease the undoing of the nuts and also provides the best clearance to wiggle the drive shafts free of the gearbox. It also allows you to get the engine hoist under the car - mine would not fit under the bottom suspension arms unless it was jacked up.



Rotate the driveshaft to remove each of the nuts.

I now unbolted the top gear box support.

This was a little fiddly

and I pulled one long bolt out from each side. I had to loosen the large nut (holds the front suspension assembly to the car and the bumper bracket). This allowed free movement of the



support. I didn't take out the other two long bolts (one either side) at this stage - I wanted to support the engine/gearbox with the engine hoist first. You also need to disconnect the two

angled struts.

I released the bottom two bolts on either side, leaving the struts still attached to the support brace.

I slid the engine hoist under car and using a strap around the rear loop on the back of the engine and around the water pump I took the strain of the engine. This allowed me to disconnect the gear box from the top support assembly.



This can be taken out attached to the gearbox but it was messy and more chance of scratching the car etc.

So up she comes. Very gently lift the engine wiggling the hoist towards the front. This allows the rear engine mount to disengage from the front bulkhead.

Another option is to go inside the car and remove the box panel in the centre of the bulkhead.



This gives access to the rear engine mount (rubber square unit bolted to the engine with 2

bolts) which can be disconnected and retrieved inside the car (recommended on smaller cars) If you have metallastic mounts, then this may not be present.

As you can from the previous image, I strapped the gearbox to the engine hoist, just to stop it swinging about. This is a very heavy engine and with the unevenness of my garage floor, the hoist only rolls/moves in a jerky fashion. So try and have the final resting place of the engine not too far away from the car.

Engine bay all empty, and the engine on top of my tool chest using the engine stand (detailed in the workshop manual) that I built for the engine earlier this year.

So that is my method for the engine removal. As I say it may not be the perfect procedure but I just worked from the front and the left of the engine and then right of

the engine, raised the car and pulled the engine. It took me an afternoon on my own. It may be better with a helper, especially when manhandling the hoist and engine. I did get my wife in at this point, who supervised me very well !

Ian Wright

*(Installation, to quote Mr Haynes, is the same sequence in reverse. On a health and safety note, it's always worth having an assistant when heavy lifting etc. in case anything goes wrong. Worth noting also that the coolant drain plug in the side of the block is often clogged up and you may not be able to actually get into it sufficiently to unclog it on a Light15/Legere until the engine is actually out. This means that you may have several litres of coolant still sloshing about in the water jacket, increasing the weight and ready to spill out of the front outlets onto your trousers as soon as you tilt the engine, Ed)*





First, thanks to those who have responded by e mail or phone with useful information, now too many to mention individually. If you haven't got round to it and want to share your experience, please do so. Generally, there seems agreement with my preliminary findings and conclusions, and I can provide the following update.

**Starter Bendix:** Although 4cylinder cars suffer from the problem that the starter runs in the opposite direction to normal, so no easy replacement is available, it seems that 6 cylinder cars have their own problem even though their starters rotate "as normal" (at least "D" models which are the most common). Big 6s have a sort of shock absorber included in the bendix, which deteriorates with age and usage. However, there are a couple of ways round this issue, which I will write about as a separate article, or perhaps on the Forum. Get in touch if you have an immediate requirement. Andy Burnett has pointed out that as well as time reducing the availability of "New Old Stock" and 2nd hand parts to virtually zero, Lucas starters are in demand by some owners who have converted from 6v to 12v and had subsequent failures of their starters. So, in conclusion; a real problem which we are trying to address.

**Fuel Tanks:** As previously mentioned, severe rusting is causing problems now for post-war small boot owners, according to several members, including some who either have already or are planning to get new tanks made. The way forward on this issue needs some more thought due to the potential costs, but we are investigating a few options.

## Steering Racks:

Although I reported last time that I was basically putting this on the "watch list" for possible future action, I have learned that it is not only the actual rack that could be an issue, but also the alloy housing casting which can deteriorate to an unusable state due to corrosion and subsequent cracking. So, if you have an old rack, with a usable casting lying about, don't throw it away in a clear-out, as it could well be useful to another member.

I am also receiving messages from owners about "critical" body parts, such as number plate housings. Having got through the first part of tackling "roadworthiness parts" I am ready to receive members experiences addressing such parts. I'll await the rush!

Best wishes

John Moon

*Less crucial, but a way of ending the frustration experienced by many of us with non functioning fuel gauges is a letter from Ross Barret elsewhere in this issue. Another one for your database John (Editor)*



## FBHVC NEWS

Quite a lot of chat in the classic motoring press this month on the definition of MOT's and Historic Vehicle Status.

Firstly, any car more than 40 years old will not require an MOT, this coming into force on 20 May 2018. Not an issue for Traction owners, but may be of interest for those of you who also own another younger classic such as a 2CV.

The second matter is of more relevance and considers that some Historic Vehicles (VHI) may be deprived of their status due to the fact that they have been substantially altered. The criteria are currently in draft format and will be subject to discussion with key stakeholders.

The Draft guidance for Substantial Change currently highlights the following.

### Criterion 1:

- If a vehicle has a power to weight ratio of more than 15% in excess of its original design, unless it can be proven that this modification took place prior to 1988.

### Criterion 2:

- If a vehicle has been issued with a Q prefix registration.
- Is a reconstructed classic vehicle under the terms of current DVLA guidance.

- Is a kit car assembled from different makes and models of vehicles, or is a kit conversion where a kit of new parts is added onto an existing vehicle.
- Old parts are added to a kit or manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle.

None of the above automatically assume a Q registration and it may well be possible for a car to retain its age related registration whilst also losing its historic status. Loss of historic status means that these cars will be subject to VED and in some circumstances an annual MOT.

The initial response from FBHVC is that they are aiming to seek more clarification on aspects of the above, in particular the rather modest 15% power to weight ratio increase which will entrap many cars which have been mildly breathed upon to make them more usable in modern road conditions or for motorsport such as classic rallying. It is difficult to see how some of these would be policed, but Traction owners may well not be exempt from this. If you have fitted any kind of performance enhancement not in keeping with your specific model of Traction, which could be as simple as alternative carburettors, or a more recent engine, then you could potentially lose Historic status.

No doubt there will be further FBHVC feedback on this in due course. *Bryan Pullan*

# Manchester Classic Car Show 2017

**It is surprising how these things catch up on you. One minute the annual excursion to the Manchester classic car show is months away, and the next, it seems that it is right on top of you.**

We had a few alarms and excursions leading up to this one. With four car spaces available, we had almost immediately four volunteers, which meant that I would not need to use my own Traction, could retrieve the display materials from down south, and use my modern car as a service transport. However, those plans came somewhat unstuck. Firstly, one of our exhibitors suffered health issues which made it unwise for him to commit to two days on his feet at the show. I found a substitute car quite quickly. Then with only weeks to go, Mike McDonald's car committed suicide in the middle of Macclesfield on a trip out to his local section meet. We attempted a repair but were frustrated by the unavailability of clutch parts in time for the repairs to be completed. This left us with Ian Gardner's Normale, Bill Dyke's Legere, my own Light 15 and Bill Longden's Legere making up the missing two cars.

The stand was fairly low key this year as a result of the nature of the pitch that we had been given, this being almost an island. We decided that the best way to transport it was by splitting the various parts between the cars, otherwise, I would have been left with the logistical hassle of double trips at each end of the show.

This worked out okay on the day, although I had some minor nightmares about the possibility of one of the cars conking out en route and us ending up with only part of the display. Thankfully, it didn't happen.

On build up day, establishment was straight forwards, we had a couple of corner screens to create a small sitting area at one corner, a flag, some folding chairs and a table, and four cars. The space allocated was enormous, and had we known, we could probably have accommodated another car at least.

On day one Mike joined us to help out, as did Bev and John Oates alongside Ian, Bill Dyke and myself. As seems to be the pattern in this show, the morning was quite busy, but things tailed off somewhat towards mid afternoon and this was the case on both days. Day two saw us with Mike once more and Bill Longden alongside Ian and Bill Dyke. On both days we had several interested parties who were considering buying a car, to whom we gave application details and a copy of the latest FP (with Buyers Guide) and there was one very interesting individual who was restoring a pre-war Citroën truck....



now that would be nice to have on next year's stand. We also had two existing members, one each day, who were in the throes of a restoration and who were looking for further inspiration and took multiple pictures of the various bits of the cars that they were uncertain about.

Throughput in the stand was noticeably higher than those around us. Our cars were well spaced out and so giving people access was no problem. We popped the rear door stays off Ian's Normale, and folded them forwards so that visitors could sit in its enormous rear compartment. This was popular. We also opened up the engine compartments in two of the cars, and again it is surprising how this draws people in.

All in all a worthwhile and enjoyable show and we saw a lot of old friends from the other local clubs. Impressions overall were that the trend towards modern classics marches inexorably forwards and the percentage of pre-war cars was again down. The Concours entries were largely all late sixties and seventies Fords and many of the displays consisted of cars that were post 1940's. A few exceptions were a wonderful display of pre-war blower Bentleys and a beautiful Brough Superior tourer. Trade stands were thin on the ground as well, although car numbers were up, I would say.

Car of the Show was a very nice Citroën SM. Well deserved.

All in all an enjoyable weekend. As we left the heavens opened, and my enduring memory will be that of following Bill Longden down Barton Dock Road in rain so intense that the spray bouncing up off the road surface, effectively hid the lower half of his car. My thanks to all involved, especially Bill and Jackie Longden who stepped into the breach at short notice.

*Bryan Pullan*



# A Suitable Case for Treatment

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Society seems to have overcome many taboos in the past fifty years : sex (which was first discovered in the sixties); death; mental health. Yet, many of us live in isolation and fear, lest our great inadequacy be uncovered. We have no members' clubs, no masonic lodges, no magazines and no websites. We are the hidden 'untouchables' of the male hobby world: men with an interest in classic cars who don't really know one end of a spanner from the other.

We can 'pass', as they say in African-American parlance, by learning the jargon of the engineering wunderkinder. Whitworth, Metric, thread size, torque wrench, jamboneau, scuttle, split-pin, upper suspension bracket. Oh yes, just drop a few of these words into the conversation and you'll get on well at the regular regional meeting. Even if your Traction is running okay, it's best to 'admit' to a "problem with my wheel bearings, which I really must look at", or similar. No one will think to ask you more.

So, having lived with this crippling illness for several years, I decided to move out of my comfort zone, stick some (worryingly clean) overalls in the boot and head off for a course of treatment at the home of Daniel Eberli in Switzerland. Daniel has been offering short courses, which I call 'Tractions for Dummies', for several years and I was finally in a position to attend one. Trisha and I were booked for the Holland Rally and Daniel's next three day course started a few days later, 'just down the road' in Switzerland.



It turned out that only two of us TOC members had signed up for this course. My co-student, John Fabre, was still looking around for his ideal Traction and had decided to take the course in order to understand the main technical issues when making his purchase. We spent the first evening dining with Daniel and his wife Agi, talking Tractions and, for the ladies, shopping ideas.

The course lasted three days and opened each morning at nine o'clock sharp. Daniel is an affable host, but takes his teaching seriously and it was definitely 'back to school' for me, as we ploughed steadily through a very full agenda.



Day one was split into two parts: in the morning the engine and in the afternoon the electrics. To show the workings of the internal combustion engine Daniel has conceived a couple of cut-away examples of how the process works.

The next two days covered a huge range of subjects, including the workings of the carburettor, clutch, gearbox, driveshafts, differential, brakes and steering. All this accompanied by demonstrations on the actual car.

It wasn't all work. We spent the lunchtimes and evenings in some excellent local restaurants and, when the course was over, Daniel took us out in his Citroën taxi to see some of the local sites, including the famous Rhine Falls. From Trisha's point of view, she had three days of sightseeing, including Zurich and Bern, using the impressive Swiss public transport system.

So, was it worth it? Well, the course generally followed the layout of Daniel's book for Traction beginners, so I suppose you could simply get the gist of the material from that. But, if you



## A Suitable Case for Treatment

have a busy, modern lifestyle, then this opportunity to isolate yourself from the usual distractions and simply spend three days going through the basics of maintaining and repairing a Traction is invaluable. The course isn't aimed at 'The Compleat Tractionist'; I'm sure they would find it mostly very boring. But for the novice who wants to start with small jobs and not do too much damage, this would get my recommendation.

Bob Street

*Well done Bob, you were not alone. In my encounter earlier in the summer with an RAC Patrolman, I was told that an alarming number of classic car owners had little clue how to maintain and keep their cars running, so the more of us who enter that mysterious world....the better. For my part on that occasion, I knew exactly what was wrong with my car....but in the absence of a spare fuel pump was unable to do anything about it! (Ed)*



## NEC SHOW

Hi Everyone

**We now have everything in place for the Lancaster Insurance Classic Motor Show 10th -12th November 2017 to be held at the NEC.**

**Our Stand is in Hall 5, Number 545**

The Club will have four cars on show and we have eight members on the stand working in shifts throughout the Show. If you have not been before, we would recommend that you come and have a look. Not only are there some lovely cars on show (other than Citroens!), but there is a vast range of suppliers of all the tools and accessories that you could possibly need. Make sure you make a list before you come!

Of course you will have to visit our stand for a look and a chat. We will make you welcome and would like particularly like to meet any new members, so that we can tell you about the benefits of the Traction Owners Club. Members may also have ideas how things could be improved and we would welcome any suggestions.

Last year, the busiest days were the Friday and Saturday. Sunday was much more relaxed with about 30% less people.

We hope to see you there

Regards

Julian Pratt, NEC Organiser





Not much Traction action recently. Apart from its almost regular 36 mile commute I did take my Normale to the last TOC committee meeting and returned with two brand new front wings in the back – not for me, these are the wings the club has had made and are on offer to members through the Spares Service. Leaving the rear seat at home meant I got to hear the delightful burble of the exhaust much more clearly. Before setting off I had dutifully changed the oil and greased a few things and all went well. Even the sun was shining. Nothing fell off.

The only incident of note (or embarrassment) was whilst turning right at a mini-roundabout a white van did not give way and I had to hit the brakes. Obviously, as it was a white van (and apologies to M de Little here for he has such a thing) I let the driver know I blamed him with a dramatic Gallic shrug. Later I discovered my right front indicator bulb had expired and white van man was probably justified in giving me the finger.

So, since that is as exciting as things have been, Traction-wise, I was delighted to receive correspondence from two people, both relating to ambitious trips made in the '50s.

First, CCC member **Roger Wolfenden** sent me a copy of a MotorSport article from November 1953 relating an ambitious family trip to Cornwall in a Big 15. The article was written by the editor who wanted to see how the car fared, there having been some previous correspondence in the magazine about the “demerits” of the Traction Avant. The editor came away with a very positive impression of the car which, by then, was a 20 year old design. His enthusiastic description of the roadholding and torque are qualities we recognize today.

Whilst the car behaved the same then as it would now and the weather seems to have been just as bad as it is this week, there was a difference in the roads. No motorways - now if you are heading the west country you may think that nothing has changed there either. Something else that is different is finding accommodation. The editor talks of asking a policeman to recommend somewhere to stay. That's not something I would expect to need to do now, or indeed to be able to.

You can read the whole thing on the Motorsport magazine website - and I recommend you do.

<http://www.motorsportmagazine.com/archive/article/december-1953/14/november-journey>

All the back issues are available but you can only view 10 of them without a subscription (or using a different IP address).

Following my mention of New Zealand racer Jack Weaver a while back **Martin Vickerstaff** sent me a copy of a couple of letters written to the Citroenian in 1956 by an ex-pat Brit called **Frank Barrington**. I thought about just giving you the highlights of the first one - but I enjoyed reading the whole thing and I didn't want deprive you of the same pleasure. If you were a CCC member in 1956 please accept my apologies as you will have read this before.

## “A LIGHT FIFTEEN IN NEW ZEALAND

From Frank R Barrington

Kaitaia

New Zealand

1st April 1956

*The sudden necessity to put my light fifteen through its paces could give some notes of interest to Home members on conditions out here. Known here as a 1954 model (probably 1953 in England) mine was purchased privately from the original owner at 4000 miles. In perfect condition inside and out it changed hands at 1000 pounds which was at that time, September 1954, around 100 pounds under what a dealer would have expected. Incidentally it had been my ambition since 1935 to one day own a Citroen and whilst it took nineteen years to achieve the thrill of ownership was even greater than the expectation. The car has been driven hard over really rugged roads - at 8,000 washed at a new car exhibit at the local A+P show and now, at 21,000 install the best kept car in town. Until a month back it was still my proud boast that the motor had never been touched by a spanner, but at 20,000 it was necessary to replace two burnt valves.*

*In 20,000 I have worn out two pairs of Michelins (front mainly) and one pair of Dunlops and am now experimenting with retreads. These look very good and it is suggested here that they will do far better than the originals. We will see. Of course, the roads out here in our part of the country are at times ready for ‘Horror’ classification and the greater part of my mileage has been done on metal surfaces and mighty rough ones at that. With the very kind assistance of our local Ministry of Works office, I am able to give some facts about our main road and I think they will be interesting remembering that this is our normal route and not one sorted out for trial work. Kaitaia is the most northern borough in the North Island, 74 miles from the “top” at Cape Reinga; 100 miles north of Whangarei the nearest large town and approximately 220 miles north of Auckland the nearest*

city. From a point approximately 40 miles south highways are sealed for the whole length of the island, and work on the last 40 is progressing at such a rate that within perhaps two years the whole distance will be on first-class roads. However it is our misfortune to be stationed here at the moment and as we are on transfer to Auckland later this month, the bad part of the trip will be just a memory.

Going south from Kaitaia, the first five miles is a temporary dust-laid surface, then five miles of first-class sealed road twenty feet wide with easy bends and grades, and in the ten miles there are three two-way bridges and three old wooden ones with a 12 foot width. Then comes our pet aversion, the Mangamuka Gorge. Five miles from base to summit with a grade of 1 in 14 adds up to the respectable climb from almost sea-level to 1,135 feet.

Then down for seven miles on a 1 in 12 grade. Most of the twelve miles is definitely one-way and you can imagine how the locals really hug the bank. The general (official) width of the gorge road 16 feet but it narrows to 12 in some parts. There are four one-way bridges and 190 bends which range in radius from 20 to 40 feet. Leaving the gorge the next 15-20 miles is of fairly rugged nature and heavily metalled, but work is proceeding on this at a great rate. From there on "normal" sealed roads are enjoyed and the country makes for interesting driving, particularly for the Citroen driver who cannot resist some showing-off on the winding hill sections.

Some weeks back word of a family illness at 9.30 p.m. brought the Citroen out of the Garage and a hurried packing. Leaving Kaitaia at 10 p.m. we were in Queen Street, centre of Auckland, at 3.15 a.m., making 5 1/4 hours for the two hundred and twenty miles over the roads previously mentioned. Half-an-hour at Auckland for a snack at an all-night café and a fill of gas and on to the road again, heading for Tauranga, 139 miles south. From Auckland south, first-class roads, a clear night and no traffic, brought us to Tauranga at 6.45 a.m., 8 1/4 hours driving time for a total of 360 miles. The Citroen never missed a beat and almost seemed to enjoy the mile after mile of 55-60 mph. travelling.

So far the experience is ordinary but, being the Licensee of a small

town hotel catering for forty-two guests and not being blessed with such luxuries as Assistant Managers, etc., my idea was to get back to duty as quickly as possible, so a quick turn-around was necessary. Leaving my wife with her relatives, I hit the trail for home at 9 a.m. arriving back in Auckland at 12 noon realizing fully that I would have to give up the growing idea of trying to create a record for the journey. Over the last twenty miles to Auckland I ran out of road a couple of times - what guiding hand is it which always seems to dig one in the ribs approaching a bend with the rude awakening that the last hundred yards has been covered fast asleep! A meal in Auckland and a sleep for exactly an hour and a half and we were at it again, arriving back in Kaitaia on the dot of 9 p.m.

Careful calculating brought out the final story :-

Actual mileage on speedo, 730; actual travelling time, 17 3/4 hours.

Average speed 41 +; oil used, 1 pint (20); petrol, 26 gallons (27+).

As mentioned, this was a normal emergency requirement and not a 24 hour trial, but for 23 hours away from home I think it pretty fair. I know a lot of cars I would not care to have taken on such a trip and still say, more than ever, that even after 20,000 every mile in my Citroen is a thrill and I envy no man his vehicle.

Incidentally, mine is the only late model within more than a hundred miles and I am looking forward to moving to Auckland where I have ideas of meeting many real enthusiasts (for what Citroen Owner is not an enthusiast) and hope that my "pub" in the main city Street will become a friendly meeting place."

The other letter described the antics of Jack Weaver This New Zealander installed a tuned version of a 1938 Light





# Bailey's Banter

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Twelve engine in the back of a single seater racing car. The photos are a bit grainy being scanned from copies of what looks like newspaper pictures. He went on to enter the car in the 1960 New Zealand Grand Prix. In the end he didn't actually start the race – did something break or he did he just not make the cut in the heats? I couldn't find any mention of this race in any 1960 issues of MotorSport – but I did get distracted reading articles on all sorts of other things.



Whakatane Hotel,  
P.O. Box 5,  
Whakatane,  
New Zealand.

*Dear Lewis.*

*I am forwarding two photographs which I have taken of the Citroen Special owned and driven by Jack Weaver of Kawerau, who is a very keen Whakatane Car Club member. These may, or may not be suitable for inclusion in the Citroenian, but in any case I will include details of the car which will be of interest. I'm sure John Poxon would like to see this one. Jack last competed at our local Hill Climb - a fairly steep metal road approximately one mile long. He had fastest time until he had the bad luck to up-end the car, damaging it to some extent but fortunately walking away from it. You should see this thing go! We really think it was far too powerful for the type of road, but Jack, gamely, is re-building and awaiting another chance. The motor is a 1938 Citroen 12, bored out to a full 2 litres, fitted with three-ring strut type pistons and with 8.5 to 1 compression. He gets 5,500 r.p.m. and estimates the*

*output at 70-75 b.h.p. The fly-wheel has been cut down to around 9 pounds weight, plus brush and pressure plates. Fitted with twin Solex 1¼ in carbs, 4-branch exhaust and with back-end ratio of 3.4 to 1 the car is capable of around 120 mph.*

*As you will see in the photo the engine is rear-mounted and back-to-front, with the gearbox protruding. In effect, the front end becomes the back end, with wishbones cut and shortened a 5 degree negative camber. The whole*

*car was constructed by the owner and the total weight (wet) is 10 cwt 2 pounds; the motor and box making approximately half the total weight. If only our beloved Andre could see it!*

*So much for that. As you know some months back I purchased a 1950 2½ litre Jaguar drophead, and I must say that I have enjoyed some very pleasant, if expensive motoring. In it I have had my moments and am only now becoming resigned to lonely driving. I still get the odd, somewhat startled return wave from the Citroen boys, but the average Jaguar man out here is quite a character. He is not exactly the type to indulge in waving to strangers and considers and man who wants just to talk about Jaguars quite*

*a crank. However, we get by and have our fun.*

*I've had a couple of visits from Charles Oyler, but to our dismay he is now "P&O" and off the New Zealand run. My wife and I hope to meet him in Sydney in August where the ship on which we do a sixteen day cruise is in port the same day as Charles in the "Strathmore". I think you can imagine what a reunion that will be.*

*I'm still proud of my C.C.C. membership and as eagerly as ever await arrival of the Magazine. You are doing a great job, Lewis, and it should be appreciated by all members.*

*With very best wishes to you all,*

*Yours very sincerely,*

**FRANK R. BARRINGTON**

I am grateful to **Pierre Wattecamps** for sending me this picture of thirteen Tractions which the Tractions Sans Frontiers organization took to Ireland in the Summer. There they are parked outside the parliament building, Stormont Castle, which is otherwise seeing very little action at the moment.





Pierre also sent me photos of a Light 15 owned by **Paul Kennedy** and his son **Neil**. Paul bought this car new in 1955! It was assembled from Slough parts in Dublin. Just as assembly in Slough saved import duty in the UK, so did assembly in Dublin for Citroën's Irish customers. It's a fine looking car. Where it picked up its two tone paint I do not know. If I hear more of the Tractions Sans Frontiers adventures in Ireland I will let you know.

In other news, the gearbox team has now completed three gearboxes – just one more to go – mine. When that will happen is anyone's guess but I'd like to think I can find time to get it done before Christmas. You may remember this process started last Spring, In the meantime the local pub has changed hands which caused a minor distraction but the team soldiered on regardless and reports the pies to be just as good as before. **Martin de Little** is serialising the saga (of the gearbox rebuilds, not the pub) and the first instalment should appear in the next issue. *Chris Bailey*





# Sagging Seat Remedy

**There are several older articles in FP on recovering the seats in a Traction but that appears to be as far as they go.**

In my 1952 French 11B I finally got around this week to doing something about the front seats which were a bit 'saggy' with a tendency to occasionally quietly go 'boing' (like Zebedee from Magic Roundabout). Though 65 years old, they had been 'professionally recovered in leather sometime during 2011/12 before I bought the car.



What I found underneath one seat was the original manufacturers label showing that they were actually 'Système Epeda', made by BERTRAND FAURE of

Paris (who manufactured Bus and Car seat systems from the 1920's) and on the reverse was a printed date of 'DEC 1952' which ties in with the confirmed build date of my car by Citroen Conservatoire. (A Google search shows that the company is still around today making Spring Mattresses for beds!)

James Geddes was in Belgium at Jose Franssen collecting some parts and he brought me a new spring base back for me which I duly fitted on the passenger side as I knew it had broken springs (4 to be precise when I actually got it out). Having replaced that one the difference was so remarkable that I decided to get another one for the driver's side, this time from CAS in Holland due to postage and other ancillary costs.



When I compared the old and new springs in profile there was a marked difference in height and that proved challenging when trying to refit the custom made leather covers after replacing the spring base

itself (there's not much 'stretch' in leather) and if anyone else is attempting it I'm happy to share the 'technique' I used.

This should not be an issue if you are refurbishing seats with new cloth covers and replacing the spring set itself should be a serious consideration @ circa 111.00 Euro a seat (+postage), as it should extend the life of the new covers.

The new spring sets available are similar dimensions to the originals however they are of a slightly different construction. The original 'Système Epeda' springs are are continuous wire construction, whilst the replacements are more of a 'pocketed' construction.



When I stripped the driver's seat base I found that there were 3 'missing' springs which someone had attempted

to replace with a DIY 'Bodge' using wire to link the remaining ones together and I'm very glad I bought a replacement as no doubt the leather covering would have eventually succumbed to a broken spring end.

Basically it's a case of removing the outer cover, then taking off the 'padding' which is sewn to the spring base to stop to moving.



Then pop out the 6 or so panel pins holding the spring to the main wooden frame.

Then refit in reverse order. During that process I found that the Hessian/horsehair padding 'sandwich' that looked original



to the car had holes in it from the broken springs so I added an additional layer of Hessian between the springs and padding sandwich (I sourced that from a local upholsterer for £7.00 for a metre which covered both seats.)

Hessian is the best material to use as it doesn't make a noise when rubbing between the springs and seat cover and if you look at any high end sofa or chair, that is the way that they are constructed.

Once the leather was refitted getting the seats bases back into the car proved a challenge as the additional thickness made them difficult to get between the seat back and the frame crossbar. In the end some brute force won the day though by getting one back corner started first then twisting the base around until the front pins lined up.

Just a few tools were needed to do the job which is further detailed for anyone interested here: <http://osl282.info/page.php?32>. Dave Faulkner





# Reflections on the National Rally - Peter Fereday

Following on from the full report in the last magazine, I would just like to offer a few thoughts and thank you's. In turn thanks are also due to those who took time out to email and even write to me about how much they enjoyed the weekend. Makes it all worth while.....



Organising the Rally was a complex operation, taking up more time than I thought possible. After all it's only two or three days right?? In fact it took just about 12 months to put it all together and I couldn't have done it without significant help – from my wife Carol, daughter Kirsty and ongoing advice from TOC nobility including Laurence, Bernie and Chris. Also not forgetting a very useful checklist and further info from last year's organisers John and Bev Barsley. Thanks too to Bev Oates for keeping me up to date on the marketing front, and the ultra efficient Tony Malyon for looking after the money side, paying the bills and telling me how much we had left. In the end there was a small surplus to return to club funds.

Over the Rally weekend I had superb support from Jim Dalton, Tom Brodie and David Park, all DS owners from the CCC Scottish Section, who acted as marshals. Thanks guys. Also Martin de Little – if you or your car moved a photo was taken. Come to think of it you didn't have to move, you still got photographed.



The hotel staff were magnificent – from the initial booking through the inevitable additions and cancellations along the way,

to the event itself. Equally the staff in the venues we visited – steamer trip, distillery and Boturich Castle couldn't have been more professional. Makes me realise that hospitality and service is something we do pretty well in the UK now.

Some of you will know that initially I had significant reservations about the hotel. We started visiting the Trossachs in the 1970's en route from England to Carol's folks in Dundee. I recall passing the hotel then and thinking how forbidding it looked with its brutal concrete styling – you checked for watchtowers and barbed wire as you drove past. I nicknamed it Stalg Luft ein-und-zwanzig. Not helped by Andy Burnett's recollection of when an officer in Stirlingshire Police at the same period, he was called out there to sort out a fight just about every Saturday night. Mind you when I mentioned this to Bernie he did say that a fight might have been a good alternative to those who didn't want to ceilidh.....

How things change – the hotel staff got really enthusiastic about our Rally – check out the Traction's on their Facebook page.

Writing this some five weeks later in a very sunny Dordogne, I realise that, unlike Scotland, Traction's are likely to be encountered anywhere, any time, round here.

I was in my local Citroën agent last week to get the Activa's air-con re-gassed. In a corner of the showroom I discovered a very smart, perfectly restored 11BL circa 1950, next to a poster listing some of the potential perils of French motoring – see photo. Today in Bourdeilles just down the road at a vide grenier, there was another 11BL of similar age, also restored to a high standard – but not for me. Altogether too gaudy I feel. And the new corduroy trim inside would have cost a lot more than replacing the original cloth with the correct pattern material available off the shelf from Neo Retro in nearby Limoges. But what do I know.....?

Returning to this thread in October, a full two months later, in a very very wet Scotland, the summer season is over and thoughts are turning to fettling the engine on the 11B. Must check with Andy Burnett about getting those parts he promised me.....

*An excellent job by all accounts Peter, those of us who just turn up and enjoy don't always appreciate the level of detail planning that something like this entails. Your turn to sit back in 2018. (Ed)*







**A selection of items from various sources relating to the storage of your car for the winter.**

*The main item was originally penned by Evan Mc Kenzie of Penrite Oil and was a previous article in Tech Torque several years ago. It was generic, and has been locally adjusted in a couple of*

*places to make it Traction relevant. (Ed)*

When you put away your loved and valuable car, you want to do the right things to ensure that it does not deteriorate. It is easy to ensure that the outside is clean and that the car remains dry, but it is probable that the real damage done to a car during storage occurs internally.

Consider the cooling system for example. Metal left in water for over a quarter of a century will we all know, deteriorate. Yet we are quite prepared to fill a car's cooling system with water, perhaps fortified by generous amounts of anti freeze, for years on end. Any chemist will tell you however, that water fortified with glycol is an aggressive mixture. The water will promote oxidation of the iron, copper, aluminium and steel found in the system. The glycol will insidiously seek out and exploit any crack, pore or weak seal.

After an enjoyable season's motoring, the oils in the engine, gearbox and axle will also have deteriorated. Engine oils will have been diluted by fuel blow by, condensation, carbon and the resultant build up of acids. There are no filters for these oils. They too suffer from condensation.

When a vehicle is stored for a long time and when light weight oils are used, it is quite possible that vulnerable surfaces such as the bores and cam lobes, may actually rust when the oils have drained away. This is caused not only by the acids and contaminants left in the oil, but also by the unimpeded flow of oil through breathers the carburettor and even the exhaust.

These problems, once understood, are easily avoided.

Some better anti freeze mixtures do contain an amount of anti corrosion additive. However, the products are designed to function primarily as anti freezes and their competence as corrosion inhibitors is secondary. Of course, many cherished vehicles are stored in environments where temperatures do not drop below zero, or are in milder climates where anti freeze is not deemed necessary.

Whatever the circumstances, it is essential that the cooling system contains sufficient anti corrosion additives to provide long term protection. Anti freeze should be added to systems where corrosion protection has already been assured and only where its use is unavoidable due to the temperature of the climate of

the storage area.

Avoidance of the damages caused by leaving old oils in engines during storage is obviously easily cured by changing them for fresh oils beforehand. However care should be taken to ensure that the oils are the most appropriate. Firstly, thicker oils, similar to those for which the cars were designed, will by their nature provide far longer lasting surface coatings. Being thicker they drain more slowly.

Secondly, it is sensible to check that older style transmissions which use soft metal bearings, and bushes. The use of 'Mild' EP 90 type gearbox oil is advised.

There is a strong temptation to start up an engine every week or two. When this is done, large quantities of water vapour leave the exhaust and mix with rick sooty black particles. Even when the engine is run for several minutes it will not reach its full operating temperature. This water vapour and part burned fuel will remain in the engine and along the exhaust pipe. Only after a journey of some 20 -30 miles can one be certain that this unpleasant combination of chemicals will have evaporated from inside the engine and exhaust.

Running an engine briefly can therefore actually promote corrosion.

It is however important to ensure that the oil is redistributed around the engine regularly during storage. This is best achieved by removing the sparking plugs and turning the engine on the starter until some pressure appears on the gauge. A squirt or two of oil into the bores before replacing the spark plugs would be sensible.

It is advisable to jack the wheels up and support the chassis securely on blocks. This prevents the tyres from taking on a set (flat spotting). In this situation it is possible to turn the wheels by hand and or by selecting a gear and using the starter for a few minutes with the plugs out and the main HT lead disconnected. This will redistribute the oils in the transmission and discourage the front brakes from seizing.

The windows should be left open a couple of inches and the boot propped slightly open to allow air to circulate. Grease and oil points should be attended to before storage.

It is important to keep the battery charged up as one that has been allowed to go completely flat will sometimes no longer take a further charge. (I always disconnect my battery)

For longer term storage and for extra assurances, during shorter term lay-up, additives are available which will help ensure that all internal surfaces of the engine, axle and gearbox remain thoroughly protected. By mixing these additives with fresh engine, and transmission oils and ensuring that they are thoroughly mixed and circulated using the techniques mentioned above, all internal surfaces will receive and retain a generous covering of protective. These products are generally designed to meet military requirements for mothballing and long term storage, and contain complex formations of anti corrosive substances.

Various manufacturers offer these products.



Penrite offer Cooling Systems and Storage protection materials. they can be contacted on

Email: sales@penriteclassicoils.co.uk

Phone: 01869 229240

A range of similar materials can also be obtained from Frosts:

Phone 01706 658 619 or email to customerservices@frost.co.uk

## A few other tips are also worth noting

- It sounds fundamental, but make sure that your car is clean and dry inside and out when putting it away. Deal with any visible rust and give paintwork a coat of wax. There are various protective coatings that you can buy to winterise chrome plated bumpers etc. if you are not confident that your garage is 100% dry.

- Where do you store your car?

Condensation arising from sudden changes of temperature from very cold to relatively mild will cause a condensation bloom on most metal surfaces. Ventilation is the answer here, but the condensation may persist in unventilated hidden areas of the car such as box sections and this is where your internal treatment with a cavity wax will come into its own (you did do that last Spring didn't you?).

Anyway, a watertight and reasonably well ventilated garage is the right answer here, albeit the ideal is something heated and with some kind of equipment for reducing moisture content to a suitable level. The professionals usually go for 50%, just in case you have a heated garage and a dehumidifier. This ideal is something that not many of us can aspire towards.

- If you are obliged to store outside, or under a car port, there are numerous breathable covers available, but none are 'fit and forget', some moisture will penetrate and although they will allow any trapped moisture to rapidly dry out once the rain has stopped, you do need to remove the cover when the weather permits to allow everything to breathe.

They are not suitable for winter storage in countries with high levels of snowfall and special covers are available for this.

There are also various weatherproof car bags which are combined with dessicant canisters to, in theory, provide a totally moisture free environment into which your car is zipped with waterproof fastenings .

- A dust sheet inside the garage? Well okay, but they can trap damp arising from condensation. Choose carefully.

- The Traction is prone to clutch seizure if damp finds its way into the clutch housing. No coolant leak is necessary for this to take place and a few sudden temperature changes can result in condensation which has a similar effect. Breaking a well seized clutch free by rocking the car in gear is a risky business and can damage your crownwheel. We advise therefore that the clutch pedal should be wedged down with a length of timber, braced back against the cross member under the front seat. Some models may also have a device for locking the pedal down to the floor.

- Chock the wheels and leave the handbrake released.
- Although the main article advises putting the car on blocks to avoid tyre problems, most car dealers store cars by radically increasing the tyre pressure to avoid flat spotting and this is probably adequate for the relatively short winter recess in the UK. Just remember to reduce them back to normal when you go out again in the spring.

- Internal damp is an issue which can cause corrosion and mould on head linings etc, especially when, again, sudden temperature changes take place and hidden condensation occurs. This is a special risk on uninsulated car roofs, where condensation is out of sight behind head linings. A material that absorbs airborne moisture is very useful and various products are available, usually in the form of a bag of absorbent material that can be regenerated when saturated, by either putting on a radiator or sticking in a microwave for a few minutes. There are also more expensive canisters that are dried out for re-use by putting into an oven.

I have also heard of a good DIY solution involving cat litter in a series of old socks. The contents are discarded and renewed when expired, (and the socks dried out).

- Battery maintenance. A maintenance charger is a worthwhile item if you have the car off the road for extended periods, as is an isolator that enables you to eliminate any earth leakage.
- Check your antifreeze. After two years the blue type of 'classic friendly' antifreeze tends to lose its corrosion inhibiting properties and should be changed. The modern long life stuff should not be used as it can attack certain materials present in old cooling systems.
- Fuel goes off and fuel tanks do rust. Fill the car up to the max and add an additive into the mix as this will help prevent the fuel going off and will stop the top of the tank being exposed to moisture. If you want to store the car for more than just a winter then drain all the fuel as you could have problems when restarting after a year or more. Take that spare petrol can out of the boot and use the contents!

And don't forget what you have done, and what is required to re-commission, when the sun comes out and you fancy a quick run down to the pub, next Spring.

*Compiled from a variety of online sources.*





# BRITTANY RALLY

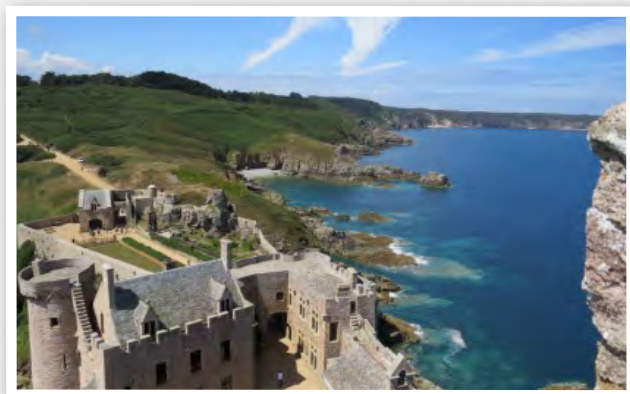
**The 2017 edition (the thirtieth) of the CTAB annual rally kicked off in very fine form. As it happened the Traction Universelle had also arranged their own annual rally on the Côte d'Emeraude of North Brittany under the banner "Trac'Tro Breiz" (do not try to translate this at home, children, unless an adult is present). It began the week-end before the CTAB's but the two clubs arranged to coincide for the first day of the CTAB fixture. So it was that no fewer than eighty or so Tractions gathered on a sunny 13th July at the car-park next to the Casino at one of the coasts' hidden gems, the resort of Sables d'Or les Pins.**



The open air-breakfast generously provided by the local Super-U supermarket chain was given a very thorough going over by the assembled masses as info kits and goodies were distributed to the CTAB participants. We are happy to report that no blood was shed in amicable discussions as to who should get the elegant but lightweight white Ricard hats and who the more robust Havana Club items. The former were more representative of team consumption. A lady in a vivid violet dressing gown emerged onto one of the first floor balconies overlooking the car-park to survey (approvingly we think) the happy scene.

One of the more eye-catching vehicle combinations on display was a one-sixth scale radio-control model Traction saloon towing a trailer carrying a convertible. It was driven by an authentic blonde Barbie doll, surely the ultimate *birette*. Mindful of the Clint Eastwood movie *The Dead Pool* some wondered whether it was entirely to be trusted.

At 11am sharp the British contingent set off for the first item on the cultural programme: a visit to the spectacular Fort de la



Latte set on the equally spectacular Cap Fréhel promontory with its dark sheer cliffs. It has been used as the set for numerous films, most famously and anachronistically in *The Vikings* late 1950s colour drama. The 13th century fortification enhanced in the 17th was used to depict the capital of England sometime in the 9th or 10th centuries.



The military history contingent sagely observed that the offset approach to the gate of the outer bailey would have prevented (as was intended) the deployment of a vast battering ram featured in the movie. Our tour was conducted by a charming young English lady who explained how the system for heating up cannon balls so they set fire to the ships they were fired at came to be so well preserved. As it required a day of run-up time before operating and the Royal Navy discourteously declined to give advance notice of its visits, the system was little used and thus well-preserved.

The combined clubs came together again for a picnic lunch in the welcome cool of the wooded car park on the way into the Fort.



After lunch the British contingent returned to Les Sables d'Or for a guided tour of the town and an explanation of the history of cut-throat rivalry between the various projected resorts of the Côte d'Emeraude. Les Sables d'Or had not got quite the railway connection it needed to take off so the town today is mercifully low key. The grand hotel that was supposed to be built as a perfect open hexagon ended up only half built, which will puzzle archaeologists of the future. The magnificent white sand beach proved a stronger attraction to a few of the less historico-culturally inclined TOC members who were content to doze off their lunches (and *aperos*).





Your correspondent and his navigator, both first-time participants on a CTAB run, turned up punctually for the first dinner and experienced a few moments of loneliness and uncertainty as to whether we had come to the right place which was soon dispelled. Rémy Chérueil and his family were next to us on the table, fielding

a four year old who proved to be a magnificent ice-breaker. We chatted happily in *rouge de maison* assisted French and the universal language of grandparenthood.

Your correspondent is rarely glad to be tail-gated but the return from dinner provided an exception as he could see more in the headlights of the following car than his poor 6V Marchals could manage in the dark lanes we had to take after splitting off from the main contingent. Memo to self: time to ship in LEDs.

The weather was not so welcoming the following morning when we turned up at the modern working fishing port of Erquy just down the coast. As well as an impressive array of functional and well-used fishing boats, was moored up the big tourist boat that was to provide the next leg of the fun. She had been chartered for our exclusive use that morning and looked impressively comfortable although some of our number decided that they had forgotten their sea-legs in the UK and decided to remain on solid dry land.

The trip took us out round Cap Fréhel to get a look from the sea at the Fort de la Latte which we had visited by land the day before. The Fort look an even more impressive proposition from wave level and it did not take us long to understand why it had never been successfully stormed. Looking at the sheer 70m cliffs from seaward told us why it had been necessary to put a serious lighthouse at the tip of the cape.



To compensate us for the dull day, wildlife was out in force. The cliffs are the home to huge nesting colonies of seabirds and a

few wandering skuas kept us company. As we rounded the cape a pod of twenty or so dolphins came out to play with us in a cheery display that the seafarers did not hesitate to boast about to the land-lubbers, when we put back into Erquy.

We were flattered to be covered by La Vie de l'Auto, France's top classic car weekly, and their journalist positioned himself perfectly, flat on the ground at a right-angle turn in the approach to the Chateau de Bienassi venue for lunch and the afternoon, getting some beautiful low-level shots of the cars arriving in column.

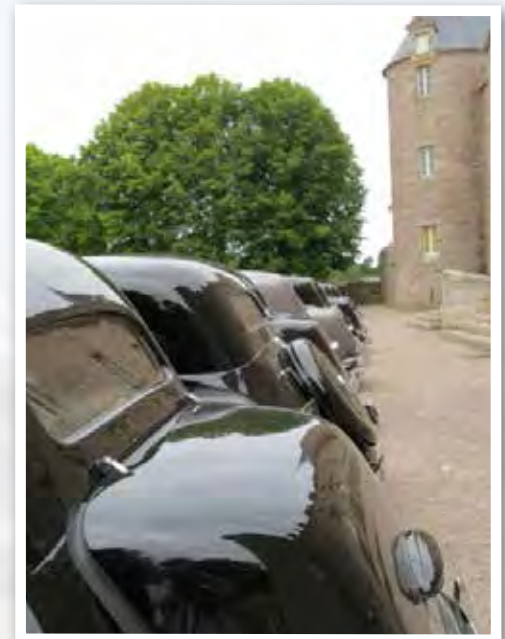
Over *apero* that evening we had the treat of the **BRIEFING** delivered with growing hilarity by Hervé Pignon of the CTAB in French and rather more concisely in English by Bernie. Inevitably the programme had changed. Mercifully a few days before, Hervé had called the mayor of the countryside commune where we were to have picnicked the following day to

confirm arrangements and been confronted with one of those depressing administrative stone-walls in which it turns out that what we thought we were doing was actually impossible and any previous conversation suggesting otherwise had never taken place or at least had done so in some parallel universe.

The CTAB had gone into overdrive, tapping its impressive contact network to deliver a fallback that was a lot more impressive than the original plan: we were to be allowed to park our cars and picnic on the seafront of the ultra-chic seaside resort of Dinard. The only cost to us was to place cardboard under our sumps so that we did not oil up the promenade. We also had to obey the police escort that was to be provided. We would have done that anyway. Most especially after the dinner we were all to leave as a group with the escort; so we could all be breathalysed efficiently as someone suggested.

The prospect of being shepherded around by police motorbikes prompted cruel cries of "*Des vrais motards*" (rough translation: a proper motorbike escort) which did a great disservice to the magnificent job that the CTAB's two-wheeled contingent did as it always does in getting the Tractions safely to the right place in some kind of order.

We again demonstrated the deficiency of our learning skills by turning up at the following morning's rendezvous (that most glamorous of locations, the car park of the Lidl just off the Dinard





# BRITTANY RALLY



to do it especially as we were there on a sunny market day with the town full to bursting.

Our next dose of pure privilege was to line up the Tractions along the promenade and setting up our picnic tables in front of them as the well-heeled and chic holiday makers strolled by. You don't have to eat at a Michelin three toques (stars) restaurant to have a unique lunch. Lined up along the front of this most elegant resort with a view of the classic and eye-wateringly expensive blue and white stripe tents on the beach, the Tractions offered visitors a splendid spectacle. The town council had done a grand job of promoting the CTAB rally as something worth seeing and we were soon attracting much interest. One young lad was particularly taken by suicide doors as he had never seen them before. It was a special delight to let him sit behind the steering wheel which rather made his holiday. It was just the kind of soft propaganda for classic cars that makes this kind of event such a treat.

On the way out of town one happy Tractionist cheerily saluted passers-by with his superb Klaxon. We were impressed at the jump achieved by one of the smallish dogs that traditionally tow elegant ladies around such resorts. It managed a good 30cms in both vertical and horizontal planes.

The afternoon's tour of the basin created by the Rance tidal power barrage took us back in time to the days when flour was milled by tide power and the Rance itself was a busy commercial

by-pass) and finding we had more than adequate time to locate that foot-pump I had always required for a few €s at Lidl and to persuade our navigator that this was so. When the police escort appeared it was pay-back time for the *motards* its two-wheeled contingent were mounted on electric assisted pushbikes albeit fully kitted out for the job with a couple of step-throughs for good measure .

Man-powered or otherwise the escort gave us a flavour of what it is like to belong to the truly privileged classes. Dinard is pre motor era town with narrow, twisty roads and chaotic parking. Being breezed through behind blue flashing lights who allowed us to shoot red-lights is the only way



river with numerous ports. One of these, La Gourbannière, had been doubly demoted by progress when the new bridge carrying the main N176 road to Finisterre displaced the old Pont St. Hubert, in its glory days the northern-most bridge on the Rance. The now mere D366 runs through the eternal somnolence of the village centre and its memories of passing trade long-gone.

After another chance to sample the glories of Lidl's car-park our faithful police escort wafted us through security barriers to



the prestigious surroundings of the Dinard Yacht Club for the evening's programme. Once again cardboard was deployed beneath the sumps. Before drinks a delightful lady showed us around the elegant mansions built in the town's heyday for the super-rich visitors that included an English community with its own Anglican. Sic transit. She had happy memories of her days as a student in Rennes when she had driven a Traction bought for a few hundred francs. Proof again that that the Traction is part of the country's memory and culture.

The final part of the pre-dinner programme was the unplanned self-immolation by Bernie when he tried to cool off his 15/6 forgetting that the system was pressurized. The junior generations of the Chéruef family supplied first aid and an excellent Crémant de Loire served on the Yacht Club's rooftop terrace with a sunset view over the water to the ramparts of St. Malo to die for offered further consolation. To complete our special treatment the club threw open its special bow-windowed members' sanctum to accommodate us for dinner.

The movie theme segued into *Police Academy* the following morning as the municipality of St Malo was less alert to the potential tourist draw in mass Tractions than their neighbours



and we were parked in the grounds of the town's police training school under conditions of tight security. So only the drivers got to see the fascinating sight of the various open air training environments which showed that, sadly, the police have to prepare for difficulties in a very wide range of locations.

Your correspondent completed his record of being the first to arrive at the lunch venue of the Auberge de la Porte at Saint Jouan des Guérets. The advantage was that he had the easy job of parking at the end of the row of what was to become a formation of Tractions with a sweeping view over the Rance in the background. The disadvantage was that he was thus mistaken for an organizer and given firm instructions that all special dietary needs were to be declared proactively to *madame*. She clearly took special and deserved pride in the magnificent spit-roast suckling pig in which the establishment specialized. The meat was delicious but opinion was a bit more divided on the head which was served whole to someone lucky enough to have his birthday that day.

And so with speeches and thanks afterwards in the courtyard the rally came to its formal end. Once again TOC members could look back on very happy days courtesy of our friends in CTAB. Long may the friendship last.

*Text: Adrian Phillips, Pictures: Martin de Little*



## Entry List Closed.. CTAB Brittany Rally. 12-15 July 2018

**Following the announcement in the last issue of Floating Power and the update on the Club website; as advised; the entry list closed on 28th September.**

This situation is very unusual for the CTAB, but was due to a decision by the management at the Puy du Fou Park requiring final numbers at this early stage.

Twelve cars from the TOC are currently registered.

I will take names from any other TOC members in case there are any cancellations, but there is no guarantee of an entry.

Martin Nicholson vicmarnic@gmail.com



# TOC NATIONAL RALLY 22nd-24th June 2018

In 2017 we visited the Dutch mountains and Scottish Lowlands and now for 2018 we are heading for the Welsh valleys, mountains, (inside and out), visiting some castles and finishing in some beautiful gardens.

We will be driving through some amazing countryside so now is the chance over the winter months to get those Traction running at peak performance.

We are booked in to the Wild Pheasant Hotel and White Waters Hotel in Llangollen both with an amazing spa, so don't forget to pack those cossies

The January edition of FP will have full details with booking form, again with an early bird discount.

Laurence Acher



## EVENTS DIARY

For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. [www.traction-owners.co.uk](http://www.traction-owners.co.uk)

<b>2017</b>		
<b>November 10th – 12th</b>	NEC Classic Car Show	See note elsewhere in magazine for details.
<b>2018</b>		
<b>18th to 21st May</b>	27th Circuit Historique de Laon	For details contact: Association de la Montée Historique de Laon 9 rue du Bourg, BP 513, 02000 LAON, FRANCE Tél : 03 23 79 83 58 / 00 33 3 23 79 83 58 E.mail : <a href="mailto:circuit-historique-laon@orange.fr">circuit-historique-laon@orange.fr</a> website : <a href="http://www.circuit-historique-laon.com/en/">http://www.circuit-historique-laon.com/en/</a>
<b>22nd to 24th June</b>	42nd Welsh Mountains (Llangollen) TOC Annual Rally,	June 22nd, 23rd, and 24th 2018
<b>14-18 July</b>	CTAB Brittany Rally	Please see red box. Applications for this event are currently closed. Martin Nicholson. email <a href="mailto:vicmarnic@gmail.com">vicmarnic@gmail.com</a>

# TOC SHOP

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

The club shop has the following items of regalia available, including some sweat shirts and fleeces with the 40th Anniversary logos on them. All inc. VAT

Minimum Postage £3.35 by Royal Mail



Hi-Vis Jackets	£ 4.80
Polo Shirt	£10.80
Sweatshirt	£13.20
Fleece	£15.60
Key Fobs	£ 8.00
Lapel Badge	£ 3.99
Mugs	£6.00
Grille Badges	£20.00
Binders	£ 6.00

## Royal Citroën C4



We came across this electrically powered ride-in child's car on display in the Museum at Sandringham House in Norfolk, during a recent visit to East Anglia.

It was built in the 1920's and used by the Queen and Princess Margaret as children.

It is a reproduction of the Citroën C4 made by Andre Citroën for his son Miki in 1928, a limited number of which were put on the market.

Power is supplied by two 12 volt batteries and a maximum speed of 8 mph can be obtained.

The car was restored in 1953 and the Citroën radiator was changed for that of a Daimler (?). The car was then given to Prince Charles and the registration was changed appropriately, to PC 1953.

This is a beautifully made and finished little car, although I am not really sure why it was given a Daimler radiator, albeit most of the 'State' cars in the museum appear to be Daimlers. The Museum is worth a visit and has some very nice and unusual Vintage and Veteran cars as well as some more recent classics, including a rather splendid 1940's V8 Ford shooting brake and the 1960's glass backed Rolls Royce that was a familiar sight at many state occasions up until comparatively recently. *Bryan Pullan*

### What else do you have in your garage?

What other Classics do you have in your garage besides your Traction(s)?



This, to start the ball rolling, is my 1964 Volvo PV544, alongside my Light 15. Send us a photograph and a note of what you have. If we get sufficient response, then we will pull together a photo page showing what other classic cars members drive.



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



## CARS FOR SALE

**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 around £10,000 please. Telephone 0208 835 8161 or email [vagabond7@btinternet.com](mailto:vagabond7@btinternet.com).**



**FOR SALE: Slough built RHD traction. big boot. original registration, MOT exempt.** The following mechanical work has been carried out by John Gillard of Classic restorations

- 1.Stripping all brakes and replacing both front wheel cylinders and one rear.
- 2.Replacing one front brake drum and skimming the other 3.
- 3.Replaced hand brake cable.
- 4.Replaced all front brake flex hoses and rigid pipes.
- 5.Replace all 4 wheel bearings.
- 6.Replace all 4 shock absorbers.
- 7.Replace collapsed Lardon nearside front.
- 8.Replaced drive shaft and suspension wishbone.
- 9.Replace inner and outer bearings.
- 10.Remove fuel tank, clean out, refit and replace rigid fuel pipe from tank to pump.
- 11.Rebuild fuel pump and refit.
12. Make bracket to support exhaust system.
- 13.Replace fan belt, carry out compression test to establish engine is very good, adjust tappets.

Chassis is ok but will need work in the future. The sun roof has been sealed as was leaking now dry.

The body requires cosmetic work to both the doors and the boot lid. This car is now

very reliable. I have bills for £3500 pounds. I have tried to be very honest about this car which has a very good interior with modern front seats for better comfort.

**£10,000, contact: [bob-wall@tesco.net](mailto:bob-wall@tesco.net), tel: 01403 782174**



**FOR SALE: Very Good Traction Avant Legere 11BL 1953. £10,500 ono.**

This car has exceptional good body/hull and paintwork, must be one of the best body and paintwork in the UK ( maybe a few as good but not better ) If this is the car you are wishing to purchase you must check this car out as you will go far to find better. The last owner fitted new door skins, total repaint approximately 8 years ago just before suffering Alzheimer's sadly passing away without being able to make use of his work. He also overhauled the engine, gearbox, steering and brakes. Since Purchasing this car the following work ( regardless of cost ) has been carried out with brand new parts. Fuel tank, Distributor, Glass top Fuel pump, External Door Handles, Spark Plugs, Lens to all Lights, Complete Marchal Headlamps/ Chrome Rims, Pillar Parking Lights, Tyre & Tube spare wheel, 6 Volt Battery, Painted Dash, Complete Carpets including boot and back of rear seat. Engine Flush & Classic motor oil and Radiator Core. This car can be delivered to Cairnryan (Scotland) Liverpool or Holyhead Shipping Docks.

For A Genuine Buyer would consider costing and Shipping further.

This car can be viewed being Driven on the Open Road via YouTube Citroen Avant Light 15 Ref/ John Selfridge (2 Videos)

Car is in Ireland.  
**tel: 07729518992 or email: [davidselfridge52@icloud.com](mailto:davidselfridge52@icloud.com)**

**FOR SALE: 1955 Paris built Commerciale in black with cream side panels.**

This 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. There is also a bespoke stainless exhaust system. This car is well known in TOC circles having done many miles on Rallies, including a 3000 mile journey to the Arctic Circle .  
**Offers around £14,000 please for this much loved car. Reason for sale is a current restoration project of a 1950 Light fifteen, money & space required.**

**Please ring 0115 9118218 or email m.holmes1@ntlworld.com for more information.**



**FOR SALE: 1952 Slough small boot Big Six.** Featured on the cover of Floating Power July/August 2012. Attractive grey colour, good interior. In need of two front tyres. **£16,500.**  
**Contact Dave Hackett. Tel: 01225 810569 email:davejackie@hackett7.plus.com**



**FOR SALE: 1950 11B Normale. Small boot.** Converted to English specification RHD, 12 volt. Slough dashboard. CV drive shafts. Ivory colour. Previously used for weddings. **£8,500.**  
**Contact: Dave Hackett. Tel: 01225 810569 email:davejackie@hackett7.plus.com**

## PARTS FOR SALE

**FOR SALE:** Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance Traction wheels for free. [www.longstone.com](http://www.longstone.com)  
**Tel: 01302 711123**  
**Email: sales@longstonetyres.co.uk**

**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:** A set of five, pre-war Dunlop wheels. These were on my Traction when I bought it. They have been sand blasted and painted with black - 2pack paint. Four shown in the photograph, fifth still being used as a spare on my Traction.  
**£400.00 the set.**



**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: stevereed@aol.com**

**FOR SALE:** One reconditioned three speed Gear Box without Bell Housing. £850.  
**Telephone Dave Hackett on 01225 810569 or email davejackie@hackett7 .plus.com**

**FOR SALE:** Newly re-chromed pair of brass grille chevrons for Slough cars : **£55**  
**Contact Brian on 01845868165, or email: bjw4857@gmail.com**

**FOR SALE:**  
 Finished/ready to fit body panels \*.  
 Front R/H door,(all) £175 \*  
 Rear R/H door (BN) £175 \*  
 all finished in 2-pack Black. \*  
 Big bootlid, hinge holes for Big 15 £175 \*  
 Big boot lower closing panel £40 \*  
 Both halves of bonnet for BN/Big 15 in primer, £300 pair  
 BN R/H & L/H front closing panels in primer £30 each  
 Front wings, fitted/repared if necessary on car, for correct fit.  
 L/H Light 15 £225  
 R/H Big 15 £225 Both in 2-pack Black.  
 R/H & L/H BN, in primer, exceptional. £275 each.  
 BL/Lt 15 frond wings, both sides, ditto rear wings, in glassfibre, made from new wing moulds, (ex Mike Tennant).cheap/offers  
 Big 15/ Big 6 post 1950 bumper, newly rechromed at cost of rechroming -£350  
**Tel Andy on 01339 886290 for more info (Aberdeenshire)**

**FOR SALE:**



Newly made Flying Lady mascot .These are made of brass and are chrome plated.  
**Please contact Mike Plumb for info on either 01493750818 or Michael.plumb695@btinternet.com**

**FOR SALE:**  
 For traction Avant 165x400 size.  
 x2 Michelin tyres brand new from club spares £100 each.(never fitted.)  
 x2 inner tubes for the above brand new.(£15 each)(never fitted)  
**Bob Wall**  
**3 Woodlands Way, Billingshurst, West Sussex, RH14 9TB**  
**email: Bob-wall@tesco.net**  
**tel: 01403782174**

## PARTS WANTED

**WANTED:** Wanted: complete rocker shaft assembly for 11D head, including pedestals etc. Condition of shaft not critical. Also pushrods to suit. **John Moon. 01256 354910 or Slough@traction-owners.co.uk**

## 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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## 01243 5113780

**Chris Treagust,  
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Chichester, W Sussex, PO20 7LQ.  
Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)**

**Please note, a full spares list  
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