

Floating Power

September/October 2018



Honorary Life Members of the Traction Owners Club

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Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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

Registered Office:

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

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Missing Magazine?

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The closing date for input for the
November/December Floating Power is

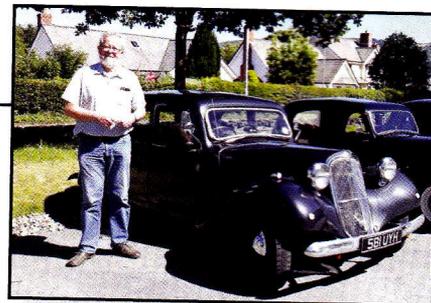
Sunday, October 14th

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

Cover Image

*TOC Tractioners at Gregynog Hall at
the end of the Welsh Mountains Rally.*
Martin DeLittle

Editor's Epistle



It seems odd to be talking about autumn and the advance of winter whilst it is, up here at least, still one of the hottest and driest summers for many decades. By the time that you read this it will be early September and the last of the season's events will be well under way across a parched and in places fire scorched England.

The summer's rallies seem to have gone well. Magny Cours was enjoyed by those who attended, although the weather seems to have been a little doubtful from time to time. Brittany appears to have received the sunshine however, and The TOC Welsh Mountain Rally conducted in almost Mediterranean weather, was a great success. Feedback was generally very good on the National, albeit there were one or two comments (made to me whilst there) about the schedule being a touch tight with little chance to explore the locale at a more leisurely pace. Perhaps there is scope from time to time, for a more free-wheeling kind of National without a detailed itinerary, but with more options.

In terms of shows, I originally wrote that I had yet, at the time of writing, to hear of anything being washed out. The dry weather had turned most green and pleasant show fields into beige savannah, albeit we have had some mainly overnight rain during July up here in Lancashire, enough to keep the hosepipe ban at bay and to prevent gardens expiring completely. In fact it has almost been too hot at a couple of events that I have attended, with exhibitors struggling for shade and some of the visitors also looking distinctly wilted. I wonder, on reflection, if super hot weather is as detrimental to these events in terms of visitor numbers, as a soaking wet day. I have certainly thought twice about attending a couple of events on the basis that I was not sure that I could stand the heat for several hours, or indeed whether my car would be similarly challenged by the queues to get in and out. Alas the summer has run true to form, (ie: ended for the moment!) and as I write in mid August, I have just shut the garage doors on my car as the Stonyhurst Show disappears in torrential rain. The BBC weather forecast has also returned to its usual fickle form, changing its mind half a dozen times in three days....how they can claim to be forecasting climate change beats me.

Onwards. This magazine is quite 'Rally Heavy' as you will notice and unfortunately, we have run out of room and so the CTAB report will have to wait until next time. We do have a report on Llangollen, in part by Andrew Tweed's dog, so that is probably a first!

Next year, our Annual Rally is merged with the Centenary event, the details of which are still being finalised and which are reported on elsewhere in the magazine. We also have a reflection on Magny Cours by someone making their first foray into France. On the tech side the rebuild of the Aussie Big Six continues, and we also touch further on the vexed question of drive shaft failure.

So, onto weightier matters, it looks as if the Mayor of London is aiming to extend the ULEZ right out as far as the North / South Circular, with no prisoners taken thus far as classic cars are concerned and only a honeymoon period of two years' reduced penalty costs leading up to the final date, 'to allow residents to assess their transport options.' If you live in this area, it may therefore ultimately cost you if you want to use your classic, as well as possibly your older modern-ish Vauxhall or Ford everyday car. This, it is felt, will encourage motorists to pension off their middle aged cars, particularly the diesels that we were all encouraged to buy, and either go by public transport, or re-equip with new clean models. That is great, of course, for improving air quality in city centres, but not so good for the environment as a whole, due to the question of embodied energy in our older cars, and the extra pollutants thrust into the wider environment by the manufacture of replacement cars. And hard lines if you are only able to afford an older car!

Why is this an issue to those of us who live out in the provinces? Well, if London sets a precedent, then it may only be a matter of time before other cities, such as Manchester and Birmingham follow suit, and then the larger towns and before you know where you are, you will be paying a double tax to use your cars in or near most urban areas in the country. Keep your eye on this one.

Finally, yes Mike McDonald and his car, complete with transplanted gearbox, did survive the National Rally.

We must have done something right.
Enjoy the rest of the season.

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

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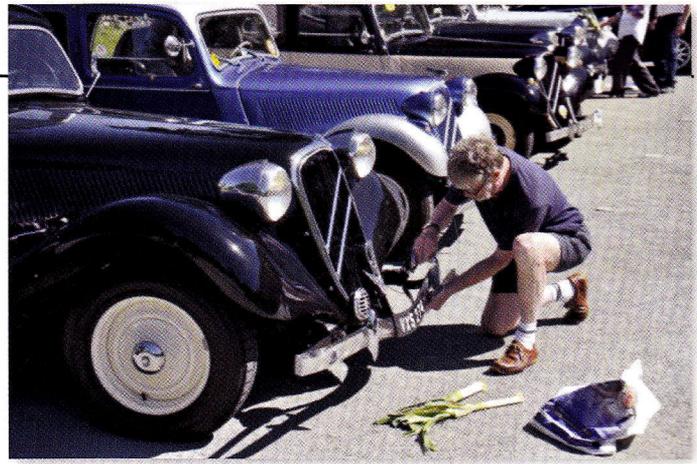
Email: social-media@traction-owners.co.uk

President's Ponderings

So, this is summer and it certainly blessed the annual Rally in Snowdonia which was so good that I can still laugh about my starter-ring silentblocs failing again on the way home. But, hey-ho, this set lasted nearly 400 miles and silentblocs apart it was a really fantastic weekend. The weather undoubtedly helped but the excellent choice of venues and activities together with great organisation would probably have made it just as enjoyable had we been blessed with more conventional weather.

Importantly from my point of view, the revised award categories were apparently very successful with only one person winning two trophies. However, as one of those was for the "Disaster of the Year", it probably does not count anyway. That said, the (un)lucky recipient – who will remain nameless here (full report elsewhere in this issue!) – has already put in two early bids for next year's "Disaster" award. First, he discovered his rebuilt gearbox needs re-building and then he was forced to abandon the Brittany Club rally to Puy de Fou on medical grounds. I do commiserate but, at this rate, nobody else is going to get a sniff of that trophy for some years to come and I am clearly wasting my time repeatedly fitting rubbish silentblocs to my own car in an attempt to get my hands on at least one TOC trophy – even if it is the least coveted.

For the first time in several years I attended the Sunday of the CCC annual and, as it was only about 35 miles from home, I went in the Yellow Peril, which ran like a dream. The turn-out was very impressive with one other RWD model and four Tractions plus, of course, more numerous examples of the other classic models. However, I was pleasantly surprised by the number of modern Citroens present. Furthermore, it looked to me as if they tended to belong to a much younger group of owners but that is not really so surprising. It looks as if the CCC is managing to recruit fresh, younger blood through its later and current models so, maybe all we need now is Citroen to start making Tractions again and we might have a chance of more "yooof" joining the TOC. And just in case he is too embarrassed to mention it himself, when it came to the raffle, our own intrepid Chairman not only won enough oil to sell some back to the Middle East but then went on to scoop the top prize of a pair of concert tickets. The latter were kindly donated by Citroen UK so little wonder they were unable to afford any sponsorship for the TOC annual rally.



Looking forward again, I suggest anybody hoping to go to the Centenary Celebration in Ferté-Vidame visit the website at: citroencc.com

The website is available in English and you can register for the newsletter and (perhaps) keep more up-to-date than you will by sitting waiting for information to trickle down through the Amicale. There is also an on-line registration form there but, if you do use the English version beware that it asks for the "Vin" number but that is a translation error and they actually require your vehicle registration in that field. As I said last time, there is still camping space available at the site but all hotel rooms within at least a 25km radius are now fully booked so if you are considering attending please arrange your accommodation as soon as possible.

We were all pleased to see Jackie Hackett at the Welsh rally and I am very happy to report that the ad in the last FP has seen her Cloverleaf find a new home. Dave was a prolific collector and, for those interested, a nice example of a Slough 6 (which Dave reimported from Australia) is being advertised in this issue.

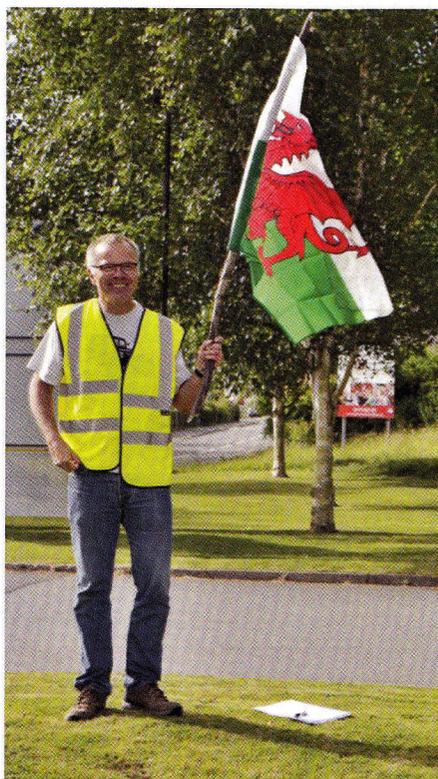
Photo by MDL

New Members

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

Mr P Fletcher	Wrexham	
Mr A Beale	Wokingham	Berkshire
Mr N Sieveking	Halesworth	Suffolk
Mr C Franczak	Chesterfield	Derbys
Mr W Allardice	Churchill	Oxon
Mr M Gubler	Zurich	SWITZERLAND
Mr A Kyprianou	Enfield	Middlesex
Mr P Horsley	Wrenbury Heath	Nantwich
Mr P Rees	Devizes	Wiltshire
Mr T Jacobs	Hanley William	Tenbury Wells
Mr S Stokes	Shirley	W. Mids
Mr M Pollard	Frampton on Severn	Glos.
Mr P Langley	Box, Corsham	Wilts

This is the busy season for rallies and the weather is being kind to most of them although this year I have only managed the TOC and CCC National Rallies. The way things are going it looks like that will be about it.



If you went to the TOC Welsh Rally you'll know it was a good one. A lucky volunteer was pressganged into volunteering

to write the report but I do want to extend my thanks to everyone who made it happen, especially Laurence and Therese who put in a lot of time and effort planning and arranging everything and making it look so easy. I also want to thank Tony Hodgekiss for manning the shop stand.

All of the cars behaved most of the time and most of the cars behaved all of the time. The same can be said of the occupants. You can't expect more than that when they're all over 60 years old and some of them over 80. We are still talking about the cars.

We had a surprising amount of radiator leaks – er leaks. Only one car had a leak. And some of us did leave a bit of oil here and there.

The CCC Rally is a very different event from the TOC event. I was pleased to see 4 Traction and 2 RWD cars amongst the younger machines. It was nice to see a big red Citroen fire engine too.

As Summer whizzes by we head towards the TOC AGM. The CCC AGM is a one-hour event held on the Sunday of the Rally. That means members don't have to make a special trip to attend the AGM. It also means the AGM must be quite minimal which is ok as it is unlikely than anyone has made a special trip just to attend it.

The way we run our rallies doesn't really lend itself to that but it has been suggested that we tie the AGM into a different event such as the NEC Classic Car show. We haven't managed to work out how to make that work so this year's AGM will be similar to previous years. It is the opportunity to make your voice heard. One thing you said about last years was that it went on too long – that's down to me and I won't do that again. The other thing you said was that it was difficult to hear what was being said – so we'll fix that too.

If you are interested in the workings of the club and particularly if you would like to make a point - that's the place to do it. You'll get a warm welcome and we'll try and make it an interesting meeting.

There will no doubt be some discussion about next year's Citroen Centenary events and how they fit with our usual activities. These things take a long time to plan and schedule so if you have any suggestions you would like to make, please don't leave it too late. Next year is going to be a busy year.

Chris.

EVENTS

I have had a couple of complaints that 'you never advise of events in my area!' Researching what is happening in all areas would be a major task and if we were to try and include a comprehensive calendar for the country as a whole, it would probably, in the summer at least, fill up most of the magazine. The events list on the website has a link to a comprehensive list of events nationally that you can search. If you have a local event that you particularly want to be drawn to the readership's notice, please get your Section Rep to include it within his Section Report. That way it should reach other section members and may also attract someone who just happens to be in the area.

Major events such as CTAB, the NEC and Manchester Shows and our own TOC organised rallies will indeed appear in the events list, but please ensure that your Section Rep is au fait with and can advertise local events that you feel may be worth attending (Editor).

Traction Owners Clubs: Section Details

Please note, the chart below contains all of the contact details of the various Sections. Section Reports received are in the following pages. For contact details of your section, see the chart below.

Section	Contact	Details of Regular Meetings (where available)
Eastern 	Jasmin Gagen Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. The Angel Inn Larling, Norwich, NR16 2QU The Compasses Inn Littley Green, Chelmsford, CM3 1BU
Ireland 	Richard Sheil Tel: 00 33 87 656 9928 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events.
Kent/ East Sussex	Adrian Phillips Tel: 01892 520857 Email: kent-east-sussex@traction-owners.co.uk	See section report for coming meetings/events.
Lakes and Borders	Bob Cuppage Tel: 01539 433 391	See section report for coming meetings/events.
London 	Peter & Sue Simper Tel: 01784559867 Email: london@traction-owners.co.uk	First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR
Midshires	Stephen Prigmore / Tina O'Connor Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
North East 	Graham Handley Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
Northern 	Bryan Pullan Tel: 07513 362202 Email: northern@traction-owners.co.uk	Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Members also meet on Thursday evenings throughout the year at various Lancashire pubs in collaboration with the Thursday Knights VCC. See TKVCC website for details: http://www.spanglefish.com/thursdaynightvintagecarclub/
Peak 	Bev & John Oates Tel: 01629 582154 Email: peak@traction-owners.co.uk	The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.
Northern Scotland	Ian Smith and Andy Burnett Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
Southern Scotland 	Peter Fereday Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
South Midlands		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
South West 	Howard Speirs Phone: – Home: 01872 862386 – Mob: 0797 418 7267	See section report for coming meetings/events.
Surrey/Hants/ Sussex 	Sue & Philippe Allison 01256 761444 Email: surrey-hants-sussex@traction-owners.co.uk	Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports.
Wales	Julian Pratt Tel: 01974 272888 Mobile: 07824313541 E Mail: julianpratt@gmail.com	See section report for coming meetings/events.
West of England 	Terence McAuley Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
Rest of World		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>

Note: all of the above are volunteers and will also have other commitments. Please bear this in mind when trying to contact them. Up to date details of forthcoming local events will be posted either in the Sections page of the TOC website, or within Section Reports in Floating Power. A summary of the current Section reports is also posted periodically on the club's Facebook site.



NORTHERN SCOTLAND

Hi, folks, as mentioned last month, we had previously booked a trip with the Light 15 to attend the (CCC) All Ireland Rally near Belfast, not realising it was the same weekend as our TOC National, but despite that, it was an absolutely great rally! We have now attended quite a few of these Irish rallies, north, south, west and central, and they are not to be missed! The hard work, care, dedication and forward planning that the organisers, Joe and Susan McGilloway, ably assisted by Noel O'Dwyer and John O'Sullivan is great, and all participants are all made to feel very welcome indeed!

The hotel venue chosen as base, north of Belfast and set in the middle of a golf course, was upmarket and good, and every day, lots of planned visits, castles, tours, etc and of course plenty good friendly company, as well as marvellous Citroens of all models.

There were another 3 tractions present, and spoke to others who also owned Tractions. also, for the first time, met up with John Fox from Newry - have spoken with John for decades, buying various bits and pieces, but never met him in the flesh!! John, now retired, was a car paint specialist working for a well known company, but very importantly, he was a great contact for all things LUCAS!! He had bought in masses of Lucas spares, wherever or whenever he had the chance, and although his stock is much depleted, have passed on his details to John Moon, our Slough Champion as he will also possibly help with Slough paint codes and colours for our Tractions. He also owns a traction!

Also met Dessie Gillespie, who runs a garage repairing all models of Citroens, and learned, he has also a Slough Big 15, which he has been restoring for some time now and hope to see it finished on a future trip. The other 3 tractions present were all Normales, one belonging to Kairen and Barry Holmes, now on Irish plates, but bought from a member in England, when its registration was LHV 800P,- ring any bells? Did have a note of the owners of the other two, but lost! Ian Hudson, from Millom in Cumbria was also there but with a 2CV, which won Joint prize,- as many will remember, Ian had a prize winning traction, which is now apparently in a museum!

Quite a few well known faces from the CCC also in attendance, and can foresee many more going over for future rallies, as they are not to be missed. Also had a chance to have a long natter with the knowlegable and died-in-the-wool Citroen enthusiast, Frank Bergen from Dublin, there with his son Brendan,- Great company!!

Lots of rallies attended, some sans traction, just to rummage in the old car spares, a habit I am trying hard to give up, so far without success! Had also a phone call from Michael Simpson, from near Thurso (190 miles north of here) who owns that rather well-known traction

with the BX diesel engine, etc who is wondering about the implications of the new legislation on his car. Lastly, had a long chat with a local chap needing guidance on having just bought an H van, dont think he has the paperwork yet, so lots of questions Something new every Day!!

Finally, Smithy still making slow progress, but still a long way to go to get back to his old self.

Andy Burnett

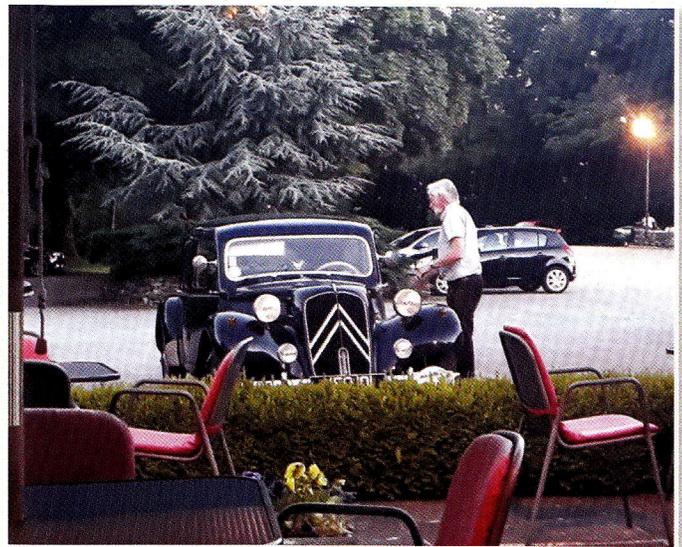
Ian Smith and Andy Burnett

For details of future planned activities contact:

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

SOUTHERN SCOTLAND



Not much to report from South Scotland as the week after returning from the National Rally in Wales we were off to France for the summer season.

The Rally was a long way from Scotland. We travelled second furthest – Richard Larter from Helensburgh had to drive about 15 miles more than us and deservedly got the Rally award for furthest driven. But we still had an each way trip of 280 miles and on the way back decided that the delights of the M74 did not appeal again after the trip down so we cut off through Dumfries and then the A76 meandering up to Kilmarnock. Altogether a much nicer experience on roads little changed since the 1930's and just right for tractions.

We also took two days for the return stopping off at the excellent Crooklands hotel in Cumbria – a hidden gem – as recommended by club members John and Julie Dawes at the Rally – good call. From our bedroom at the hotel we looked out directly to the car park and the traction – always reassuring.

Section News

There were no real issues with the Traction on more than 750 miles for the Rally after its recent engine rebuild and new gearbox. I do now regret fitting second hand old style driveshafts when I mangled the tapers on the originals three years ago. They have worn very quickly and now need replacing again – looks like I will have to invest in a pair of CV style new ones. One of the jukeboxes will have to go to fund them.....sob.

Next big meet in our area is the 'Concrete Camping' weekend on November 2nd/3rd/4th at the King Robert Hotel, Stirling – partner hotel to the Rob Roy in Aberfoyle from last year's Rally.

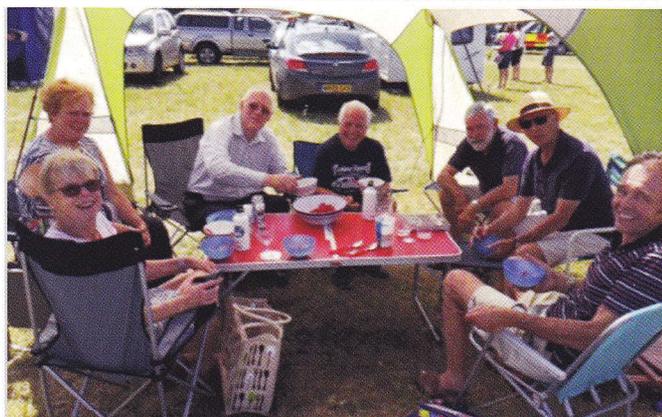
Not real camping of course and should be a hoot with fellow 2CVEcosse and CCC Scotland members. If anyone is interested in coming please contact me.

Peter Fereday

For details of planned activities contact: Peter Fereday.
south-scotland@traction-owners.co.uk
Tel: 0131 4494449

WEST OF ENGLAND

Well, here we are again heading for the end of the "season" for Traction events and winter hibernation. We had a jolly time at the Cotswold Steam Fair on 4/5 August. Three Traction on the Saturday, and just me in solitary splendour on the Sunday. Numbers suggest that we might look for something else to do next year. We were glad of the shade provided by Paul De Felice's gazebo – it was hot out there. John Ogborne



came up to gaze at his old car, now in the hands of Peter Rees in Devizes. Was there a small tear?

Personally speaking, our main event is still to come in that we set off to Aix-en-Provence on 3rd Sept for a 5 week trip en Traction. What, as they say, could possibly go wrong?

Finally, people will be pleased to hear that Dave Hackett's Cloverleaf has now found a good home. Just a little light assembly.....

Cheers

Terence McAuley

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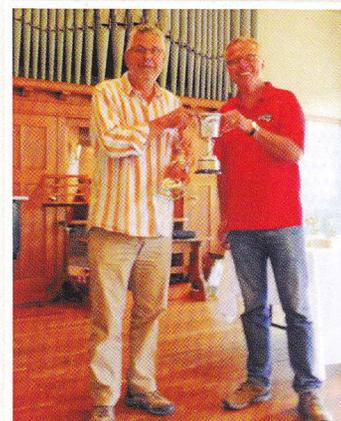
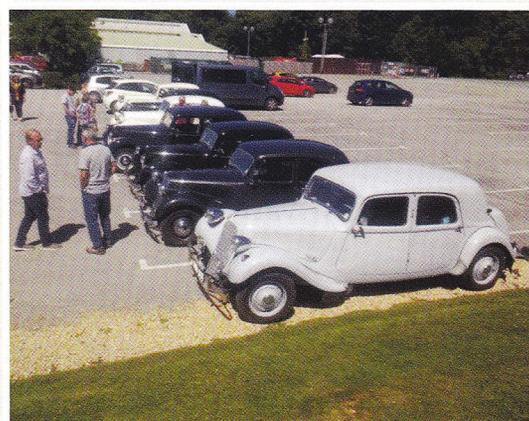
NORTHERN SECTION

The hot dry spell has continued across the North well into early August, with only a couple of days worth of rain to relieve it and to damp down the moorland fires in Lancashire and Greater Manchester.

However, it has been prime weather for car shows, with show fields looking like the Serengeti and temperatures soaring ridiculously at times. The National was in Snowdonia, of course and seven cars from the Section met up at a garden centre on the edge of Chester for lunch, before heading down towards Llangollen on the Welsh Mountains weekend.

The weekend was a great success, in no small part due to the fantastic weather, albeit the view from the top of Snowdon was a bit hazy. Nonetheless, there were no significant casualties, one Northern car had a minor problem with a sticky solenoid on Sunday morning at the petrol station, but surrounded by other owners, was soon fettled and under way again.

My own car behaved itself perfectly, in spite of some very high temperatures and some fairly heavy traffic through Frodsham and St Helens, en route, my only ongoing



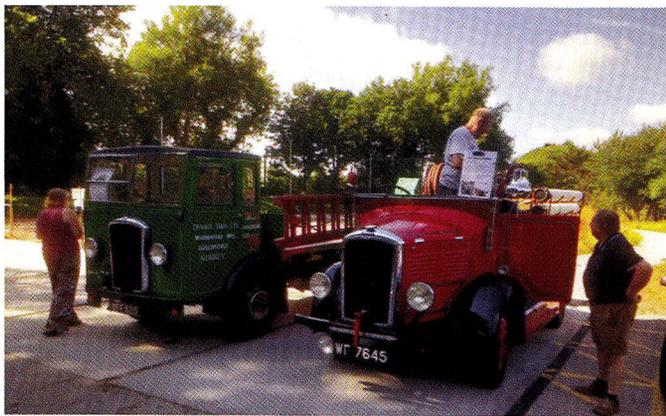
problem being a fuel gauge that steadfastly failed to show more than half full, even when petrol was patently oozing out of the overflow. I have fiddled again with the sender since, but it remains to be seen how effective this was as a fix.

Sunday was a free day, ending up at Gregynog, around fifty miles south. Here prize giving for Pride of Ownership took place and Ian Gardner received a gong for his nice dark blue Normale. My own car was well covered with dust and dead flies by now and we set off late and consequently didn't get any further south than Chirk Castle, so no prizes for us. We weren't the only ones who didn't go the distance, however, and at least three other cars from up north were also sidetracked en route, and hence didn't find their way to Gregynog.

The remaining weeks have seen some activity also. The breakfast meets at St Catherine's continue to attract a diverse selection of cars, the July event in particular including two very nice 1930's Dennis vehicles, one a flat bed truck, the other a Fire Engine, both of 1933 vintage, as well as two Lamborghini Espadas. I wouldn't have betted on there being one Espada in Central Lancs, let alone two!!!! The open bonnet of one of these cars revealed six twin choke Webers!! I wouldn't fancy balancing those.

July's event at the Corner House also attracted several Traction, amongst its selection of classic and vintage vehicles, and the next major event on my calendar is Stonyhirst, in August, followed by what will probably be one of the close of season major events in these parts, at Hoghton Tower at the beginning of September, the last of the Corner House meets being on the first Sunday in October.

It will then be time then to review what good works are required over the winter. Sad to be writing about the onset of Autumn so soon, but hey ho, hopefully some decent classic car motoring weather still to go.



Bryan Pullan

Email: northern@traction-owners.co.uk

Tel: (mobile) 07513 362202

SURREY, HAMPSHIRE & SUSSEX BORDERS

A small number of us represented the TOC at the Queen Elizabeth Country Park Classic Car Show on Sunday 3rd June. It was a scorching hot day but well attended by the public. We were very pleased to have Scott Reed join us in his beautiful DS.

Steve Reed hosted the monthly meeting at the Fairmile on Sunday 15th July, it was a small gathering as most of us were in France for the Brittany Rally but thanks to those who went along.

Mid-Summer Run and Pub Lunch 29th July

The hottest summer on record, endless days of blazing sunshine and today on the day of our run out to the pub it rained hard - all day long. About 20 members turned out but, only three Traction. We were also joined by an Ami and a Peugeot 403 truck.

Our section leader Phil Allison was convalescing from some pretty serious hospital work and John Braithwaite our host was also unwell. Thus it fell his wife to Nicky Braithwaite to host us with coffee and biscuits. Nicky provided a tour of their wonderful house for those who had not seen it before.

We convoyed through torrential rain to the Half Moon at Kirdford - a 20 minute drive away. Note to self; that vent still needs work on it if it is to ever keep the rain out.

The pub had anticipated our visit by framing old Citroen advertising material in the toilets. Quite how many cars they were expecting I don't know! The Half Moon is owned by Jodie Kidd and I have to say the food plus service in her pub were excellent. She was around but did not come to visit us - a small oversight!



Section News

guess. All in all, a lovely way to idle away a particularly damp Sunday afternoon.

MdeL

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

PEAK

We had our Peak meeting on Sunday August 5th at the Olde Gate Inne in Brassington. This was our first visit to this lovely 17th Century pub but it certainly won't be our last as the food was excellent and very friendly staff.

In all we were 13 people but only 4 Tractions this time. However Alan Large not only brought his Traction but his new replica small Penny Farthing. What you can't see from the photograph is that stabilisers have been fitted because on his first attempt to ride it Alan fell off and ended up in A & E as the Penny Farthing landed on top of him and broke a few ribs. Needless to say no one volunteered to try riding it on Sunday!

We will not have a meeting in October as several of our regular members are on holiday. So our next meeting is on **Sunday December 2nd** and hopefully will be at the Yew Tree in Cauldon but this has not yet been confirmed.



Bev Oates

**For details of future planned activities contact: Bev & John Oates
Tel: 01629 582154 Email: peak@traction-owners.co.uk**

LONDON

It's Summer, don't you just miss the refreshing cool of winter?

We are back in France sorting out our now dried out cottage. With great rallies including Snowdon and Brittany there hasn't been a lot of time for floor mopping.

Wales saw London tractionnistes present in force, several making a holiday of it and covering up to 1800 km with not so much as a fouled plug. Now they're on their summer hols or have fled the oppressive heat, however our monthly meets at the Hare & Hounds are always well

supported and good company. It's a paradox, London must be the smallest area but few members live in the middle so unlike Jasmin's vast tracts of East Anglia, distances are small, but wherever we gather most will have had a long slow drive. From the centre, the 10 miles to the H&H at Isleworth can take an hour and a half!

The Familiale, cleared of mice, is still without a headlining so we took our Normale in convoy with Laurence's Big 15 through Normandy, across the Loire to the Brittany rally in the Vendee. A lovely country drive to a very different 'Brittany' with shorter drives than most years but as always with good food, aperitifs, wine and another large Panama hat!

Now for something different:

September 13th, The London Traction Trundle.

The inaugural Traction drive past the sights of central London. Meet at the Serpentine Gallery at 7.00pm, free parking and no congestion charge. Then, through Hyde Park and down the Mall followed by a meander crossing 4 bridges including Tower Bridge. A scenic return to the park ending with a get together at the Queen's Arms, Kensington. Bring a navigator! Final details and a map from Mike at mikewilcock1862@gmail.com or give him a ring 07761608656

Peter Simper

Contact **Pete Simper** for further details of events.

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

EASTERN

Warren Sports & Classic Car Show 23rd September

We have been invited to join the Eastern CCC attending the Warren Sports & Classic Car Show, more details can be seen on www.warrenclassic.co.uk If you would like to join in give me a call. Where we meet up had yet to be finalised before FP copy date. Members have said this is a very large event supported by all the quality marques of the motor trade and well catered for, sounds like fun.

Regular Social Meet Up

The Compasses, Little Green Essex CMB 1BU 18th September - 30th October - 11th December

The Angel Inn, Larling Norfolk NR16 2OU 9th October - 20th November

Jasmin Gagen

For details or suggestions for future activities contact Jasmin Gagen

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

NORTH EAST ENGLAND

I don't think my car has got wet so far this season. Every time we go out in it the sunshine roof and windscreen are open. For once we are enjoying better temperatures than those in the south, not so hot.....will it last?

The MG Sports Car Club charity fund raising Show at Bywell Hall was a great success. Plenty of room to park and wander around. Also easier access from all directions. Don't think the public were aware of its new siting so next year hopefully it will be even better. Dave and Mary Faulkner came along so we had two Tractions on display and we enjoyed the day in the shade of a tree.

I can only describe the Newby Hall Show as brilliant. The combination of sunny warm weather and a good turnout of friends old and new with 10 tractions and 2DSs allowed us to display the cars well. As you will see from the photos we had to take shots from both ends of the lines. Plenty to talk about, detailed discussion on problems and advice made it a good day out. The attendees were, in no particular order:-

Dave Faulkner	Ashington Northumberland
Michael Broadbent	Hamsterly Co. Durham
Nick Hopkinson	York
James Geddes	Blyth Northumberland
V Lupton	Colne Lancashire
Mick Popka	York
Ali Idrissi-Sbai	Peterlee Co. Durham
Roger Williams	Beverley, Yorkshire
Gordon Currie (DS Owner)	Haydon Bridge Northumberland
Ray Andrews	Hartlepool Co, Durham
Yours Truly	Stocksfield Northumberland

I did 164 miles to and from the show and others would have done more so thanks to everyone for coming and special thanks must go to the ladies for providing us all with a lovely picnic I hope to see you all and everyone from the North East next year.



BUT two events yet in September to come along to. The Whitley Bay Classic Car Show on September 16th and the run planned for Saturday September 8th to the Black Sheep Brewery in Masham. {pronounced Mas Ham , I'm told }

Finally my personal thanks to Joanne Geddes for letting me take your place with James to the TOC Annual Rally in North Wales.....it was an excellent weekend.

Graham Handley



Some of us in Northern Section are considering a foray to Newby Hall next year. We will

get in touch nearer the date. Bryan Pullan

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

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

WALES

I am very aware that I promised to arrange a meeting of all the Wales TOC Group by the end of July! You will be aware that I have failed to do this.....unfortunately I have had some building work done, and this has required my undivided attention.

After chatting to some of you at the Rally, there is a feeling that we should try to do something. I suggest therefore that we meet up at the Metropole Hotel in Llandrindod Wells on Saturday 1st September at 11.30am. The purpose will be to discuss amongst ourselves what we would like to do. Obviously there are a variety of possibilities and we should try to break these down into what is practical, bearing in mind the large distances between members.

Because of distances, perhaps this meeting will not require the presence of your own Tractions, unless you are so inclined. The most important thing is see how much interest there actually is in trying to organise something.

It may well be that this gets to you after the 1st September.....that being so and if you are interested in doing something in Wales please contact me

Julian Pratt

Tel: 01974 272888

Mobile: 07824313541

E Mail: julianrpratt@gmail.com

STROKE AWARENESS

Hello Bryan,

Hope this finds you well and enjoying the Summer in le Traction ! My good friend Richard Boudrias based in Quebec, Canada (he has a superb Big 6) sent me this article about his friend Christian Darrosse who has a 1923 5hp Citroen which he uses to promote his work to help Stroke victims. Wonderful chap doing good things which can help us all especially in our later years.

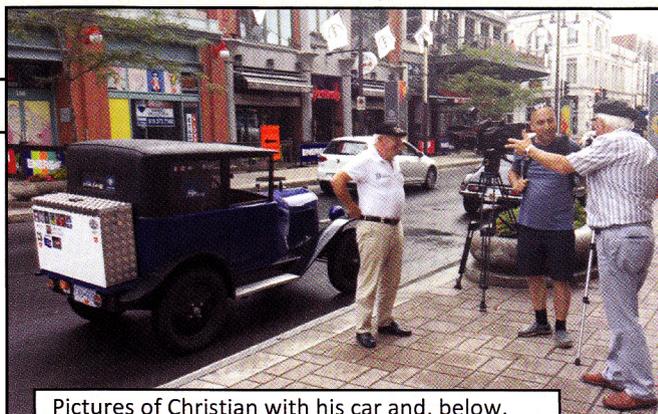
Enclosed are pics of Christian and his super little car which, at the time of writing is just about to finish crossing Canada in support of his efforts to raise Stroke Awareness. No mean feat by any means.

The 5hp was always considered to be a robust and reliable voiture and my wife June and I can testify to this as we did over a 1000 miles touring Brittany last year without any problems at all.

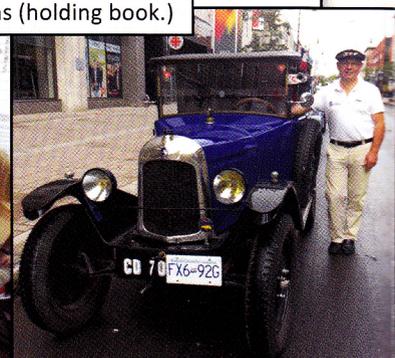
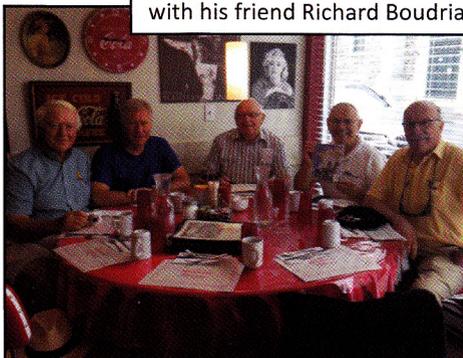
The 5hp was I believe the first motor car to circumnavigate Australia...something I wouldn't like to try today even in a modern car!!

Regards,

David Boyd



Pictures of Christian with his car and, below, with his friend Richard Boudrias (holding book.)



TECHNICAL / GARDENING NOTES

What to do about those radiator leeks.

During the TOC'S annual rally in Wales, many of the participating cars had radiator leeks. Despite the hot weather, the leeks did not greatly effect cooling efficiency as they only covered a small area of the grill.

On returning home, I got out my toolkit and dismantled the leeks.

What to do with them now ?

Why, simply replant them in the vegetable garden, let them go to seed (see photo) and hopefully produce a new leek variety - Allium Tractionensis next year ! Seed available next spring.

Montee Donne (a.k.a Walford Bruen)
We cooked and ate ours! Editor



UP NORTH

Hello Bryan hope this finds you well.

Where is 'the North'

The Welsh Annual Rally was wonderful, a spectacular location, interesting visits and so many Tractionnistes; only Laurence could organise such a brilliant rally without a visit to a brewery and in a country where he didn't speak a word of the language. Laurence has another feather in his beret, at June's rally to Magny Cours he was the TOC member living furthest North and he lives in Ealing! President Bernie doesn't count, well actually he's exceptional and does but he unfortunately arrived in his Picasso. We were the next furthest north and we live within sight of Big Ben!

So, People of the North, where were you? Is it the distance? Consider that Nottingham is nearer to Newhaven than Loch Lomond and you were present in force at last year's Annual. The Channel? A pleasant mini cruise. Driving in France? A joy; France has an excellent network of smooth, well maintained, often empty and truck free main roads connecting fine medieval towns with quiet squares and

friendly cafes. Perfect in a Traction. Our drive to Wales was far tougher, starting with 5 hours of heavy traffic to Gloucester on potholed roads. And, in Magny Cours there was even some Northern weather, 3 days of heavy rain, I'm from Lancashire so I know about rain!

Maybe Southern exiles could help out, hosting Northern members before heading to the ferries?

And here's a thought, the original Normans were Vikings so if you speak Lowlands Scottish or like Verna speak Geordie then you'll have no language problems. Not many people know this. A bientot!

Michel et Verna

Ee by gum, wonderful as France is, it is undoubtedly our distance from the channel ports, associated with the time and cost, that probably puts off some of us in the far north, plus we do have our own generous supply of superb scenery and attractive small towns and villages to cruise through. Editor (Lancastrian!)

WHERE ARE YOU NOW?

In the early 1960s, whilst serving in the RAF, I purchased a 1939 Light 15 Roadster from a Norfolk owner. I LOVED this car, more than any of the 97 cars which I owned during my life span. I still have a few snapshots of this car – registered DOU 22 which I had repainted from grey to white.

I should very much like to lay my eyes on the car once again, - if this is possible. I was serving in the RAF at the time, near Thetford in Norfolk.

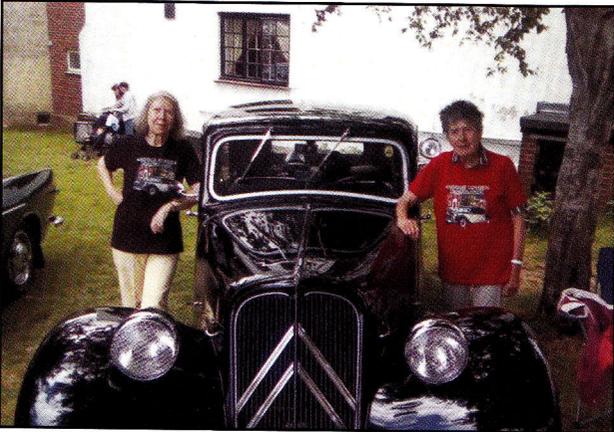
I still have a few photographs of the car; but some months later I was posted to Malaysia – and the car had to go.

I now live in Oxfordshire – but would travel to see it once again.

Yours aye

Andrew McMeekin

You can ring me on 01869 340882



TRACTION IN EXETER

I could not let this event pass without submitting a report to Floating Power.

It was nice to see my Traction Avant Legere 1949 in front of the Exeter Cathedral parked on the Green. The Cathedral is in the middle of Exeter surrounded by excellent fashion shops, including all the main Street stores. So when I suggested to Hilary that we should go to this event it was no contest, we were there.

Yvette Andrée Salter our friend came with us. Yvette was born in Paris and remembers with great feeling and sadness the occupation of France by the German military. Her father owned a Traction and she learned to drive in one. We had quite a lot of interest in the Citroen and Yvette was able to answer most queries from her personal experience. In the two pictures, one is of the car on The Green and in the other is Yvette Andrée on the left of the car and my partner Hilary San on the right.

A very enjoyable sunny day.

I would like to take this opportunity to thank Vic Vickerstaff and Walford Bruen for their continued help and advice with my Traction. Our best thoughts and wishes to Vic during his health issues.

Always enjoy the magazine, everything stops when it arrives

Ralph Hickman

SLOUGH MATTERS

First, I would like to draw your attention to an item in the Classified adverts section. I have had a couple of messages about the Number Plate boxes fitted to the later round bumpers. These tend to get damaged in minor bumps in addition to succumbing to the ravages of corrosion and it appears that good ones have become as rare as hens teeth. Jonathan Palmer has addressed this shortage by commissioning the production of GRP boxes. The finish looks excellent. They can be chrome plated (at some cost) or you can paint them to match your car or perhaps black. Having seen pictures of Big 6s with these boxes also fitted to the rear bumper, Jonathan has been trying to establish whether this was ever a factory option or just a mod carried out during restorations. Photographs in books on the Traction tend to use photographs of restored cars (and rarely rear end shots) so I have tried to research this using a book containing road tests from the era of Traction production. I found a couple of Big 6 tests from 1949 showing the normal rear wing mounting of the number plate, but an article describing the introduction of the 6 after the war dated September 1948 infers that the boxes were fitted to both front and rear. Does anybody have the answer?

Ref: Citroen Traction Avant Gold Portfolio, 1934-1947, published by Brooklands Books. ISBN 1 85520 0317. There are also similar books published covering, the DS & ID models, 2CVs and the SM. If you are stuck for a present, one of these might be worth adding to your list. I do not know if they are still in print, but no doubt they are available on the internet.

Our editor, Bryan, has asked me to include information on a product he found to introduce LED indicators operating in conjunction with the original trafficators and using existing light fittings, thus suitable for those owners who don't want to add

extra lights, to retain originality. I know that many of you have come up with your own mods. to upgrade your indicators, but this appears to be a ready-made, easy-to-fit solution.

Better Car Lighting say: *(We), now make a kit that means that it is possible to use the existing indicator switch, of whatever sort, to operate a new and discreet "four-corner" LED indicator system, the semaphore arms can be retained and made useful simply by upgrading the bulbs to double-sided, flashing LED festoon bulbs, made for this purpose. There is not even a need to alter any of the existing wiring. At the front, single contact sidelight bulbholders are upgraded to twin contact using a powerful LED orange/warm white bulb, which is warm white when sidelights are on, but changes to flashing orange when the indicators are activated. At the rear, the tail and brake lights can be made far brighter and a powerful and very orange flashing signal can be created from inside the original red lens by using some of the latest LED technology. In between the front and rear, if required is a sounder to make a loud "tick-tock" noise, should your indicator switch not be the original clockwork type..*

Kits to carry out this upgrade can be tailored to suit different cars with different light units and prices start from £199.99+VAT and full tech support is available as well as a money-back guarantee.

Better Car Lighting are at 0121 773 7000. or visit their website at <http://www.bettercarlighting.co.uk/>.

If anyone has experience of these kits, please let me know so I can pass the information on.

As always, please contact me at slough@traction-owners.co.uk.

John Moon

Engine Overhaul 3

In the third and last part of Robin Jones's article he describes the final stages of the engine overhaul of his 1952 Slough-built Light 15.

As in previous episodes, Roger Williams has made some constructive comments that are shown in italics in brackets.

Roger also says *"I would like to preface my comments by saying that the repair/recondition was done under the most adverse of circumstances and a lot of ingenuity was displayed in getting over problems that would not have presented any problems in a fully equipped workshop. As I am used to working in a fully equipped workshop with comprehensive machining facilities my comments are based on the way I would have tackled the job with those facilities at my disposal."*

The oil pump then needed to go back and proved unexpectedly difficult, I can only assume that the sleeve must have been slightly distorted in a previous fitment. It was a hammer and drill job to get it to move into its housing and then a complete nightmare to get the sleeve hole lined up with the bolt.

This was compounded by the fact that the engine was on its side just above floor level with little maneuvering room to push an alignment pin through the bolt hole to try & locate the sleeve hole. Filing down of the sleeve in the vicinity of the bolt hole didn't make matters appreciably easier.

To make things worse it is of course necessary to correctly locate the distributor drive dog on top of the oil pump shaft. This tends to move as the pump is pushed in necessitating a fair amount of 'trial & error' in lifting & refitting the whole assembly.

Sweating, exhausted, and exasperated I eventually settled for one tooth away from the "correct" position and hoped like hell the distributor would fit in position to allow ignition timing to be set later (it did).

(The oil pump should be a nice push fit in the hole in the block. The hole in the block can get 'gunged' up and should be carefully cleaned as should the outside of the oil pump support tube. To aid fitting, after the above cleaning and checking that the fit is good, mark the top of the distributor drive dog with a white marker pen on the narrow side and also I mark the conical hole in the support tube so that it can be seen through the M10x1.0 threaded hole in the block whilst assembly is taking place.

Please note that the slot /or the drive dog of the distributor should be parallel with the longitudinal centreline of the block with the narrow section on the engine side. However this only applies if an original Citroen distributor is fitted - the slot should be at 45 degrees to this if one of the newer distributors is used. If you do not do this you will find the vacuum pipe coming off at -15° to the engine and it will be difficult to operate the spring clips holding the distributor cap on.)

With the engine bottom end now built up I could replace the sump to allow upending of the unit and (just as importantly) to keep out the dreaded dust from the vital components.

One other aspect of my departure from the "approved" method of engine build up was that I would be unable to pinch the ends of the sump gasket under the main bearing caps as per the manual drawing so it didn't surprise me that I needed to trim the ends of the cork gasket supplied in the set.

What did surprise me however was that the cork semicircles going around the outside of the main bearing caps front and back were way too long as supplied.

Worse still, being totally square in cross section, they would not

seat properly in the recesses, especially in the rearmost bearing cap where there are gaps in the internal "lip" of the channel.

The square section seal distorted wildly at these points if attempts were made to force it into the gap. There were no written instructions with the gasket set so I don't know if it's standard practice to have to cut these or not.

Not only was it laborious to cut them, being trial & error with disaster awaiting if you cut too much off but it was even more laborious to re-profile the darn things to a trapezoidal cross section so they would seat in the channels.

I enlisted the help of my eldest son at this point who arguably chose a bad moment for a visit, and the rate of productivity increased at the expense of semi-continuous teenage grumbling about the menial tasks dished out by unfeeling parents.

Copious quantities of blue "HyLomar" jointing compound on the area around the corners of the sump were my attempts to make good any deficiencies in the gasketry. There was no visible edge to the seal on the rear housing so I ran a bead of "instant gasket" between sump and bearing housing as a second line of defence. The next task was to get the engine upright again, the problem being that the hoist had long since gone back to the hire shop. I worked out that with the heaviest part of the unit being the flywheel if I rocked it onto the flywheel (resting on wooden blocks) and held it "in balance" on end I should be able to rotate it, kick the cradle into alignment and rock it back into (upright) position.

Well it worked but not without an extremely nervous moment or two as it teetered on the brink of collapse over the garage floor (or worse into the front wing of the adjacent Traction!) Don't try this at home!

Another conundrum that I wanted to resolve was 'where exactly is the timing mark' recess in the flywheel?' Various texts seemed to indicate either it was 8 deg. BTDC or 6 deg. BTDC. No time like having the engine stripped down to establish the real truth. I carefully measured the offset of the 6mm alignment hole in the bellhousing from the nearest bolt hole. I then turned the engine until the flywheel recess was this distance from the corresponding engine bolt hole.

I set up a dial gauge above No.1 piston, noted the reading at this point, carried on turning the engine until the reading stopped increasing (TDC) and took this reading. Some complicated geometry gave a result of 5deg. BTDC for my engine. As a check on this method I taped around the circumference of the flywheel and then using a long bar seated in the mainshaft sleeve, I sighted in another mark corresponding to TDC as measured on the dial gauge.

The difference between the two marks as a fraction of the circumference times 360 deg. is the advance which came out to 5 deg. by this method.

Up to this point I can boastfully say that I had done reasonably well in anticipating and buying what was necessary for new parts way before I needed them - but I now fell down really badly!

Only now picking up the head bolts to clean them up prior to re-installing the cylinder head I noticed with horror that some had great chunks of thread corroded away.

With even more horror I read all the tales of woe in back issues of Floating Power about people stripping out the threads from the engine block whilst in the final stages of tightening down especially where the newer type of head gasket was being used. What type of gasket was in my set? — you've guessed it! I read through the

suggested remedies and modifications which are all excellent ideas particularly Roger Williams' technique of over- depth drilling and tapping of the holes in the block plus using longer bolts.

All excellent ideas that is - if you have power available! Also I would think you need a proper drill stand rigidly clamped to the block to ensure verticality.

The thought of all that swarf flying around on top of my newly assembled engine also sent shivers down my spine. I ruled out doing anything like this due to the practicalities of my situation but I persuaded myself I had to do something. (You can drill the holes in the block out with a battery operated drill if no mains power is available. Also, from my observations, the original holes are about 20mm deep but only tapped to 15mm.)

Provided you are careful and use the correct size drill, 8.5mm diameter for a M10x1.5 hole, it is quite easy to drill down a further 7 - 10mm. If you do not fancy this then make sure that the hole you do have is tapped to the bottom.

Reading the old workshop manual produced the first clue - it mentioned undoing studs from the engine block This set me thinking a stud has several advantages over a bolt in this case.

Firstly it is possible to use the entire threaded length of the hole (a bolt must always have an "unused" portion to allow space to tighten down).

Secondly if a stud is "locked" in position most of the load in terms of shear and torsion will be applied at the nut/stud interface leaving only tension stress to be transmitted through the stud/block interface,

So much for the theory, what about the practicalities? In terms of an engineering device there cannot be anything simpler than a stud - simply a piece of rod with a threaded section each end.

Could I find anyone to supply thirteen of these little things to my carefully taken measurements? Nah! Many phone calls to fastening suppliers and merchants, traipsing around various motor factors yielded nothing,

Eventually on a tip-off from one of the fasteners outlets I fetched up at a small engineering shop in Surbiton. handed over my sketch and there was a sharp intake of breath (I'd got used to that by now).

'It'll be expensive' came the expert opinion - "so will it be if I strip a thread using one of the bolts' I retorted. He was forced to agree so £150 and one week later I had a set of bespoke M10 high tensile cylinder head holding down studs.

The only extra refinement while I was waiting was to seek out some "taller" nuts as the standard M10's in my multipack seem a little inadequate for the 4mkg of torque to be applied. There are M10 'connector' nuts available at 30mm tall - perhaps a little overkill but better than too little. I fitted the studs with a blob of 'instant gasket' on the end down the hole to provide a resilient seat a little "Loctite" on each thread as well and was careful not to over tighten into the block.

Please note that this series of articles on Engine Overhaul was originally printed in Floating Power during 2008.

It should be clear therefore, that any costs or prices quoted in the articles will not be representative of current costs, and some names of materials, etc. used, may have changed in the interim.

Editor.

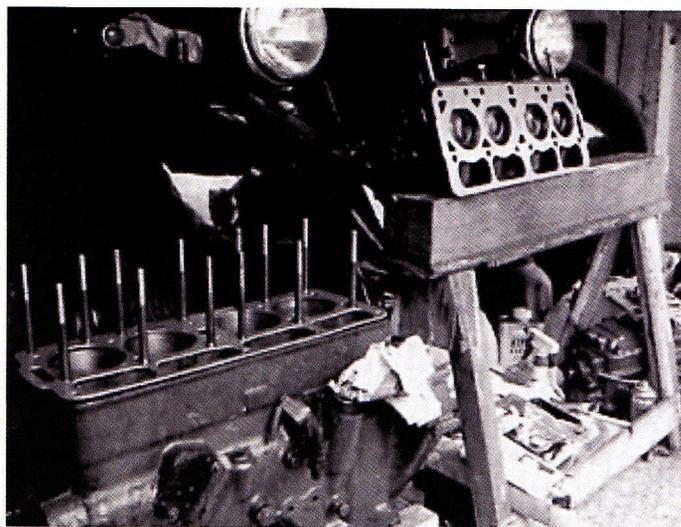


Photo 7

I had also bought some 'Wellseal' as mentioned in one of the FP articles and coated the block, barrels, and head laces with this prior to fitting the head gasket. I tightened down sequentially in three stages (an intermediate 4mkg stage just for the hell of it).

See Photos 7 and 8.

Once the head was in place, most of the accessories went back on fairly easily but I was disappointed that within my "full" gasket set there were no replacements for the little fibre washers on the oil transfer pipe, not enough gaskets for the fuel pump (I presume it should be pump body — gasket - heatshield - gasket — crankcase), or any seal for the dipstick tube.

To paraphrase Air Chief Marshal Dowding I'm not sure if it's 'trust in Hylomar and pray to God' or the other way round.

The engine was now ready for a reconciliation with the gearbox and to go back in. Once more the hoist was hired and the help enlisted of an unwary friend for the day. The installation went smoothly and I cannot begin to describe what a beautiful sight it was to look at that big green lump sitting where it should be after so many months of setbacks and tripping over components on the floor.

Up until this point those parts I had placed in the boot in the initial enthusiasm to get started had been thoroughly trapped - car against garage wall and unable to go forward due to a ton or so of engine in the way.

So, having refitted the driveshaft couplings and front upper cross-member, it was time to take the radiator back to the flat and attempt to flush out the nasty lumps of rust collected in the header tank and tubes.

I did my best with the garden hose but still didn't get them all. I guess it will have to be regular treatment with the 'Radflush' for months to come.

The other tasks I decided to tackle before fitting the radiator shell and bonnet were to adjust valve clearances and set the timing. This was in order to make it easier to turn the engine - I have no starting handle so I have to use one pair of "mole grips" longitudinally and another pair at right angles which plays havoc with the paintwork around the gear-shaft aperture!

The timing presented its own problems. Namely that I didn't have the Citroen special tool to set the distributor, although at least I did now know where the timing mark was, thanks to the earlier work with the dial gauge.

Engine Overhaul 3

I also knew what the tool looked like thanks to the manual illustration. I purchased an ordinary plastic protractor from a geometry set. I measured the distributor shaft diameter under the rotor arm and cut a hole to the same size at the centre point of the protractor (actually a semicircular cut-out rather than a "hole").

I set the timing statically to the flywheel recess 'mark' as per the manual. I then secured the protractor around the distributor shaft [any place will do] with a rubber grommet. To form a "pointer" to enable the protractor to be read I used a pair of long nosed 'mole grips' around the body of the vacuum advance actuator rod casing (loosely, the metal is very weak!) and took a reading where they met the protractor.

I subtracted 6 deg. unclamped and rotated the distributor anti-clockwise to this point and re-clamped. Removal of protractor and 8mm rod from the bell housing plus refitting the rotor arm and distributor cap completed the exercise.

The radiator shell and bonnet frame/leaves could now be replaced. The final piece to put back was the engine breather which required the car to be jacked up onto axle stands placed beneath the front cross-member (at least it does for me as my fingers are not dexterous enough to contort around the engine mount to do up the two bolts).

Whilst the car was so placed I took the opportunity to replenish the greasing points which had been overdue at the start of this whole marathon session.

Before tightening down the new spark plugs I removed each one and using a trigger oil can squirted a small quantity of engine oil down each cylinder bore and turned the engine over by hand.

Note - anyone starting a Traction after a lengthy lay up or period of inactivity please, please do this. you may just save yourself the Herculean task described above by preventing the piston rings attaching themselves to the cylinder walls by rust. A final check round to tighten drain plugs, mix anti-freeze, refill radiator and engine oil were the preliminaries to seeing if it would go.

I disconnected the HT lead from the coil and 'churned' the engine on the starter in bursts until the oil pressure light went out. I reconnected the HT lead, set the choke to hallway and was surprised (even a little shocked) when she sprang to life with just a touch on the starter button.

She settled down to a reasonably smooth idle whilst I anxiously

peered at all the points where leaks can occur. A small petrol dribble at the carburettor union and ditto at the top hose radiator joint were soon fixed by further tightening jubilee clips.

There was a slight clatter from the top end unsurprisingly since the provisional valve clearances are greater than the usual settings. Unfortunately I rapidly found that I had two residual problems; in the nine months of inactivity in a cold damp garage the clutch plate had decided to seize to the flywheel face and the generator seemed unwilling to contribute any volts, amps or watts to the party.

Having restarted after fixing the minor leaks I let it run for 15 minutes then switched off, undid the rocker cover and went around the sequence of cylinder head nuts with the torque wrench set at 5 mKg.

It's true what they say about the incompressibility of the modern type head gasket - one or two of the nuts moved a fraction but on the majority the torque wrench 'clicked out' before any movement took place.

With that task complete it only remained to adjust the valve clearances once more (to the warm setting 0.15/0.20mm) before I could replace the rocker cover and the engine was fit for duty or at least careful running in.

[Even if the bolts/studs had loosened, the friction under the nuts/ bolt heads would still be greater than the lightening torque. The correct procedure is to loosen each bolt/nut in turn and lighten up in one smooth movement.]

Looking back now, if I was asked what was the most difficult part of the whole operation I would have to say that despite the various desperate and exasperating battles described above the biggest single problem was trying to keep stuff clean. Attempting to get operating theatre standards of cleanliness when you are virtually working in the open air is nigh on impossible.

Despite the fact that a lot of the work took place in summer, there were days when I was 'weathered out' when I got to the garage. I opened up and would be fetching tools from the back of the garage to turn round and see great gouts of dust blowing in around the part dismantled engine.

Other days I was more fortunate with the wind direction and when it rained, at least that kept the dust down, even if it did drip from the open door down the back of my neck when I was working on the cylinder head side!

Of course I could not round off such an epic without mentioning the co-stars without whom none of it would have been possible. If I appear to have been critical of any organisation in the above I will balance it here by saying that it is the end result that matters and it is hardly surprising that one encounters a few difficulties trying to find the correct parts and processes for a car

that went out of production all those years ago.

Robin Jones

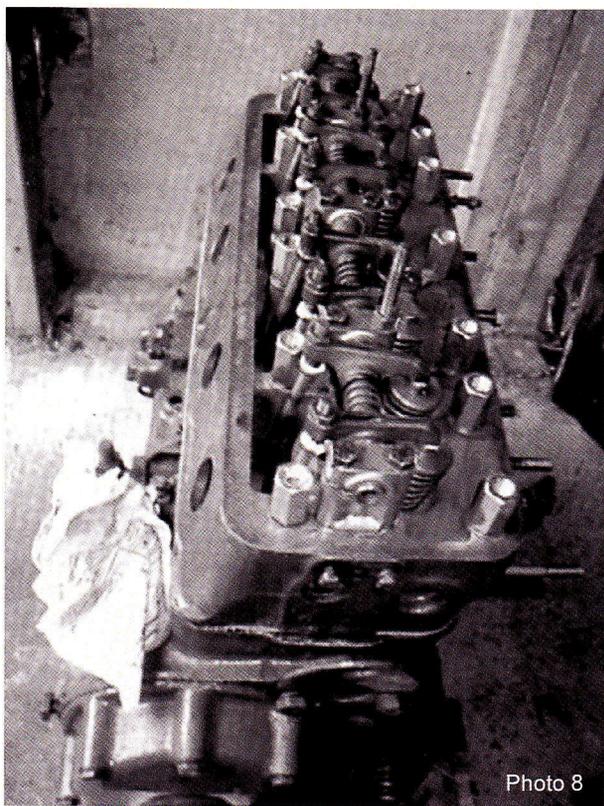
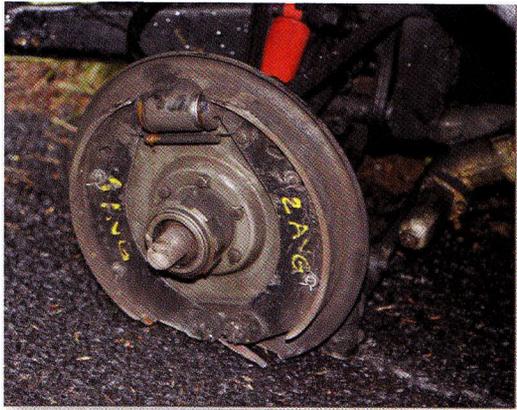


Photo 8

THREE WHEELS ON MY WAGGON!

....but definitely not still rolling along....These images would have been useful in support of the items in the last FP about front wheel loss due to possible incorrect tightening of the hub nut. They show fairly clearly the point at which the shaft is likely to fracture and allow the wheel and brake drum to part company with the car.



be brought into contact with the shaft. If that were the case, then all drive and braking forces would be focussed on the outer end of the shaft.'

.... but I should have said....

'When we look at the photographs of the unfortunate French car there appears to be rust where the metal should be shiny. The shaft has sheared towards the outer end. Therefore, it is possible that the hub was not tightened sufficiently for the inner lands to ever be brought into contact with the shaft. If that were the case, then all the transmission forces would be focussed on the outer end of the shaft.'

Martin also requests the following amendment to his item, on the above in the previous FP:

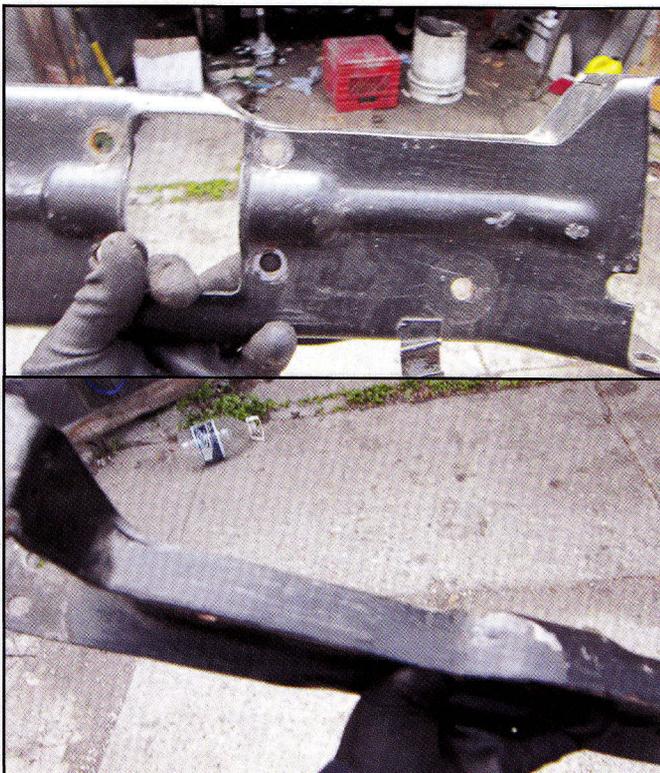
There was a small technical error – my doing - in the article that I wrote on torquing up the Traction's hubs. I am indebted to John Moon for pointing it out... I said....

'When we look at the photographs of the unfortunate French car there appears to be rust where the metal should be shiny. The shaft has sheared towards the outer end. Therefore, it is possible that the hub was not tightened sufficiently for the inner lands to

To explain.... The principle loading sequence when braking, is via the drum (to which is fixed the wheel) to the shoes, the back plate and the hub unit. The drive shafts are not a principle part of the braking process. Expressed another way: without brakes the engine alone working through the drive shafts is never going to stop a Traction very well!

MDL

A CHANGE THAT MAKES SENSE



Pursuant to the recent articles about changes made to our cars either by us or by previous owners in our cars long lives there is a change that seems obvious. Replacing the fan belt is not an easy job on a 4 cylinder Traction. It's extremely difficult on a narrow-bodied car. I am told that to change the belt on a pre-war car that the bonnet, grill, radiator and cross-member must be taken off to effect the change. Why would they engineer in a shortcoming like this? Now, I'll admit that the thick belt that a Traction uses can last a long time but anything made of rubber will deteriorate eventually and can deteriorate rapidly when we're not prepared for it, like on the side of the road in the rain. Ask me how I know this.

I've made a little change and I am sure not going to apologise for it. Originality be damned. On my 1949 11BL I've had metal from the cross-member cut away in the area adjacent to the camshaft pulley. Metal was welded underneath it to compensate. See the pictures. Doesn't it make sense? Shouldn't the factory have done it this way?

A bit of the flange on top of the gearbox had to be cut away with an angle grinder as well but its strength does not seem to be affected. Now the belt can be changed with a minimum of cursing, frustration and skinned knuckles.

L. Lewis

Welsh Mountain Rally

Following on from a slightly unconventional take on Magny Cours in the last magazine, we have here again, pushed the journalistic boundaries even further with a report written on a communal basis, by a collaboration between Andrew Tweed and his dog Juniper, with a further segment by Ian Gardner. As I am sure you will have worked out, the sections prefaced by a pawprint are by Juniper.



It was with some trepidation that we approached the longest journey we had ever undertaken in the traction. OK, the engine had done 6,000 miles or so since full rebuild and should be nicely run in. I had recently overhauled the steering joints and dealt with that play in the nearside front wheel bearing so all should be good in that department, but you never know! There was, after all, that nasty smell of petrol if you fill the tank too full and the memory of being towed back through the village in full view after the coil failed, was still raw.

Nevertheless the lure of Wales in the sunshine and a visit to our daughter who lives nearby, not to mention seeing some old friends and putting faces to names of new ones all conspired to draw us to Llangollen.

The chosen route was across country from Tollesbury to Milton Keynes, a lunch break at the canal museum at Stoke Bruerne and then A5 all the way, avoiding nasty motorways and hopefully ensuring that all the traffic was behind us. We were lucky to have had a practice run the weekend before when several of us from the Eastern section met up at Old Warden for the Shuttleworth Collection evening Flying display. The journeys there and back were uneventful and covered more or less the first part of the route to Wales.

Likewise the first part of today's journey went according to plan, comfort breaks for dog and passengers at frequent intervals and a pleasant lunch by the canal, several compliments for the car which did look a picture all polished up for the occasion.

Someone had said, in suggesting the A5, "it's like route 66" whatever that meant. If it was supposed to indicate a smooth run around Birmingham and painless delivery to Llangollen, without leaving the same road number, it was true. There were even pleasant little moments like the encounter with the Birmingham Scooter club on their Vespas and Lambrettas, all of us travelling at about the same speed and exchanging complementary gestures (I

think) at several roundabouts and junctions. We called on our daughter Isla for afternoon tea and to make final

arrangements with her to join us on the Saturday run to Snowdon, finally arriving at the hotel in early evening sunshine. The small matter of our booking for the Thursday night having been overlooked was dealt with swiftly and efficiently by the hotel receptionist and we settled into our room in time for a relaxing drink in front of the hotel as the sun set behind it.



Dog's nose view

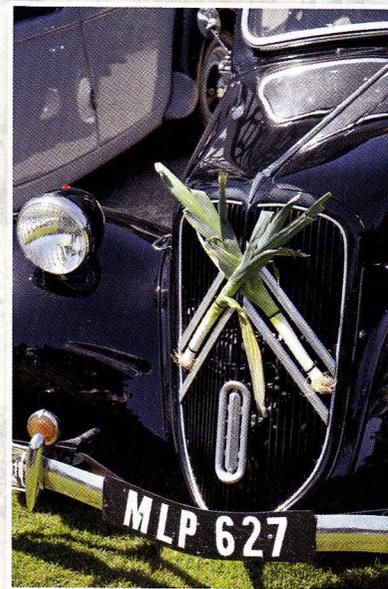


Hi Juniper here. Andrew has been writing for ages about our trip to Wales. He read it to us the other day but really, it's not at all how I remember it, so here goes.

For me, trips away start with a bout of frenzied activity. I get so excited my fur feels as if it is standing on end so by the time we got to our hotel I was quite hysterical. I charged around the room and, even for me, barked quite a bit but settled down quickly after being fed.

The next morning after my walk we waited around for a while and I amused myself by excavating a special hole in the garden. It was my weekend project. Then my Auntie Isla and her new dog Callie arrived and we had a lovely walk in the woods and a visit to a very strange place called British Ironworks. I saw lots of peculiar animals. Some were gigantic. I was worried at first but they didn't smell of anything and didn't move when I approached them so I began to relax. Tina kept saying how wonderful these animals were and took lots of photos. I couldn't see why she was impressed but there's no accounting for humans!

We arrived back at the hotel just in time to get our pack of instructions and goodies, swiftly into the briefing followed by a barbeque/buffet dinner, a nice touch being that the hotel had relaxed their dog rules sufficiently to allow those of us with dogs to use the conservatory room adjacent to the



Welsh Mountain Rally



dining hall for our meals. In light of the unusual weather in this part of the world this was a thoughtful move on their part. It had the additional benefit that we could hear what each other was saying, 50 odd tractionists and their guests in the main room were “catching up” at high volume!



That evening I met some new doggy friends. They were much calmer than me, seasoned travellers I suppose. The humans were all talking a lot and using some words I've never heard before like, distributor, carburettor, and other longer

words that I can't remember. Andrew put some strange vegetables on the front of our car. They didn't smell very nice but who am I to question him?

The next morning everybody went into the garden after breakfast. All the cars had vegetables on them. The smell was awful! People started talking again about things I didn't understand but I didn't care because I was working on my project.

Auntie Isla came with another of her dogs and we went on a long drive. It was very hot. We stopped at a café and I was very thirsty so I howled and barked a lot until a man brought me some water. That was better, for everyone, I think.



We drove a little more and arrived at a large car park and stopped under a shady tree. Two smells were pretty obvious, the horrible vegetables were all there and water. I love water. I jumped out of the car and pulled furiously towards the water

smell. At last! Doggy heaven! I paddled and got wet all over. Andrew had to drag me out to go for a walk along the river bank. I wasn't impressed with the walk. It was a place with lots of people and no water. Well there was a water wheel but I couldn't get to the water on it. I think Auntie Isla said it was a slate museum, whatever that is. Afterwards we had lunch outside a pub, not that it's much of a rarity in our family. I had some of their chips.

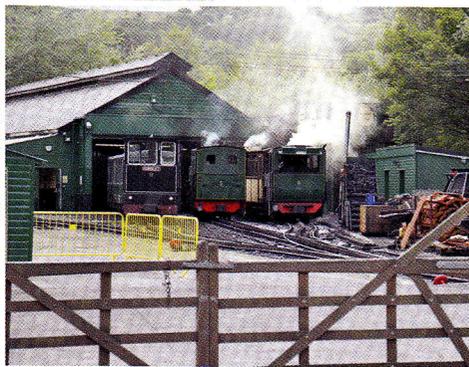
On to Llanberis and Snowdon base camp, finding a shady parking space within the group of Tractionists all being admired by a steady flow of other visitors. Our next



Welsh Mountain Rally

spanner in the works of Lawrence's plans hinged around the dogs who go everywhere with us, or to put it another way prevent us from going lots of places. Namely, in this case the Snowdon Mountain Railway and the Electric Mountain visit. However the National Slate Museum was a short lakeside walk away, it's dog friendly and even Tina friendly with film shows of archive footage from the slate workshops and social history stuff. The museum occupies the former slate works which closed in the last century and lay derelict for some time, but was saved along with a great deal of its machinery including a huge water wheel for power, saws for cutting slate and all the facilities for building and maintaining all the necessary machinery. There is a timber mill, a foundry and pattern shop, a massive machine shop and a forge where they produced chisels for quarrying and splitting slate brought in by rail from the mountain. The electric mountain would have been fascinating. I gathered from the foyer display that it featured a turbine driven generating plant to supply the grid at a moment's notice of peak demand as well as a system for pumping water up again to the reservoir at times of low demand using power from generating stations which cannot reduce their output quickly. Thus it cleverly smooths the peaks or troughs of electricity production and reduces waste.

As you can see, the Tweeds did not go on to Snowdon or Electric Mountain, so this next section is by Ian Gardner who did go up the mountain (Editor....not Juniper!)



The main organised activity of this year's National Meeting was the Saturday excursion from our base hotels in Llangollen to the former slate quarrying village of Llanberis. The 100-mile round trip was via the Llanberis

Pass, which at nearly 1200 feet above sea level, provides one of the most scenic mountain drives in Snowdonia. To ensure that the narrow and steep Welsh roads weren't brought to a stand-still by a long convoy of over 50 Tractions, we were split into 4 or 5 groups and booked into the two main attractions of the day – Electric Mountain and the Snowdon Mountain Railway, in relays.

We were allocated a morning slot at Electric Mountain and an afternoon time slot for the ascent of Snowdon on the Mountain Railway.

We decided to give Electric Mountain a miss in favour of a lazy breakfast at the hotel and a leisurely drive via the tourist destination of Betws-y-Coed. The drive over the Llanberis Pass was stunning, and thankfully uneventful, and we were warmly greeted in the village by some

members of a local classic car club, who directed us to the Traction parking areas.

The last time I went to the top of Snowdon was twenty years ago on a similarly warm and sunny day. However, on that occasion it was the last ascent of a charity Three Peaks Challenge and my main focus was getting to the summit and down again within the 24-hour limit for all three. This time around it was going to be a much more relaxed and enjoyable experience. The trip up the mountain was by train and we were in the same carriage as a number of others from our group. The vistas from the train were spectacular and also provided views of the mountain path, which was crowded from top to bottom with walkers doing it the hard way. When we got off at the top, we were again greeted with wall to wall people for the final 50 metres. But battling through the crowds to get to the summit was well worth it, with 360-degree panoramic view on that rare occurrence – a clear day on Snowdon. Our drive back to Llangollen for the evening meal was nearly delayed by a sudden attack of misfiring on the steepest part of the Llanberis Pass. Once over the summit the engine went back to normal and the fault was later traced to a faulty spark plug.

Saturday was a very busy day, but the consensus that evening was that the trips had been a very enjoyable experience and we all made it safely back to base.



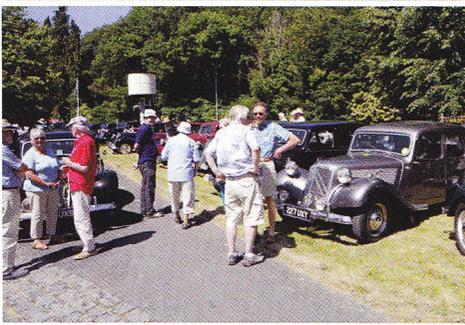
The Snowdon Mountain Railway was clearly very popular, certainly with the crowds lunching at the tables around the bottom station. I was able to watch steam locomotives watering and fuelling up near the engine sheds in an environment very realistically as filthy with coal and soot as it must have been when they were hauling slate.
Ian Gardner



We went back to the car and drove for quite a while. I don't know what it is about humans but they will insist on stopping at regular intervals to drink tea and eat cakes while I have to be satisfied with a bowl of water. So there was one more stop before we got back to the hotel. I was quite tired that evening so I didn't complain when I was left in the room in my crate, while my humans went out.

Our day was pleasantly punctuated with a light lunch at a very friendly pub in the village, a swim in the lake (for the dogs) and a drive back the steeper way, quite a bit of it in 2nd gear (must get on with that 4-speed box project).

Welsh Mountain Rally



The dog stayed in her crate in the room while we joined the throng for dinner,

which was kept an identical car, right down to the smell of the interior. The car was used about as often as the front room.

everyone excitedly recounting their experiences of the day at ever increasing volume, culminating in an exciting raffle draw in which almost everyone had a go at winning the tyre and luckily there were plenty of other prizes as well. A thoroughly good day was had by all.



In the afternoon we lost all the other cars on a trip around the town but we found the big house we were supposed to be going to. Lucky eh!! The gardens were lovely. Lots of smells to investigate and then people started going inside where there was an appetising smell of food. We sat outside in a shady spot, and food was brought out to us. Well, to the humans really, but I always get a bit. I could hear talking from inside the house and someone said it was to do with giving out prizes. I didn't get a prize. I was quite disappointed because I thought I'd been very good for my age (20 months). After that everyone came back to their cars and started waving goodbye so I said goodbye to my new friend. 'Nice meeting you. Maybe see you next year', and we waved goodbye with our tails. What an interesting weekend.



The next morning we had breakfast in the bar. I had two sausages from a very nice lady and then everybody got into their cars and drove to a strange place with lots of noise from big metal machines. Got a bit bored because it was hot and I didn't

have my project with me.

Lawrence must have friends in high places as Sunday was another glorious confection of sun and blue sky, setting off the delights of hills and valleys around Welshpool whose narrow gauge railway station we invaded and displayed our cars on the grass as part of the town's transport extravaganza. A couple of hours here, an ice cream or two and some high jinks where certain cars appeared to have developed a leak of water while the owner's back was turned. Then onto our country house venue for lunch, concours line-up and prize giving. Again the dog owners amongst us were well looked after having our own table on a shady terrace. One non-traction member of the line up was a nice old Morris Oxford of the jelly-mould shape which took me straight back to my Grandma's garage in



TOC ANNUAL RALLY PRIZE LIST

2018

LLANGOLLEN

Winner				Runner-Up			
Name	Year	Model	Reg	Name	Year	Model	Reg
IAN GARDNER	1957	NORMALE	AAS 467	Best LWB 4 Cyl - Paris	MICK HOLMES	1955 COMMERCIALE	HFO 506
JOHN BARSLEY	1955	BIG 15	WKX 153	Best LWB 4 Cyl - Slough	PAUL DE FELICE	1954 BIG 15	227 UXY
MIKE WILCOCK	1950	LEGERE	TSU 982	Best SWB 4 Cyl - Paris	JAMES GEDDES	1953 LEGERE	RFF 990
TIM NEWING	1937 SUPER MODERN	12	BSP384	Best SWB 4 Cyl - Slough	JOHN DAWES	1949 LIGHT 15	WSL 311
BERNIE SHAW	1948	15/6	VXS 274	Best 6 Cyl Slough/Paris	No Runner-Up Award This Year		
WALFORD BRUEN	1939	12 ROADSTER	SW 6178	Best Roadster	No Runner-Up Award This Year		
JIM CLOSE	1953	15/6	YWG 975	Best First Time Entry	No Runner-Up in this Category		
PHIL ALLISON	1939	LIGHT 15 ROADSTER	DWU 463	Master Class	No Runner-Up in this Category		
RICHARD LARTER	1949	LIGHT 15	HER 729	Furthest Driven	No Runner-Up in this Category		
PHIL ALLISON		Slough Big 6 "Dead"		Disaster Of The Year (Graham Pitcher Trophy)	No Runner-Up in this Category		
Will be announced at the AGM				Barbara Longden Memorial Award (For Services to the TOC)	No Runner-Up in this Category		
Discretionary - NOT AWARDED THIS YEAR				Special Commendation (For Non-Members)			
Discretionary - NOT AWARDED THIS YEAR				Best Overseas Visitors car			

Congratulations to Lawrence and his team on a great weekend. I never thought I'd be able to say my car had been to Wales and back – next stop France.

Photographs are a mixture of those taken by the Editor, Martin DeLittle, Ian Gardner and Bill Gallagher.

Pooh...and I was packed off to kennels for the weekend....Charlie.



Bailey's Banter



The TOC went to Wales – and it was very good. The weather, the scenery, the attractions and the company were all everything you would want. And of course, the cars weren't bad either. 53 Traction driving along the Welsh roads in glorious sunshine is a pretty good sight. Actually we made sure we didn't have a long line of us along the A5, but if you had been hanging about on a street corner in Betws-y-Coed on the Saturday morning you would have seen us all go by in the space of an hour. And if you had, you would have thought, not only "nice to see so many old cars" but also "what lovely cars". Not just nice because they are old, but really a lovely shape.

Why are they so nice? This of course is the work of Flaminio Bertoni who created the iconic shape. The French icon was styled by an Italian who of course went on to design the 2CV, DS, H-Van and Ami. Some may argue that he did his best work first. I certainly find his last design, the Ami, is the hardest to warm to.

Was the Traction his first? Well it was his first for Citroen but before that Bertoni has worked for Carrozzeria Macchi where he started as an apprentice carpenter at the age of 15. By the time he was 22 he had received training in drawing and sculpting and was appointed chief designer. He resigned from there and started his own studio. Then he met a woman whom he loved but his mother didn't and he felt he needed to move and so they went to Paris and started a family. In 1932 his first child was born and, I guess he needed a proper job. He pitched a design for pneumatically lifting windows to Andre Citroen and was immediately hired. Two years later the Traction was launched so he must have started on it on his first day. Apparently, according to the google translation of the account on www.faminiobertonie.it "In a single night he sculpts the Traction Avant in plasticine, realizing for the first time a project in volume and not in drawing." This refers to scale models and there were several iterations before finalizing the details.

Because of the use of welded monocoque and front wheel drive technologies Bertoni was able to hang the whole body shell as low as he liked. Torsion bar suspension allowed the wheels to be pushed out to the extreme corners which not only gave the surest possible footing but gave the opportunity to give the car a real planted stance. But that still didn't guarantee the car would have style. The lines of the wings, the shape of the windows, the proportions, the lowness – all were the work of a true artist.

This was not just one car – by September 1934 there were:

Legere – the shortest and narrower saloon.

Normale – the mid length and wider saloon.

Familiale – the full length 6 light, wider saloon.

Roadster – convertible based on the narrower body

Faux Coupe – hardtop coupe based on the narrower body.

22CV V8 Familiale

22CV V8 Faux coupe – based on the wider body

22CV V8 Roadster – based on the wider body

That makes eight bodies that needed to be styled, designed and engineered. It would be nine if you include the Coupe de Ville. We had most of these present in Wales although sadly no Faux Coupe. You can make up your own mind but, personally, I like the wide body best from the front and rear but side-on the Legere is prettiest. I wonder if anyone has made a short-wide car?

I imagine that although the Traction was launched within 2 years of Bertoni starting with Citroen, the process of styling the car was calmer and less frenetic than the development of the mechanical parts of the car. As the launch date approached Bertoni would have likely been thinking about his next project – the 2CV – as well as his own sculptures and some projects for other customers via his own design studio.

Having said that, Bertoni was not the only one working on the design. He set the style with his model but, according to Jon Pressnel's

book, *Traction Avant*, the coupe and roadster may owe more to Jean Daninos. It seems there may have been some rivalry between these two. The website I mentioned above is the work of the International Flaminio Bertoni Association which is also responsible for the Museo Flaminio Bertoni in Varese – between Lakes Maggiore and Como. That seems like a nice place to visit although the museum appears to be open only on specific days.

I previously mentioned the yellow Traction that was once the property of Chris Goffey. I am grateful to **Martin Vickerstaff** for sending me a copy of an article by Mr Goffey in an old issue of *Classic Cars* describing his journey towards Traction Avant Nirvana. It didn't start well. His first one, bought as a 17 year old, was not as good as it looked. He describes holes in the floor and smoke inside the car. During a trip across Bodmin Moor the car was suddenly smoke free. The cause became clear when the engine, which had burnt all of its oil, went bang. Many years later he bought the yellow car from a lady whose husband needed the space to garage his newly acquired Aston Martin. It seems she didn't approve but had little choice. In these more enlightened days the Aston may well have had to stay outside and Goffey would have had to look elsewhere.

Mr Goffey is not the only motoring journalist to have owned a Traction. **Mark Williams** advised me that his new magazine *The Classic Motoring Review* has an article by Gavin Green on his ownership of a Light 15. If you wish to subscribe you can get a discount using the code SUM3 on the checkout page at <http://www.classicmotoringreview.uk>.

You may recall I was concerned about my CV joints, having discovered some damage to the inner ones. You will be relieved that they gave no trouble at all on the Welsh trip. The car has now covered over 1000 miles since I put the new gaiter back onto the mullered outer shell. So, I think they will stay like that until it starts making funny noises which could be next week or could be in 5 years' time. But what shall I do then? I am considering reverting to the original UJs.

An advantage of the CV joints – the outer ones anyway - is that you can make tighter turns. To do this you must adjust the stops on the steering rack which I have not done. I still have the QE2 style turning circle that is dictated by the original double UJ set up. This doesn't normally matter much to me – if it had I suppose I would have done something about it. I think there is an Audi driver who thinks I should have done just that. He was behind me on the ramp entering the car park at Gatwick the other day. This is a spiral ramp which connects to each level. The spiral part is fine except where it intersects with the car park where it is just too tight for my Normale. Those of us who are don't pay for premier parking go to at least Level 3 these days which meant I had to back up three times. By the time we got to Level 2 my Audi driving friend learnt to leave enough some room. I wonder if a Legere would get round in one go. The car parks at Heathrow seem to be a just a little more generous and I have never had to back up there. A Familiale or Commerciale may still have a problem there though.

I was already cutting it a bit fine having taken a while to even get past the barrier. I had pre-booked but the system did not recognise my number plate. It was 5am which may have been a bit too early for the others to admire the Bertoni styling as I waited for 5 minutes for the assistant to raise the barrier. The Gregynog Hall setting in Wales was a better place for that.



Another month, another rally. This one being the CCC Rally at Abbots Ripton. Traction-wise it was outstanding with four of them there! All were French and black but we did have a bit of variety - a Legere, a Commerciale and two Normales.

I only made it for the Sunday and for me (I travelled alone) it was an easy drive on the hot, sunny motorways and was a very nice day indeed. The AGM was nice and short - (TOC Chairman please take note - oh that's me!). An odd experience for me was hearing my raffle ticket number called out. Odd, not because I am deaf (although Traction motorway miles do take their toll - maybe I should have put the larger pinion in the gearbox instead of just turning up the radio) but odd because I hardly ever win anything. This time I had my number come up 4 times!

It was a hot day and, apart from a couple of subsequent days of mere warmth and substantial wetness, it continues to be hot. I've been using the Traction a lot recently. As well as the rallies there's the tiresome task of getting to work and back. Each way is 18 miles - country lanes in the morning, dual carriageway on the way home.

In the mornings it is lovely just to open up the windows and the windscreen and drive along in a nice breeze. For some reason after a mile or so a little drop of condensation forms on the windscreen frame and is blown into my face. I get maybe three or four of these and then no more. The drops only seem to form on my side and only right in front of me. What's going on here? Some weird aerodynamic phenomenon causing air warmed by the engine to be condensed on the cold frame? Just there? In the dark I recently shut the driver's side bonnet onto my multimeter probe that I had left attached to the battery terminal. This may have slightly distorted the bonnet and could be causing a warm air path. Or it may just be haunted.

In the few wet days I drove with the windscreen shut. For two reasons. If you drive with it open, you of course get wet from the water spraying off the bonnet. That's actually quite refreshing but the other problem though is that I have left my wiper blades fairly long and they catch the frame if the windscreen is open too far. Not that the wipers are very effective though.

Mine are the original rigid blade style but there are adaptors available for the slightly more modern type that can follow a curved screen.

The rigid type doesn't necessarily even follow a flat screen - you may be able to see from the photo that my blade is not straight (apologies for the Harry Worth-style reflections). I can choose to make it wipe the lower part or the upper part but not both. These blades are quite new having replaced some very old ones that just fell apart. Those actually worked quite well so whether I can get the blade to be straight enough by tweaking it or it needs to be bed in I don't know. Meanwhile I have a bottle of Rain-X in the car.



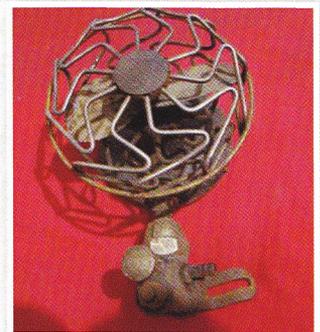
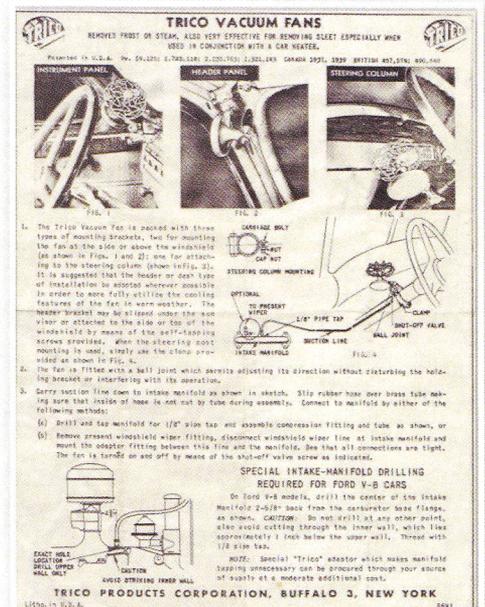
Happily it seems not to rain much these days. It just gets hot. I have neither temperature nor oil pressure gauges so I don't need to worry about the effect on the engine. The only overheating issue I have to worry about is my own. The open windscreen and scuttle vent are great when the car is moving but not so helpful in a traffic jam. It's a black car which doesn't help. I looked in the contemporary accessories catalogue to see if any dash mounted fans were offered and was surprised to find they were not. Maybe there wasn't thought to be enough spare power available to run one that would be effective? Assuming it would need electric power of course.

So I had a quick google and found a reference to a vacuum powered, dash mounted fan. It runs off the inlet manifold vacuum like some old car wipers used to. They had the problem that when you needed them most - right foot flat down, they would slow almost to a stop. In this case the characteristic would seem to be the right way round in that you want the fan to run fastest when the car is moving slowest. Who made these things? Trico seem to have been one manufacturer. They first brought out a metal bladed fan with a cage and then apparently produced a rubber bladed version with no cage. All the references I have seen are from the States. Were they available in Europe I wonder?

I'm not clear if the primary intention was to blow onto the windscreen to keep it clear or to blow the other way to keep the driver cool. Dash mounting seems to include being mounted to a clamp on the steering column. This would, in a Traction, obscure the speedometer so I think proper dash mounting would be preferred.

I had occasion to remove my speedometer recently. The seal around the glass was looking very nasty and it was only fixable by taking it to bits. The dial was also looking a bit tired with some yellowy areas and some white parts.

I had assumed that the white parts were correct and the yellowness was a function of ageing. Not so it appears. The yellow is correct and some of the white is where the paint has been more exposed to the air and has oxidized to a white colour. Many oxides are white - and happily powdery. Hence it was possible to wipe off the oxide and return a more even yellowness. Some of the lighter colour is intended though - such as the circle around the clock. When I put it back in I forgot not to wire up the clock - I was reminded by a furious ticking sound as the thing was rudely awakened by the 12 volt battery. I don't think it liked that and I disconnected it. This way it is at least right twice a day. I gave the case a rub down and coat of paint so the whole thing looks quite respectable now. At least one part of the car does.



Thoughts On A Traction Life

The start was recorded in Floating Power January 2000 edition and continued in the August 2000 edition. For younger members some of my other memories may be of some interest.

In the 1960s the Traction was in the "Old Banger" category, £40 would buy a runner and £150 a good example. Nearly all mine have been Slough Built.



The first Paris car that I encountered was as a result of my Sunday morning pastime of visiting local Hampshire scrap yards. It was in the car park of Duffys near Southampton, a light blue 11B L small boot owned by a Royal Navy sailor. He had bought it in France and brought it over to the UK. Compared to my 1953 Slough Lt15 it seemed very austere. Both of us were looking for drive shafts and gear boxes that did not go "click clack" or whine as ours did.

Most scrap yards in the 1960s would have half a dozen scrap tractions in stock where you could pick up drive shafts at £1.00 and gear boxes for £5.00. (I bought a pre war bonnet for £1.50 which I used on at least five of my cars.) Pilote wheels could be bought with a usable tyre for £2.00, my local tyre dealer was selling 165/400, new, for £11.00 each, rears only for £8.00.

Most motor factors of this era kept spares for tractions in stock and many were still available from Slough Spares Department. I reconditioned an engine in the mid 1960s, with spares from a local factors, a piston and liner kit was £20.00, new valves and springs £4.50, a gasket set, £4.00. Bottom end overhaul by Vosper Marine Engineering, including a crank regrind, £10.00, new white metal at £1.50 mains, £1.10 for big ends, the total cost then was about £50.00. It might cost a bit more today.

A big weekend event was the CCC Annual Rally held at Lord Montague's estate, Beaulieu. (right)

Then it was mostly Tractions, Ds and 2CVs, an enjoyable event at that time and a day spent with friends.

The late Fred Annels lived in Guildford back then and we spent many Saturdays with him laying his expert hands on our cars, being more knowledgeable that we were back then.

My home town Portsmouth had at least ten Traction owners and we all knew each other, this being handy for helping each other to keep our cars running.

By now I had left the Gas Board and went to work for a friend, driving a lorry and became an HGV driver, a career which I

followed for the rest of my working life until retiring in 2013.

Some people have said I liked Tractions because they are a bit like a truck to drive. This might have been true in my early driving days, however, I can assure you that modern trucks are much lighter that a Traction to drive, power steering and all mod cons.

My Tractions have always been every day transport to get to work, I did not have the money for toys, only practical transport. One perk of my job was driving all over our beautiful countryside. Any Citroen Agents were always visited and the first question would be to ask how long they had been an agent. If pre 1955, have you any Traction spares. Many were picked up that way for very little as the agent was glad to get rid of them.

On one such encounter I bought a brand new Slough grill still in factory packing for £8.00!

I moved to Cornwall in 1977, which put a temporary end to Traction owning until 1997 when a chance encounter started it all off again. (see previous 2000 article)

A little example of the Traction family, around 2001, while attending a local rally with my '39 Twelve, FCV 61, my friend and fellow Traction owner Geoff Brooks was approached by Clive Hoskins who was making enquiries about his father's car. He was sent over to me.

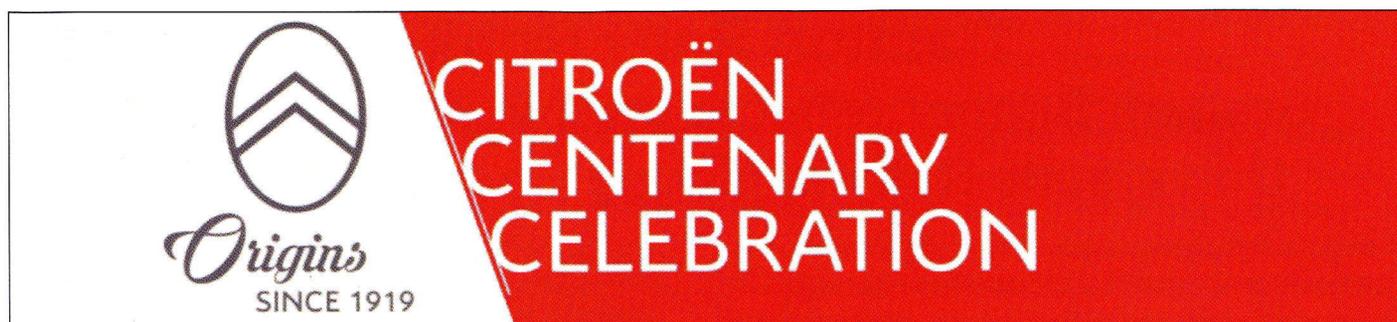
Clive said his father was a Traction fan and his last LT15 was registered TAF 330, a Cornish number. Almost unbelievable. In my photo album, which I had with me, were several photos of said car. Clive had last seen the car in Portsmouth as a student in the 1960s, which was when I owned it, then wrote it off. (see FP 2000) Clive supplied photos and the cars history from his time with it in the past. He subsequently bought a 1950 11BL which he still owns, so another Traction friend has joined my list.

I think that is it, but you never know.

Happy Tractioning.

Martin Vickerstaff





CITROËN 1919-2019 CENTENARY UK EVENT

Final details of this event are still being agreed as we go to press, but I have taken the liberty of borrowing most of below from a presentation Nigel Wild, Chairman of the Citroen Car Club made at the AGM of D-Section. This part of CCC is devoted to DS type Citroens.

It had been agreed after the NEC last year that all Citroën Clubs should have input into the 100 year celebration of Citroën. Following a request in the club magazines for suggestions, the consensus had been for a single event, partially static and partially mobile.

Nigel provided an outline of the current proposals, while emphasising that these were still subject to confirmation. The preferred option was for a major combined rally in the Coventry area from the 30th of May to the 2nd of June, 2019, hoping to attract 1,000 cars from all Citroën related clubs: registers and forums in the UK.

The Centenary event is also intended to form a major feature within

the Coventry MotoFest which takes place the same weekend. MotoFest is a wide ranging festival of motoring organised by CCC member James Noble with full support from Coventry City Council. Now in its fifth year the event draws a total audience of around 150,000 people. Many of the city centre roads are closed and part of the ring road is legally designated as a racing circuit. It is envisaged that on the Sunday morning there will be a mass drive of over 1,000 Citroens into Central Coventry, including a parade circuit before the public followed by reserved display parking in the Cathedral university quarters of the city centre. All of this will provide excellent publicity for the marque, placing Citroën before a wider public. Nigel reported a favourable response from Neville Staines, Citroën's UK of UK National Events.

More details will follow soon

Julian Pratt

FOLLOW IN BERGERAC'S FOOTSTEPS Jersey Rally, 14th May 2020 – 18th May 2020

"Jersey in the Channel Islands" has been selected as the venue for the TOC's 2020 "Early Season Offshore Rally".

Your eyes are not deceiving you, the dates are correct and being such a popular venue for car clubs from France and UK it is essential that we book early to ensure our reservation. The hotel has now been booked and in fact on my recent research the whole of the remainder of May 2020 is already sold out.

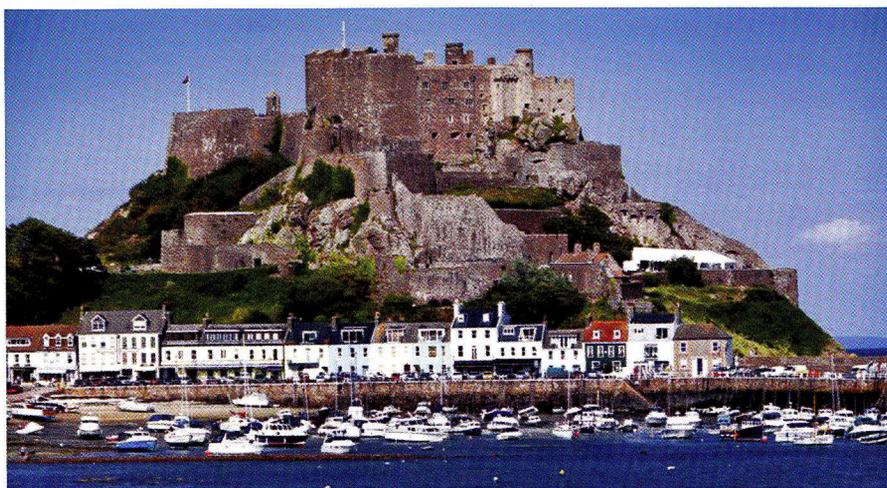
Our intrepid Jersey man and Traction owner, Brian Follain, has scoured many hotels and has come up with a fantastic deal at the Westhill Country Hotel, who have guaranteed their 2018 prices to be frozen until 2020.

We have been offered Pool and Garden View rooms for £160 dinner bed and breakfast per night Standard rooms for £154 per night on the same terms and singles for £100 per night. On the Saturday night there will be a gala dinner which will incur a supplement of £15 per person. The local car club enthusiasts and dignitaries will be invited to join us for dinner (at their own expense).

Depending on numbers attending, we will negotiate a group booking rate with the ferry company, but please note that Car Ferry costs

and the Rally Fee, which are yet to be determined, will be additional to the costs quoted above.

At this early stage we need to note an expression of interest, so please contact **Laurence Acher** at events@traction-owners.co.uk or phone **07828241877** so we may gain an idea of numbers and also to advise whether you are planning to extend your stay, which will be at the same rate.



Traction Rally Rookie Graham Banner reflects on the 50 ans Traction Universelle Rally at Magny Cours , May 2018.

I suppose, if you have recently purchased your first Traction, had no experience of driving and maintaining it, you might be sensible to choose for your first Traction rally one that is close to home, small in size and where the organisers and attendees will be fluent in your native tongue. So that's why, as a Traction Rally Rookie, I chose to venture to the 50 Traction Universelle Rally at Magny Cours in France. It made perfect sense at the time of booking!



assaulted by the sounds of horns blaring and lights flashing in friendly greeting on our arrival. Seeing so many Tractions gave us an immediate feeling of belonging and a sense that it was going to be alright began to creep over us.

First stop was the boutique to buy all the Traction memorabilia I never knew I needed and the registration goody bag was a sight to behold, a large posh shopping bag and wine for Mrs B and a Traction 50th anniversary model, in the right colours for me.

I purchased my 155 BL in France early last year. I have a second home in the Lot valley and that's where it rested alone all winter for 8 months. I had intended to return much earlier to get it rally ready, but business and family issues delayed my return to France until a couple of weeks before the rally. Although I managed to carry out a small amount of work, I decided the sensible option would be to load it on to the trailer for the 4.5 hour drive to Magny Cours, (much to Mrs B's relief)!

Although we had received many emails from the organisers, our French is not great and we really did not know what to expect over the 3 days. As we drove closer to the site, we became aware of Traction activity, our senses

As we walked around the parking site, we were amazed at the different models, colours and shiny condition of the cars that were in attendance. As we wandered around the exhibitors' stands, we came to realise the amount of support, both commercial and personal experience that is available to help in the restoration, and of course, the cost! When I bought my Traction last year, it was unroadworthy, but my local garage was able to carry out some basic welding of the chassis where the bodywork had rotted, fitted a new radiator and fuel system and then it was up and running for some tentative short , local journeys. Mechanical issues were not my only challenge. Trying to get the registration document, the carte gris, changed into my name was a nightmare, and no carte gris, no insurance. My local broker was adamant that as a

Traction Rally Rookie

vintage car it did not need a control technique, the law had recently changed, but the local Prefecture had a different interpretation, returning my application and demanding a control technique. My helpful insurance agent printed, from the internet, the relevant copy of the legislation and so we set off, evidence in hand to plead our case. The first hurdle was that we had not pre booked an appointment, but with much tutting and stern looks, we were given a ticket which would enable us to see someone. A ray of hope appeared when a delightful young lady, read the documents and seemed to be in agreement, but needed to check with her manager, and tough times lay ahead. There followed a heated exchange behind the desk which held our attention for about 5 minutes, having no idea which way it was going, but we soon found out. The manager lent over the desk, finger wagging, face like thunder and shouted at us "only for ancien, ancien only and only occasional use". We shrank back in our chairs, nodding in agreement and we walked away, documents in hand and a smile upon our faces.

So that was it for my first year of Traction ownership, my only preparation for the rally was to fit 4 new tyres, which came in useful for day 2, as I was able to complete 70KM tour around the area, stopping off for a delightful lunch and parking alongside a few other tractions.



Our journey back to site was not quite so idyllic, an unseen object in the road caused a bit of a bump, all seemed OK, but after a few miss fires and some kangaroo jumps, we came to a halt, seemingly in the middle of nowhere and 4Km from site. I diagnosed fuel starvation. Had we run out of petrol / (daggers at this point from Mrs B!) or was it a blocked fuel filter, maybe the bump had stirred up things in the fuel tank department? We seemed to be able to limp on a bit and then I stopped outside a house, where a

very kind local emptied his petrol can into my tank, at no cost, and we were able to continue our kangaroo drive to the filling station at Magny Couers. Sadly, a re-fuel did not cure the problem and we were unable to join the convoy drive around the old F1 track, but as our hotel was 1.5 km away, we were able to walk to the grand dinner, overlooking the grand stand. We were lucky enough to sit on a table with 8 very experienced French Traction owners. We listened in awe as they told us their stories of travels along Route 66 and of many African adventures. We also met 2 very generous and helpful owners who offered not only replacement filters and pipes, but showed me how to do the work and then carried out most of it for me! What an amazing community we had joined.

It seemed the next day we were fit enough to join the journey to Nevers, where it had been arranged for the cars to park in front of the Ducal palace. Unfortunately, we had missed the instructions, failed to register our interest and so missed the convoy. Not to be daunted, we set off on our own and more by luck than judgement, found the plaza, parked and watched the fine sight as over 50 Tractions, in a stately procession entered the site. Text messages and photos home prompted questions such as "spot the traction" and "where's Wally" Mrs B replied, "Yes, Wally is having a lovely time". We travelled back the 50 K, then half a Km from the hotel we were back to kangaroo jumping. We made it back, and as this was the last night, I decided to load up onto the trailer and quit whilst I was still ahead.

On the last afternoon, we watched some amusing entertainment from local groups that showcased their regions whilst featuring their Tractions. One of these sticks in my mind as it featured two priests who broke down whilst going to a funeral. Not for them manuals, spanners and tools. They proceed to pray; chant and spray holy water over the car and lo and behold it started, maybe, that's what I should have tried!

Later, in the evening, the heavens opened, and the temperature dropped from 24 degrees to 8 degrees as we shivered our way through the final dinner with howling winds and rain dripping through the barn roof. Sadly, we Brits are not always made of sterner stuff as eight of us only made it through to the main course before we decamped to the hotel to carry on the celebration.

So what have I learnt from my rookie experience? I am overwhelmed by the help and support that has been given to me by people I have never met before. Their generosity in terms of time, advice and hands on help was invaluable. I have been inspired by tales of long, exciting trips, but most of all, I have learned how to live with, and enjoy life with my Traction.

THE TRACTION OWNERS CLUB LIMITED



PROFIT AND LOSS ACCOUNT - YEAR ENDED 31ST MARCH 2018

Notes	2017	2018
	£	£
Turnover	58,255	47,369
Cost of sales	42,372	35,044
GROSS PROFIT	15,883	12,325
Administrative expenses	40,297	34,828
	(24,414)	(22,503)
Other operating income	26,742	26,423
OPERATING PROFIT/(LOSS) ON ORDINARY ACTIVITIES BEFORE TAXATION 2	2,327	3,920
Tax on ordinary activities 3	358	463
PROFIT/(LOSS) FOR THE FINANCIAL YEAR AFTER TAXATION	1,969	3,457
General fund brought forward	149,310	145,853
GENERAL FUND CARRIED FORWARD	151,279	149,310
BALANCE SHEET - 31ST MARCH 2018		
	2018	2017
	£	£
FIXED ASSETS		
Tangible Assets 4	10,006	3,081
Adjustment		
Investments 5	750	750
	10,756	3,831
CURRENT ASSETS		
Stock	118,061	116,852
Debtors 6	10,641	11,900
Cash at bank and in hand	24,139	31,860
	152,841	160,612
CURRENT LIABILITIES		
Creditors falling due within one year 7	12,318	15,133
NET CURRENT ASSETS	140,523	145,479
TOTAL ASSETS LESS CURRENT LIABILITIES	151,279	149,310
CAPITAL AND RESERVES		
General fund	151,279	149,310

THE TRACTION OWNERS CLUB LIMITED

The notes form part of these financial statements.

The Traction Owners Club Limited

Explanatory notes on the accounts for the year ended 31st March 2018.

Summary

The company made a profit before tax of	£2,327	(2017– profit £3,920).
Spares sales in the year were	£57,761	(2017 £46,759).
Gross profit on spares sales was	£16,269	(2017 £12,325).
Shop sales made a small loss of	£386	(2017 – loss £84).

Other notable variances when compared to the previous year are as follows:-

Other Income

Subscriptions	£22,984	(2017 - £23,111)
Spares Levies	£1,143	(2017 - £729).

Overheads

Magazine Production	£19,681	(2017 - £18,080).
Postage and Carriage	£3,271	(2017 - £3,248)
Stationery	£942	(2017 - £263).
Tour and Exhibition Costs	£1,950	(2017 - £779).

Net tour and exhibition (income)/cost		
2017 Rally opening accrual	10,497	
2017 Rally payments	(12,272)	
2017 Rally after date receipts	<u>1,478</u>	
2017 Rally net loss		(297)
2017 NEC Exhibition costs		<u>(1,653)</u>
As per accounts		<u>(£1,950)</u>

Depreciation	£2,707	(2017 - £1,029).
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Financial Report as at 31 March 2018

1. The cash at bank held by the club at the above date is as follows:-

Barclays Spares Account	£ 5,703.25
Spares Cash	£2,132.16
Barclays Main Account	£ 13,237.11
Barclays Premium ME Account	£ 9.16
Santander	<u>£3,056.99</u>
TOTAL	£24,139

Traction Owners Club: 2018 AGM

The 2018 AGM will be at Steventon Village Hall on October 7th.

All members are welcome and should attend initially at noon, when a buffet lunch will be provided.

The AGM will start at 1.30 pm. Steventon Village Hall address is: The Green, Steventon, Abingdon OX13 6RR. There is car parking around the hall.

Where possible, please submit any questions in advance, to the Club Secretary, in order to assist with responses from the committee.

Black Country Experience

Revisiting the Black Country Experience

Steve Southgate is, by popular request, aiming to organise an earlier weekend bash in 2019 in the Black Country, along the lines of a similar event back in 2005. This article by Steve sets the scene and requests that anyone interested in taking part, contacts him as soon as possible. Steve's contact details are at the end of the article. Please note that this does not replace the 2019 National Rally, which is being combined with the UK Citroen Centenary celebrations. Editor.

By now most TOC Members will be aware of next year's Centenary of "Citroen". Plans are well underway in France with "La Ferte Vidame" and many others, but here in the Heart of England there has also been a request for the return of The Black Country Experience.



Approached by many with memories of the 2005 Experience, we have been requested to retrace the footsteps of the earlier Black Country Experience. Recalling the event brought many smiles .

So, to pay homage to Citroen 1919 - 2019 I investigated what was happening in 1919 in the Black Country. Well, of course, the Black Country in 1919 was under the spell of the new comers "The Peaky Blinders". Most people will have heard of the name and many will have watched the first series on TV of the Award Winning Peaky Blinders about Tommy Shelby and Family. The Black Country Living Museum has officially become the home of the series. Six period cars appear, one being a 1920's Citroen 10hp Torpedo. Tommy's ambitions included watching over the Lanchester Factory production in Small Heath and securing lucrative deals with the Russians.

For those who are tempted to join us take a look at BBC's Series One of Peaky Blinders and you will get the flavour of our Black Country Living Museum. Below is an extract from their web site:

'The majority of the filming took place within the Black Country Living Museum's Canal Arm, taking on a Post WWI transformation into regular character Charlie Strong's Small



Heath based Scrap Metal Yard. Production staff were on hand for three days prior to filming to alter the usual layout with unique props and special effects including the complex movement of the Museum's designated boat collection.

Tommy Shelby's iconic walk past the firing furnaces are scenes from around our Blacksmith Forge and smoke machines took over the interior build of our Rolling Mill; resident chain and nail maker Kevin Lowe and Steve Grainger were specifically requested by filmmakers to demonstrate their metal bashing skills to cast members and also feature as extras in the historic drama. Canal Street Bridge was the secret meeting place of Ada and Freddie and they returned here on their wedding day. The Blacksmith's Shop is where Arthur rallied the troops, it has since been the location for many a Peaky Blinder gathering - you may recognise it's iconic windows. The series of Peaky Blinders is centred on a famous Birmingham gang and is created by Birmingham screenwriter Steven Knight. Hollywood Actor Cillian Murphy takes on the lead role of the feared gang leader Tommy Shelby.'

I will endeavour to repeat some of the events however we will introduce the earlier theme to pay homage to Andre Citroen. So 1919 will start us off and we will soon jump to 1929, 1939, 1949..... throughout the weekend. The Black Country and the West Midlands offered so much to the UK Motor Industry and I know of a least 10 factories which supplied parts and materials for our honoured Tractions. All TOC members entering to the rally will be expected to polish up their knowledge of the Motor industry in the Black Country. Education will be the order of the weekend including our famous quiz!!.....



Black Country Experience

Andy Cartwright wrote the article which was a wonderful portrayal of some of our 2005 antics. I have edited this version so as not to give too much away for the return episode.

'What a pleasant sight greeted us as we swept into the hotel car park – a crescent of more than 40 neatly parked Traction! We duly checked in and went to join the other Tractionists in the restaurant for the evening's entertainment. A brain-teasing and amusing 'Black Country Quiz' was given out to test our knowledge of the local dialect.

Saturday dawned, grey and drizzly at first, and everyone gathered in the hotel car park to attach their rally plaques and warm up their engines in preparation for the day's outing, a tour of the countryside through which the Severn Valley Railway passes. After a few motorway miles, our convoy route took us along some pretty (and pretty narrow!) lanes on route for Bridgnorth. A brief visit to an historic church in the village of Ryton was followed by a short (and steep) off-road section (a first for me in a Traction!). We also stopped in the delightfully named village of Badger, where a 'chocolate box' scene greeted us, with pretty thatched cottages dotted around a large duck pond, covered in lilies.'

'Our group got somewhat fragmented in busy Bridgnorth, after which we continued along the route of the Severn Valley Railway, which that weekend was putting on a 1940s War Time Theme event. Highley Station was the venue for a mock battle, and we encountered various war-time jeeps and armoured vehicles along our route. We continued to Arley station, near to which we had reserved parking in a field, where we had our picnic lunch. The station was 'all dressed up' for the occasion, with war-time posters prominently displayed, and of course the station and platforms already have a genuine 'period' feel to them, anyway. We all enjoyed a picnic (provided by 'the management' of the Rally!), whilst wondering why one Traction out of the whole bunch had somehow managed to park on the other side of the Severn, with only a footbridge crossing the river.

Later in the afternoon, we headed off to the evening venue, the Black Country Living Museum, in Dudley, where we were greeted with a 'welcome drink' while many people changed into their various pre-war costumes in readiness for the evening's entertainments. We took a tram down the hill to 'the village,' followed by a narrowboat trip on the Dudley Canal, which took us through a labyrinth of tunnels and basins; apparently, they used to hold concerts in the huge caverns left after the limestone had been quarried!

After disembarking, we all went to the 'chippy' for an excellent fish and chip. Some folks washed it down with a 'swift half' from the spit -and-sawdust village pub, while Lynn and I took in a short Laurel and Hardy film, which made us late for our school lesson in the Victorian schoolroom; no matter, there were

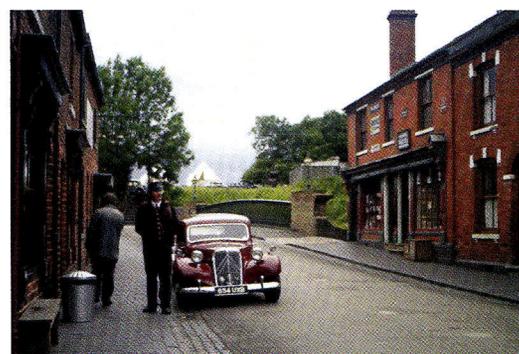
plenty of other miscreants for the teacher to deal with.

Lynn and I were the only ones to take last orders at the pub, thereby missing the last tram, but were rewarded by a ride in the dicky seat of Steve Southgate's cabriolet (Elisabeth told us that in Norway, they call it the 'mother-in-law seat'!).

'Sunday arrived bright and sunny, and we were joined by a few day visitors for a convoy drive to Ironbridge, which took us through some more delightful countryside, over the Wrekin and through villages with quaint names such as Little and Much Wenlock. We had a good look at the historic Iron Bridge (first in the world, built in 1779 by Abraham Darby) and then went to visit the Coalport China Museum. The china industry has a wonderful vocabulary all its own, and I'm now considering a change of career, to train as a 'jiggerer', or maybe a 'saggars makers bottom knocker'.

Then it was a short ride up to Blist's Hill Victorian Town, which is a reconstruction alongside the Shropshire Union Canal. The first port of call for many was the Inn, and then

the pie shop (who ate all the pasties?). There was much to see here, and many people to speak to about the 'old ways' – dressmaker, druggist, butcher, baker and candlemaker were all working in their respective shops.



*We will endeavour to use the same Village Hotel facilities at Junction 10 on the M6 which allow easy access to the West Midlands. Hotels in this day and age require contracts so it's helpful to assess the requirements well in advance. With that in mind, I would be grateful if interested club members could drop me an email to show their interest. Early indications are a great help. **The Rally dates are currently planned for May 10th 11th and 12th.** We will meet up Friday afternoon at the Village Hotel. We have already secured the museum for exclusive use on the Saturday evening, we will arrange a hotel meal on the Friday night with classic entertainment. As we confirm the arrangements, booking forms will follow by email and following magazine.*

Costs are estimated at around £350 per couple, but will be firmed up later.

Interested parties can email Steve @imperial-cars.co.uk, the School Mistress is waiting!



Citroen Big 6 in Australia: The Engine Strip Goes On

Previously I had removed the mount for the starter ring which was broken. A replacement has now been obtained. I ordered three silent blocks for the triax/starter ring



along with a new woodruff key and these arrived today. I'm guessing that the ring needs to be heated as the silent blocks are a snug fit and when I tried to remove one the rubber section came away leaving the metal shroud still attached.

Work has continued on the head. Using two 10mm nuts together I managed to remove 13 of the cylinder head bolts but four refused to move. There are 18 studs in total and I only noticed one was missing when I removed the rocker cover. Further investigation confirmed that it had been snapped off which is irritating but since then I have also broken another. Luckily the metal is easy to drill. I have ordered a stud extractor and hopefully the remaining three will cooperate.



I've removed the timing chain cover. Once all of the bolts are removed including the two underneath it peels away. The locking washer was flattened and the larger of the two cogs came away using the same

three legged puller. The smaller cog proved more of a challenge and seems to be very tight on the crank. The oil baffle looks as if it has been making contact with the timing chain as it shows signs of scoring. Before re-fitting the timing chain I will check to see if the timing chain tensioner that is available is suitable for the 15/6.



A week has gone by and I have finally managed to remove the cylinder head. Despite having removed the heads from several cars in the past I seriously underestimated the challenge. The remaining studs refused to budge despite using a stud extractor which sheered the first stud and refused to shift the rest. I resorted to using a series of screwdrivers to break the seal of the head gasket, primitive but effective. Using a combination of levers and a crow bar I finally started to see some progress. When the WD49 started to weep out from the gap



I knew that I was winning. When it finally came loose I was surprised at how much it weighed.

With the cylinder head on the bench it was time to remove the valves and the remaining manifold studs. Using a valve compressor to compress the springs made it easy to remove the collets. Not all of the springs wanted to compress and three of the valves were stuck. I also discovered that one of the valve guides was broken and on closer inspection two more appear to have small cracks. Looking online the guides are available and the manual shows a mandrel used to drift them out/in. Looking at the two valves that I could not move using the valve compressor it was obvious that the collets were jammed tight. A few gentle taps with a screwdriver released them and normal service resumed. Three valves were a really tight fit and had to be knocked out which further damaged the valve guides. I now need at least 5 replaced. When I took the head to the machine shop it was recommended that all 12 valve guides be replaced along with new valves. They also suggested that the head should be dipped for up to 2 weeks to remove all of the internal corrosion. So with the head away I can start to order some new parts. The valves themselves look to be in good condition and may be re-used.

The block is another story and I still have four studs refusing to undo and one that will need to be drilled out. At first glance the block looks a mess but so far the liners look to be clean with no score marks. If I can get the stubborn studs out I will turn the engine upside down so that I can have a look at the crankshaft, bearings and pistons.

A few days have now passed and with the studs removed using a pair of mole grips I decided to start removing the gearbox and hopefully some weight. I read somewhere today that the engine alone weighs in excess of 290kg.

There are four 21mm nuts which hold the gearbox to the block I removed these and the bracket that supports the starter handle and then the clutch cover. The two springs that support the thrust bearing were easily removed along with the arm. With



the main shaft pulled forward after removing the circlip the gearbox should split but at the moment the main shaft is refusing to come away.

My biggest problem at the moment is finding sufficient boxes to store and label all of the different components as they are removed!



Citroen Big 6 in Australia: The Engine Strip Goes On



I decided to have another go at splitting the gearbox from the block. I have spent some time trying to separate them to date. I asked a question via the Forum about how to remove the gearbox from the



block and I had a reply from Bernie (thanks Bernie) suggesting that it could be the aluminium plate (Part No 456474) which connects the block to the gearbox. When I checked I quickly realised that the plate was not only missing but the legs to which it mounts were completely broken. I decided to put

the gearbox back into its original position and after a few choice words the main shaft came away and this time disengaged completely from the clutch housing. Previously it had been stuck and had not moved sufficiently to clear the clutch.

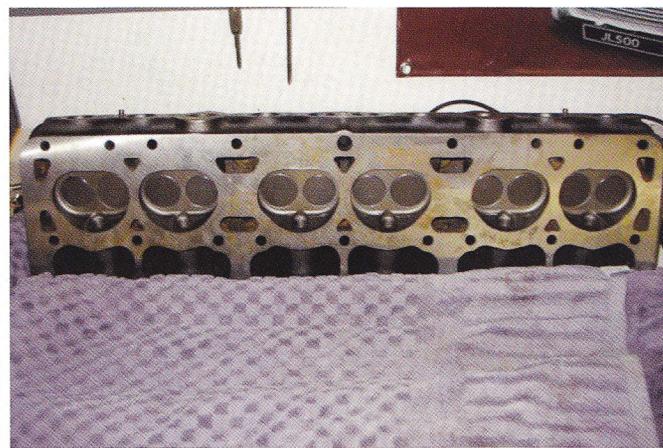


With the main shaft drawn clear it was possible to remove the thrust bearing which appears well worn and will need to be replaced. The next job was to remove the clutch. It is held on by 6 bolts and these came away easily leaving the clutch cover still attached to the crank.

I knocked back the locking tabs and trapped the crank using a piece of timber. All but one of the bolts came away easily and then the cover can be removed. It can only go back in one position as there is a metal peg which helps to line it up.

Today the valve guides arrived from the UK. Thanks Chris. I will

drop them off at the machine shop next week when I go through to Canberra. Hopefully I will be putting the head back together in the near future. With the block inverted it was time to remove the oil pump cover and the rest of the sump. I was surprised how easily the sump cover came away and it gives me the opportunity to see the internals for the first time. The oil filter is held on by one bolt and is easy to clean. The two bolts that attach the pump to the block are 25 mm and I will need to buy an open ended spanner as the largest one I have is 24 mm.

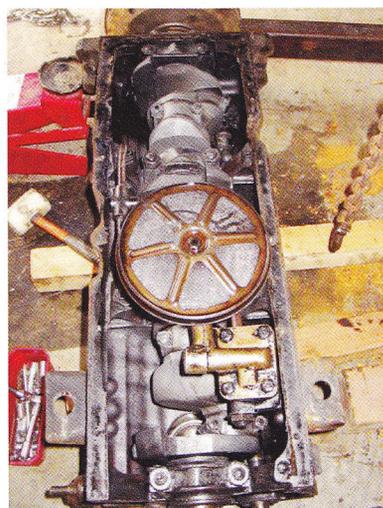


It's now a week later, first week in August and the news re-cylinder head is not good. The machine shop where I take

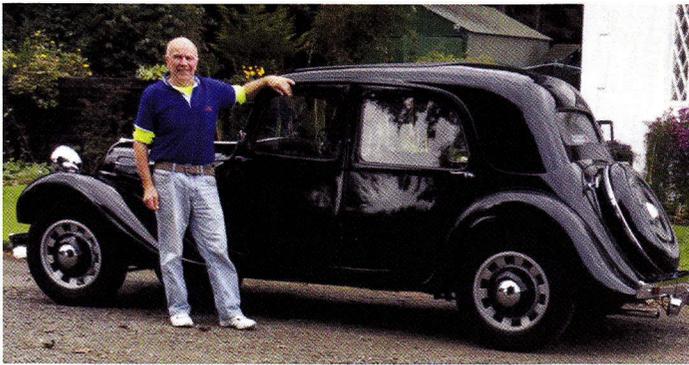
my engines told me that the head was scrap. One of the valves must have been stuck and the valve seat was completely burnt out and cracked. A quick trip to Queanbeyan resulted in me buying a cylinder head which had already been machined with new valves etc.

With the disappointment of the cylinder head behind me I continued to strip the engine. The oil pump is attached to the outside edge of the block by a nut within a nut.

These came away easily and after some experimenting taking things to pieces I removed the bolt that holds the distributor shaft in place and the whole unit comes away as one. I've loosened all of the small bearings and after turning the engine on its side I will hopefully remove the pistons.



Lancaster Insurance Pride of Ownership Podium Bid



My 1938 Traction Avant Light 12 will be appearing at the NEC in November 2018, and I would appreciate readers help in securing as many votes as possible to promote and raise the profile for the Traction Avant, and maybe a podium position. I have pestered the Media Company representing Lancaster Insurance, for almost 2 years assuring them the TA would be very interesting & popular with the viewing public and an asset to their stand, this proved fairly difficult as only 20 cars can be exhibited on this stand. I think they got fed up with me and agreed to approve my entry, Success at last. Now the difficult job of promoting and convincing people to place their votes whilst attending the event. I will be contacting local & national



newspapers and motoring magazines, appealing for as many votes as possible. This stand does not have judges but depend on the visiting public to select the car that they think should be First, Second & Third.

I will travel from County Antrim, Northern Ireland via Liverpool then the short road journey to Birmingham, 4 nights stay at the Novotel, Birmingham Airport, then after the Show back to Liverpool for the overnight ferry back to Belfast, hopefully with a Winning Traction. Four of my good friends will accompany me on the expedition and help share the weekend expenses. I am eternally grateful and blessed to have such good friends to keep me company at the Bar on the long evenings after the show.

I will also be spending some time at the TOC stand, meeting my good friends from the Club & the Forum.

Davy Selfridge

Best of luck with this Davy, we look forwards to seeing you showing the flag at the NEC show. (Editor)

Belt Up

A younger generation of Tractionistes and seat belts.

Terence and John's article regarding the fitting of seat belts (FP May/June) is timely and goes some way to addressing the generational cliff edge that TOC must face; but first a small improvement. Like Terence, I'm of normal height, 1880mm. If you drive a Lt15 that's 6ft 2in. A top seatbelt fixing bolted directly to the top door hinge would be slightly lower than my shoulder, better than nothing and we did survive a serious shunt with this configuration but that was from the rear!

This bracket slips snugly inside the B post behind a the 25mm stiffening piece and over the hinge bolt raising the belt fixing by 90mm, 3 1/2" in a Lt15. The crank brings it's face flush with the inside of the post so it sits against the back of the trim. The credit for this design goes to Peter Simper who I think has adapted his car and who made the brackets for our Legere. The sketch is mine, I'll happily send a clearer measured drawing to anyone who's interested.

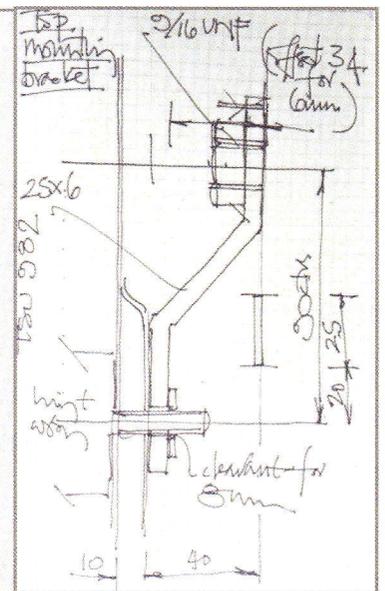
Now the cliff edge. We need to attract the next and younger generation of members to this amazing car. For decades it was the family car of France and early photos of the TOC show members, still with us but now a little grey, with their young children. Could our appeal be as THE family classic car for families as they grow out of MGs and Spitfires? After all there's not much competition, anyone fancy 2500km across France in a Ford Anglia or Morris Minor?

There is of course a fundamental problem, our children have only ever driven wearing seatbelts and the idea of carrying their children unrestrained in the back is a non starter.

So, what experiences do we have at installing rear belts or ISO fixes for child seats?

Let's pool what we know with a view to developing a standard system.

Mike Wilcock



1925 B12 in Llangollen



This Citroën was not at the National, but was tucked away in the small motor museum across the river.

It is a 1925 B12 Estate Wagon, according to the museum blurb, which spent its early days working on a vineyard in Bergerac. It was hidden in a hay barn in World War 2 and came to the UK in 1985. It was restored by Ken Rodgers in Ruthin who eventually donated it to the museum. It is still in running order and attends local car shows in the summer.

NEC SHOW

We have had our entry accepted for the Lancaster Insurance Classic Car Show with Discovery at the NEC in November on the 9th to the 11th.

We will be in Hall 5, Stand number: 5-755

We are asking again all our members for assistance both as volunteers to put up our stand, help on the stand and/or exhibit their cars. This year there will be space for 3 cars. This is a great opportunity to meet fellow enthusiasts and look round one of the biggest shows of its type in the world! We need volunteers to be part of our duty roster that requires attendance for 4 hours a day, on the stand and a willingness and ability to chat to visitors! In return, you will get an admission ticket and car parking. If you

are on the stand for more than one day there is also a hotel and breakfast allowance. Not bad for 4 hours work!

If you would like your car to be on our stand please send me details and pictures of the car. We need all the help we can get so we need your early support and commitment to make the Show a success for our Club, and also to make all the arrangements necessary with regards to the logistics and planning that are so important for an event of this size.

Please contact me on nec-classic@traction-owners.co.uk or 07824 313541 and I can send you details

EVENTS DIARY 2018/2019

This is just a selection of the many events on offer this Summer. For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. Talk also, to your local Section representative about things happening in your area. www.traction-owners.co.uk



2018	
September 15-16th	Manchester Classic Car Show , Event City, The Trafford Centre, Manchester. Probably the largest under cover classic car show North of Birmingham, There will be a TOC stand as in previous years. Exhibitors are sought, please see Bryan Pullan for details.
November 9-11th	Lancaster Insurance Classic Car Show : Probably the country's largest under cover show, at the NEC, Birmingham. Exhibitors will be sought for the TOC stand in due course. See Julian Pratt for details.
2019	
July 11- 14 2019	CTAB Brittany Rally July 2019 Provisional News...The rally is, at present, scheduled for the 11 - 12 - 13 - 14 July; and will be based around Bénodet, in the Finistere region of Brittany. It is hoped that a river cruise will be arranged on one of the days. For further details, when available, please register with Martin Nicholson, email, vicmarnic@gmail.com
July 19/20 2019	Citroën Centenary La Ferte Vidame, Eure et Loire France. See website for details.

Classified Adverts

Classified Adverts – Members

Small adverts are free and are for the disposal of vehicles and parts that are their personal property.

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue although every effort will be made to publish in the next issue of Floating Power.

The Editor does not accept liability for printers' or clerical errors although care is taken to avoid mistakes.

'Members' 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.

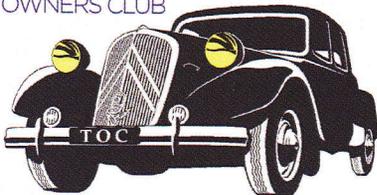
Please note

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

Traction

OWNERS CLUB



CARS FOR SALE

FOR SALE: 1949 Citroen Light 15, Black. Underneath, the car is very dry and solid. Interior: Real wine leather seats in good condition
Location of car: Cornwall
Stored: in a garage at home.
Private Number Plate: ERD360

The car would be sold with a spare grill, spare hub caps and various other parts. We also have the original handbook from 1949 and repair manual which can be sold separately.

The front badge bar and badges will not be included in the sell.

This car belonged to my father and TOC member, the late Brian Watson. If someone is interested in the L15 and wishes to discuss further, its best to contact me on: 07874341426 or email: MK.watson@hotmail.co.uk for more details.



FOR SALE: Slough built Light 15. 1952. Excellent condition. Have just been on rally to France and ran very well, cruising at 60 mph. New tyres, LED lights, brakes serviced, and lots of other goodies.
Come and see it. £15,950- Tel. 01752 880122. (Devon) richarddupont@btinternet.com or torrcroft@gmail.com



FOR SALE: my Traction Avant Big 15 (15/6),
A very rare 1954 Paris built two carburetor car,
in good condition. Has lots of other goodies: Quillery steering wheel, Fulgor Hypersonic air horns, transformer to turn 12V under



passenger seat, self jacking system (manual), courtesy windows, radio, etc.
Reason for sale: being over eighty years old. Price £ 32,500
Wim Bloemendaal, Kromme Englaan 8, 1404BX, Bussum, Netherlands
Contact: wrotter@hetnet.nl

FOR SALE: LHD 1955 11BL 6v
Complete refurb. Bare metal respray, new red leather upholstery, new head lining, wiring loom, chrome. Recent new clutch, coil and distributor. Runs well. Arthritis forces sale. Offers.
Contact Tim Pickard 07816 788294 (Yorkshire)

FOR SALE: 1952 PARIS BUILT CITROEN 15/6 TRACTION
A superb car as can be seen from the photo. New clutch and re cored radiator. Engine and gear box in very good condition. Stainless steel exhaust. Doors as new- definitely no rust or filler. First registered in UK 1958. Last owner for 55 years and only 3 owners. Great number plate. Original log book, manuals and loads of receipts. Recent bare metal re spray with photo record. Some spares including engine block and gear box casing. This car needs to be seen.
£19,950. Contact Tim 01305757518 or e.mail ctklane@hotmail.com



FOR SALE: 1949 Paris built BL
Imported in 1989 but only registered with UK number in 2008
Nice useable car which does need some interior TLC. Recently had new brakes front and rear including cylinders, new stainless steel exhaust system, front suspension modifications carried out by Jonathan Howard. DVLA have refused to renew my driving licence on medical grounds so sadly must sell.
£7750 Keith 0121 4452607. kandeduncan@gmail.com (Bromsgrove)



FOR SALE: Slough small boot Big Six.
1949. Purchased from Australian club member and imported to UK in 2005. Fully restored over a number of years and re-registered in 2012. Photographic record and paperwork available. Dual fuel system Petrol or LPG for economy. This beautiful car was lovingly restored by Dave Hackett but is now available for sale. Offers over £25k please..
Contact :Jackie Hackett 01225 810569
Email:davejackie@hackett7.plus.com (Wiltshire)



FOR SALE: 11BL 1955 black
Still on 6 volt.
Michelin tyres with very little wear.
Interior – clean and fresh.
Bodywork – very good with no rust.
Fuel system needs flushing.
New ignition coil recently fitted.
External horns on front bumper
Owned for 10 years and kept in a garage when not in use.
Open to reasonable offers.
Car is in Sidcup, Kent and the owner can be contacted on 0208 3000573. (Brian Drummond)

FOR SALE: - Slough built Big 6
December 1948 model, exported to South Africa in January 1949. In my ownership for the last 38 years, kept in the garage and always in immaculate condition. Only one previous owner. Good body and paintwork, no rusting ever. Original floors, exceptional leather interior (as new), all mechanics in great condition as is the stainless steel exhaust system. Original tool box included. New Michelin 185/400 white walls tyres (specially ordered and very expensive!). Car is certified by the Portuguese Automobile Club (FIVA representative). This car has won several 'Concours d'elegance' in both South Africa and Portugal. This car is for a genuine Citroën lover and is a rare find, possibly one of the best of its kind in the world today.
Selling for £28,500. If interested, call or email me on: 00351219280206, 00351914567052, or mariojmonteiro@hotmail.com

PARTS FOR SALE

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

FOR SALE:
2 Front Wings for a Normale.
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Total Price £900 for both, including postage to UK.



Contact Davy Selfridge Mobile 07729518992 or
Email: davidselfridge52@icloud.com
Photos can be provided after fabrication & before Primer
Davy

FOR SALE:
Floating Power Magazines
Volumes . 5. 6. 8. 9. 11. Issues 1 to 6.
" 4 " 4. 5. 6.
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" 8. " 2. 4. 5.
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" 26 " 3.

All for £30, buyer collects.
Derek Fisher 01225864570
Email: d.e.j.fisher@gmail.com

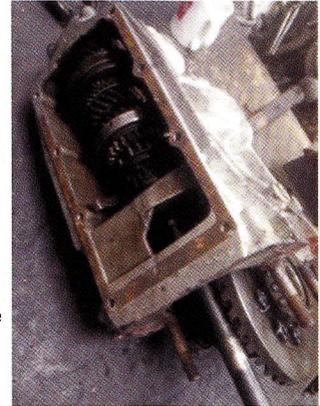
FOR SALE:
Stainless steel exhaust system for Light 15. Perfect condition, complete system from manifold back. **£100. Please ring Adrian 07860 - 667 807 Nr Ipswich.**

FOR SALE:
Number plate plinths for the curved bumper of your Slough built Traction.
Exact replica of the original, but in fibreglass, or GRP:
The finished gel coat is ready for painting (or chroming if you can afford it); above example has been finished in the colour of the car (metallic grey). The number plate itself covers the countersunk bolts that attach the plinth to the bumper. Comes complete with fitting kit: bolts, nuts, washers, spacers, and template for side contour: £95 + P&P. Really pleased with mine; want to share the project with others. **Jonathan Palmer (Bristol) Tel: 01275 855213 newland.music@virgin.net**



For Sale: Various Traction seats, good enough frames, springs, etc, but all need recovering. 5 of Light 15 front seat frames and 5 seat cushions, rear seat and backrest for Big 15/Big 6, 4 front seats for Normale and 1 seat cushion, and 3 Normale rear seat back-rests only. Any interest in any or all at your price?? **Tel Andy on 01339 886290 (Aberdeenshire)**

FOR SALE:
4 speed gearbox for sale. Believed D Series. I paid £700 for it but then we managed to repair my old one and so it has laid unused for some time. The chap who sold it to me was Graham Bradley whom Chris Treagust had put me in touch with.
Make me an offer.
More Photos and further details on request.



Bradford, W Yorks, Seth Jenkinson.
contact: seth.jenkinson@gmail.com

MEMBER SERVICES

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

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

CARS WANTED

After 15 years with a 11BL Traction Avant Legere, I am looking for a Light 15-What have you?
01223 870 277 Roger or Russell Phillippo

PARTS WANTED

Wanted. Nearside rear wing Ali spat for 1951 Slough Light 15. or pair if necessary
Contact Ian Pratt 01892 665005

TOC SHOP

Contact Vanessa Plumpton
for full details on
shop@traction-owners.co.uk
or ring 01243 511 3780

A selection of items are now available from the TOC Shop.
Contact **Vanessa Plumpton** for details of sizes, availability etc:
shop@traction-owners.co.uk



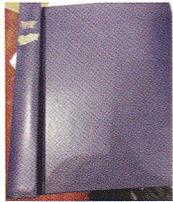
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various sizes £15.50



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workbench. £6.00



TOC Leather
Key Fob
£8.00



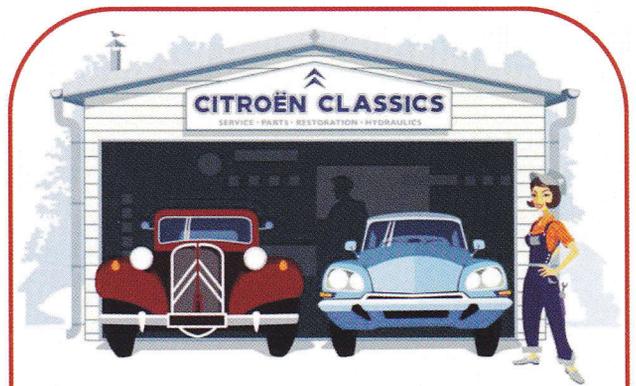
TOC Binder to keep the back
issues of Floating Power tidy. £ask.



TOC Grille badge
£20.00



TOC Brooch/Lapel
Badge £3.99



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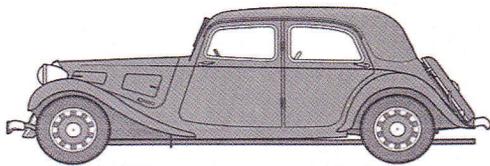
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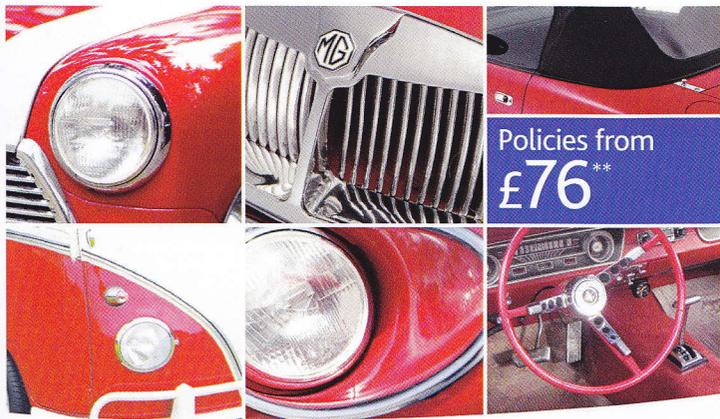
01243 5113780

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