

Floating Power

November/December 2018



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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

Registered Office:

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

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

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

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

Missing Magazine?

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

Be a part of Floating Power...

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

Sunday, December 9th

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

Cover Image

*Mass Tractions at Magny Cours,
Summer 2018.*
Martin de Little

Editor's Epistle



Odd to think that this is, in effect the Christmas edition, even though when I am writing this, the leaves are still on the trees and the last major outdoor show in our local season at Houghton Tower has passed only two or three weeks ago. Only two Tractions present, alas, at this beautiful venue on the edge of the Lancashire hill country, but a good selection of other marques and models were to be seen and we enjoyed a blisteringly hot and sunny afternoon, which eventually drove us into the nearby tree shade, not having packed any kind of shadow making apparatus. This was due to both the sky and the BBC forecast being somewhat misleadingly overcast and threatening when we set off.

I hope that those of you who managed to find your way to the AGM this year found it interesting and that you were able to make a contribution. In previous years membership has been rather thin on the ground, and this year this was the case once more, which is rather disappointing, given that we are a 600 strong club. Please see the minutes elsewhere for a record of what was discussed.

We also have a slightly belated report on the CTAB rally, which will take some of you back to the hot weather of last Summer. To look forward beyond this winter, you will also find within these pages, further information on both the 2020 Jersey Rally and the 2019 Black Country Rally, so please respond to those as quickly as possible if you fancy attending either (or both) of them, so that the organisers can get things firmed up.

The 2019 100th Anniversary in Coventry, which also constitutes our own and a couple of other Citroën clubs' National events for 2019, was for a while, a little uncertain in its final detail, and we all awaited further developments. However we have a statement in the following pages which sets out the proposals, although there are still a few details to be worked out. Well done the Centenary Committee for getting this far.

Finally, still looking even further forwards, we are planning to have the National Rally in 2020 up north again, this time in the Lake District, probably on the weekend of June 26th. You have had Welsh and Scottish mountains, now it is time for a few English ones. More details in due course.

Still to come is the NEC show in November. I enjoyed the Manchester Show in mid September, which will be reported on further in the next magazine. My favourite vehicle from the show? (apart from Steve Wright's 6H) the Volvo Viking breakdown truck on the VOC stand. Wonderful! A proper truck! Oddest encounter, a man who firmly believed that all French cars were right hand drive until the German occupation in 1940, and who (by direct order from Hitler) then required that at a stroke all French cars should be left hand drive. 'Look' he said, (the man, not Hitler) 'that's why you have two right hand and one left hand drive car here'. We gently explained that he was quite wrong and that all the cars were post war models, which somewhat destroyed his theory. His wife led him away, shaking her head sadly.

Incidentally, you will have noticed that this FP arrived in a paper envelope rather than the usual polythene sleeve. After all the recent publicity on plastic waste and in particular its effects on the world's oceans, we felt that it was time to go green ourselves. Six times a year we commission and post out around 600 magazines, so that's 3,600 plastic sleeves that we send out annually, which probably end up mostly in landfill somewhere. There are advantages to the polylope, it is waterproof and quite sturdy, but that indestructibility makes it a key factor in the issue of plastic waste. So we have followed the example of a number of magazine publishers, who have started sending out their publications in recyclable or biodegradable wrappings. This seems to be a welcome trend, although I do wonder if some publishers will be reluctant to go down this route. Those who send out advertising material, (and I have a Machine Mart catalogue sat on my desk here, that recently arrived unsolicited in the post as an example), do get free publicity en route, since their branding is immediately visible to anyone who cares to look. Will they eventually get the message as well? Please make sure that your envelope goes back into the paper recycling, hopefully you will have taken the magazine out first!

Finally my thanks to the Committee for the Barbara Longden Award for the year. I will try and live up to it in 2019.

Early greetings for the Christmas Season.

Editor's Epistle	2	Bailey's Banter	23
Contents / Committee	3	Events	26
President's Ponderings	4	FBHVC News	27
Chairman's Chat	5	Citroen Centenary 2019	30
Section Details & News	6	TOC Photography Competition	32
Your Letters	11	Black Country Experience	33
Fuel Pumps	12	The Beamish Reliability Run	34
Fitting on a front hub	13	In Committee	35
B12 Taxi	16	Classified Advertisements	36
CTAB Rally 2018	18	Display Advertisements	38

Committee

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

PRESIDENT

Bernie Shaw

01933 274382 • Email: president@traction-owners.co.uk

CHAIRMAN

Chris Bailey

07768 325924 • Email: chairman@traction-owners.co.uk

SECRETARY

Ian Harvey

01462 711248 • Email: secretary@traction-owners.co.uk

TREASURER AND COMPANY SECRETARY

Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent, NP4 5EZ

01495 763239 Email: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY

John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP

01629 582154 • Email: membership@traction-owners.co.uk

SOCIAL SECRETARY

Laurence Acher

07828 241877 • Email: events@traction-owners.co.uk

HELPLINE

Steve Reed

0115 911 0960 / 0044 115 911 0960

Email: helpline@traction-owners.co.uk

CLUB SPARES

Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ

01243 511378 • Email: spares@traction-owners.co.uk

CLUB SHOP

Vanessa Plumpton

98 First Avenue, Batchmere, Chichester, PO20 7LQ

Email: shop@traction-owners.co.uk

EDITOR FLOATING POWER

Bryan Pullan

07513 362202 • Email: editor@traction-owners.co.uk

MARKETING & PUBLICITY

Bev Oates

01629 582154 • Email: enquiries@traction-owners.co.uk

REAR WHEEL DRIVE

Martin de Little

CALENDAR GIRL

Martin de Little

07951 417148 • Email: rwd@traction-owners.co.uk

NON-DESIGNATED

Peter Riggs

Cleve Belcher

COMMITTEE ARCHIVIST

John Ogborne

01749 675312

Email: committee-archive@traction-owners.co.uk

SOCIAL MEDIA

Dylan Harvey

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

President's Ponderings

I was very sorry to hear of the death of TOC founder member, Martin (Vic) Vickerstaff. I knew Vic from the very beginnings of the Club but, due to our respective locations, our paths rarely crossed physically. Nevertheless, we were good friends and did occasionally chat on the phone – usually when I needed advice and/or information. I know, like me, many others were indebted to him for his help and willingness to share his vast knowledge.

On a happier note, we have two bits of good news concerning the 100th anniversary. At home, Coombe Park in Warwickshire is now confirmed as the venue for the combined TOC/CCC/2CVGB summer rally over the weekend of 31st May to 2nd June. In addition, on the Sunday the “Centenary Parade” – expected to consist of more than 1000 Citroën cars – will become a major element of MoFest, Coventry.

Meanwhile, Citroën (France) need help to put together one of their international events planned to celebrate the centenary. In a nutcase, AC, France, are seeking personal stories from Citroën owners and Citroën UK will be tasked with seeking customers and garages with a suitable tale to tell. This information has been received via the ACI and was one of the “Top Secret” initiatives that the ACI delegates were told about in February but then not allowed to tell our members at the time. I would suggest it might help Citroën UK if any owners who think they can contribute an interesting story pre-empt the situation and get in touch with their local dealer and/or direct with Coventry rather than waiting for Citroën UK to react to the directive from France. You will find more details of both these items elsewhere in this issue.

Back home, one job I had not tackled when I rebuilt HM's engine was to overhaul the dripping water pump. I had bought the parts at the same time as I bought all the other rebuild components, in early 2017, but the drip was small so not a major concern. In addition, unlike that of a 4-cylinder car, the water pump is bolted on the side of the engine where it is very accessible and easily removed without dismantling anything other than the air cleaner. I had therefore been quite happy to live with the drip while I sorted out matters which I considered more important at the time.



So it was now time but, once I had started the job I quickly discovered that the new impeller did not fit into the pump body - the OD had to be turned down and the six blades had to be reduced in height. (Interestingly the impeller I removed only had three blades). In addition, the pulley key also had to be reduced in height because the groove in the shaft was too shallow. The good news is that it is all back together now and appears to be working very well (the next long trip will confirm that one way or the other) but, what I expected to be a 2-hour job took nearer 10 hours, spread over almost a week by other commitments. Assuming all is well it is my intention to convert to waterless fluid next but, before I make such an investment, I do need to be sure it will not be “lost” through drips or any other leaks.

Finally, I am very sorry to have missed the AGM but as many of you know, my domestic situation is difficult at present and it is not easy to get away (even for something as important as the TOC AGM). However, there are always exceptions and, although I have little else planned, I have booked to attend the centenary bash in La Ferté-Vidame next July and, aided and abetted by a good friend, the plan is to take both YP and HM. Fingers crossed.

New Members

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

Mr Robin White	Berkhamsted	Herts
Mr Keith Baker	Alton	Hampshire
Mr William Mott	Sutton Coldfield	West Midlands
Mr James Parsons	Broxbourne	Herts
Mr Jake Tully	Southampton	Hampshire
Mr John Byfield	Honiton	Devon
Mr Peter Scott	Paignton	Devon

Thank you to those who attended the AGM. There weren't many of us there. On the positive side, everyone could hear and we had good, constructive discussions about things that were of interest to those who attended – logos, parts, events and merchandise. Moreover, we finished a little early and there was also plenty of food to go around – and it was good food too (thank you Vanessa!).



How does one interpret a low turnout? An optimist would say that everyone is comfortable with the running of the club and has nothing to say. This may be true – a number of apologies were received from regular attendees who were tied up with other commitments. The worrying implication is that there is nobody interested enough in how the club runs to succeed the current committee members. Succession planning has to be a priority for the coming year. If you want to do something for the club, please do let me or anyone on the committee know.

Next year's AGM will be somewhat different. A stand-alone meeting clearly does not work. Maybe it should be at a different time, tied into some other activity so that members don't have to make a special journey for a short meeting – because one thing that nobody wants is long meeting! Let me know what you do want.

The timing of the AGM is currently set so that we can approve the accounts, which is

something we will need to consider when making changes.

Anyway - the good news is that the club is solvent and, for the most part, doing the job it sets out to do. Membership is stable with new members joining balancing out the leavers – so we do have new blood joining the club.

So I'm optimistic – I had never been to an AGM until recently (yes, I know – it shows!). I hadn't really thought about getting more involved until somebody asked me.

I was very pleased to be able to present the Barbara Longden Award to our esteemed editor Bryan who not only puts this rag together on time every time, but also runs the Northern Area and puts on the Manchester show.

We have the NEC show coming up soon where Julian will have everything organised. It's a great show. If you're visiting it please visit our stand.











Next year is going to be busy. Plans for the UK-based celebration of Citroen's centenary are taking shape and we are going to need to provide more support to the organising committee. Again – if you'd like to be involved, please let Julian know.

Sadly we recently lost Martin (Vic) Vickerstaff, one of the TOC's founder members. I never met Martin face to face, but on several occasions he took it upon himself to phone me or send me letters and photos following up on something I had written. He told interesting stories – just like those he wrote in "Thoughts on a Traction Life" for the last issue of Floating Power. I recommend reading Martin's previous articles in January and July 2000 as well. Our condolences to Anne and the family.

Chris.

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 Email: wales@traction-owners.co.uk	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, very little happening this time round - couple of queries and thats about it. Have not even looked at the Light 15, well, pass it a few times, but as for making a start on the (short) list of thing to do over the winter, not a hope in hell so long as this housebuilding carries on! As things progress in that direction, with the new garage at the new house almost complete, next thing is to start moving all the garage stuff, and of course, make decisions just how much Traction spares I really need to keep for my own use, and am I to continue working on gearboxes or whatever in the future? Have the remains of about a couple of dozen gearboxes here and massive amount of new and second hand bits to repair them, but with age, think I will probably be giving that little hobby up, much as I have enjoyed it and pass on all to a new home!

Next thing that will be upon us before the next FP lands on our doorstep will be Christmas and the New Year, so from Smithy and I, we wish you all the very best over the Festive Season! - and keep in touch! Andy.

PS. had a visit from Smithy last week, still says he is doing fine, but still a bit to go to get back to his usual self. Andy Burnett

For contact details see main table at beginning of this section.

SOUTHERN SCOTLAND

It's rapidly approaching the close season for traction activities north of the border. Just about the last classic car show of the year is in my own village of Lochwinnoch on 21st October and both Richard Larter and I are down to attend with Light 15 and 11B respectively. Mind you yesterday the car park venue next to the loch was under water after three days continuous rain.....but surely it can't carry on like that, can it?

We also have the 'concrete camping' weekend to look forward to in Stirling on November 2nd, and the combined monthly meets of CCC Scottish Section, 2CV Ecosse and TOC continue throughout the winter on the last Thursday of each month at The Stables, Kirkintilloch.

But this coming weekend I'm doing something I haven't done in the traction for some years..... a wedding. In fact, a Franco/Scottish wedding in Edinburgh where the French groom of 'un certain age' remembers the traction as the favourite car of his youth. I soon realised that I had better check with my insurers that I was covered for the occasional wedding and discovered, sure enough, that I wasn't. But not only that, they wanted half the annual premium - £63 – even to cover just one wedding. Bearing in mind that I'm half way through my insurance year, I thought that pretty outrageous, and, in fairness, so did the call

centre girl. After some intense conversation I managed to get cover for £25 as a one off.

Reading the blurb on classic car insurers websites it looks as if most are rather more accommodating and may not even require additional charges for the odd wedding. Some feedback on club members experiences would be most welcome. I quite understand that we do not wish to upset companies who take advertising in FP and sponsor events, but it would be very useful to get some indication of how weddings are dealt with by different insurers. Perhaps the TOC website forum is the place to do this? I might just have a go soon.

Incidentally, if any one wants a technical article on how to convert a 2 phono to 3.5mm jack audio adapter into a two-flag bonnet holder for a traction I would be happy to oblige.....see photo.



Peter Fereday

For contact details see main table at beginning of this section.

WEST OF ENGLAND

Sectionwise, I have nothing to report. It is the time of year to start to think of mince pies and where we might go next year. Personally, Jill and I have not long come back from our 5 week trip to Provence – and nothing did go wrong! In fact it all went splendidly. 3100 kms covered and up to 1500m ascended in the Ardèche mountains. Traction, at least mine, do seem to go better in France. While not wishing to bore folk with “holiday



snaps”, a few pictures might be illustrative: The Ardèche gorges really are spectacular...

Section News



As is the Tarn....



And the "route des crêtes" above Cassis is a delight. Enough already, I want to go back!!

Cheers

Terence

For contact details see main table at beginning of this section.

NORTHERN SECTION

After the heatwave, the end of the Summer and most of Autumn was accompanied by some quite heavy spells of rain, which have finally started to turn our parched land green again and even more importantly, is starting to refill the reservoirs.

Some events suffered slightly, Stonyhurst was rather washed up in August and a couple of local affairs had somewhat depleted attendance, possibly also due to it being the holiday season.

However, Hoghton Tower held its first proper car show for a couple of years in early September, and this was a great success with a hot sunny day and a good turnout of diverse cars of all ages, although again the 1960's and 70's stuff is on the up, and fewer pre-war cars were to be seen. The Tower itself is a picturesque late medieval pele tower, although what you see is a largely 16th Century fortified manor, and it sits on top of a hill with views for miles in all directions.

Only two Tractions, including my own, were present, and we also had a chat with Traction owners, Jim and Liz Rogers, who are keen Citroën aircooled fans as well as having a Traction, and who had driven across

from Bingley in (I think) their Dyane. They are currently waiting for their son to put a coat of paint on their Traction, having recently repossessed it from a local body shop who have had it for several years and barely passed beyond the patch prime stage, so they are grounded as far as Traction activity is concerned for the moment. Here's hoping for 2019.

Northern Section again put together and manned the TOC stand at the Manchester Classic Car Show in mid September. There is a brief report coming, but thanks in the meantime to those who provided cars and helped out. I had a long chat with the 2CVGB chairman, whose club had the adjoining stand, and we decided that it would be good to have a joint stand this time next year to celebrate the Citroën 100th Anniversary. Details in due course.

By the time that you have read this, the last of the Corner House events for the year on October 7th, will have passed and after a short winter break, these will resume in April next year. There will, however, be the customary New Year's Day breakfast meet on January 1st 2019, which is usually extremely well attended, so get there early to get a good spot!

I assume that the St Catherine's Hospice meets will continue through the year, as they did in 2017, at least on the weekends when the weather is reasonably kind, so please keep these in your diary for the second Sunday of each month and check their website for any bulletins.

On the home front, due to other commitments, my car has sat idle for a few weeks now, Hoghton being its last substantial drive, and that not a great trip in distance terms, since we only live a few miles away. I will be taking it out to St Catherine's whenever possible, but apart from that, I have no great adventures planned for the moment. The car needs a few minor jobs carrying out



over winter, and I will be aiming to keep using it when the weather permits, rather than mothballing it until next Easter, it will certainly be out on New Year's Day, as long as there isn't a foot of snow!

I hope to see some of you out and about and

hope that you all have a good Christmas.

Bryan Pullan:

For contact details see main table at beginning of this section.

SURREY, HAMPSHIRE & SUSSEX BORDERS

This Summer seems to have flown by and we have had many enjoyable outings with our Section.

August saw us enjoying the sun and a Bar-B-Que in Hazel and Marcel's beautiful garden. Although the forecast was not great we enjoyed a lovely day and a big 'thank you' to them for once again hosting the day. They always go to great lengths to make us feel welcome.

Our September meeting was courtesy of David and Margaret Kerr at their home which is in the grounds of the Royal Victoria Country Park in Southampton. After a picnic lunch the 'chaps' took off with David for a trip down the Solent on his boat, we did a risk assessment and they decided to take the risk! Meanwhile the ladies 'took the air' around the park and visited the Royal Victoria Chapel which has been recently re-furnished and holds a fascinating exhibition explaining the history of the chapel and the Military Hospital which once stood on the site. Although the Chapel is the only building left standing it was once the site of the world's largest hospital which was a quarter of a mile long. Very well worth a visit. A big thank you to David and Margaret for their hospitality.

Our next meeting is back to the Fairmile on 21st October and will be hosted by Steve and Julie Reed in our absence, we look forward to seeing everyone on Sunday 18th November at the Fairmile for our last meeting there of the year.

LAST REMINDER

If you wish to attend the Christmas lunch at the Barley Mow, West Horsley, Surrey, KT4 6HR on 9th December 2018. time 12.30 for 1p.m. Please contact Helen email :- helenshelley@msn.com or leave a message phone number 0208 3307216. Pre booking only, places are limited. So please don't delay. Have fun with rocket balloons, raffle prizes, and good company.

Helen Shelley

For contact details see main table at beginning of this section.

PEAK

Nothing to report as no meeting in October.

Our next meeting is Sunday December 2nd at the Yew Tree in Caudon. This is an opportunity to enjoy a pie and a pint plus exchange Christmas cards.

Bev Oates

For contact details see main table at beginning of this section.

LONDON

This year's Cobham Heritage classic car show was well attended by over 80 cars of different shapes and sizes



There were no less than 5 gallant historic Citroens including Martin's fantastic pre war taxi straight out of the paint shop. The weather this year was kind to us and the T O C members were kept busy fielding enquiries from the public. The taxi won the best left hand drive category!!!!

The inaugural **London Traction Trundle**.



In September I mentioned that the London membership is spread all around the city borders, thus at our regular pub meet was born the idea of 'The London Traction Trundle', a run

around the middle where nobody lives, brilliantly simple! Six reces later with ever changing road closures for marches, concerts and sewer building we halved the route to avoid night time driving and to have more time in the Queens Arms.



So, on a fine, sunny late summer day 6 Tractions assembled in Hyde Park to the obvious interest and pleasure of strolling tourists and

Laurence who valiantly attempted to sign up a visiting American couple. A gentle parade through the park, smoothly along Park Lane, around Hyde Park Corner and down the Mall; and then we plunged into the traffic of Westminster. Never have so many tourists photographed

Section News

Tractions, continual shouts of “there’s another one!” and time in the jam to chat to cabbies. Waterloo, our first bridge and the best views from St Pauls right round to Parliament. Mid-bridge Martin rolled to a stop and demonstrated how to tackle a vapour lock by pouring 5L of cold water over his fuel pump. On to Westminster bridge and Ian’s car refused to start. The bridge is a heavily fortified security zone with one lane in each direction and an impressive array of CCTV. More picture opportunities, there can’t be many Tractionnists who’s feet have been photographed by MI5 and Scotland Yard. Everybody was very patient and when on The Mall it happened again opposite a Police bus, a patrol car, an armed response BMW and 20 Police no one seemed at all interested. Clearly country Tractions can’t hack London traffic! From there it was a short, incident free run to Queens Gate mews and the Queens Arms. The mews are a network of cobbled, car free lanes with a perfect ‘secret’ pub. The landlord was delighted to have historic Tractions in the mews and we had a long jolly evening.

London Autumn Flight.

It all seemed so easy sitting in the Hare & Hounds; an Autumn run from our Hyde Park rendezvous to the RAF Museum at Hendon, from the middle in a straight line north away from central London. One short recce, a picturesque route along the canal at Little Venice, reserved parking at Hendon and then lunch, what could possibly go wrong?

A grey, damp morning with torrential rain forecast so no overheating, and then the phone rang. Hyde Park and all the roads around the area were closed or blocked by a Half

Marathon, we were to assemble in the Park. A hasty conference and with the start moved to Little Venice we set off. Mike and Verna crossed the river well to the east but our route planner (Mike) had miss programmed his satnav and was heading north east in

the gloom. Verna realised the error when they were a long way north so they eventually made the start after nearly 2 hours of driving arriving at Hendon as we finished lunch! The museum is superb, filling the historic hangers and buildings of the first London airport and RAF station. An immaculate collection of ‘planes, vehicles, engines and equipment from the fragile biplanes of the 1st World War to the jet age.

One curiosity, the Museum’s web page for car clubs is headed by a Bristol Freighter being loaded with a Normale for the cross channel flight to France, the ‘plane carried 3 cars long before the days of roll on-roll off channel ferries. Oddly neither the Bristol Freighter or Normale had any

connection with the Royal Air Force.

Pete Simper:

For contact details see main table at beginning of this section.



EASTERN

No news, just the regular Social Meet Up

The Compasses, Little Green Essex CMB 1BU 11th December

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

Jasmin Gagen

For contact details see main table at beginning of this section.

NORTH EAST ENGLAND

So a visit round a Brewery and beer tasting not to everyone’s liking.or did the ladies just say “not for them” ? Three of us had a good chinwag and bought some early Christmas presents. at the Black Sheep Brewery in Masham. Good to see you guys.

Whitley Bay Classic Car Show proved more popular with many DSs and 4 Tractions. A good venue and now that Spanish City has remodelled itself, it became a good place to eat. Organised by the local CCC they gave James Geddes a commemorative trophy for being so helpful to everyone with car issues. Well done James.

This season has just flown by and with so many events happening next year to celebrate Citroens centenary It’s going to be difficult to pack everything in. Hope to see you at some. See also the piece on the 2019 Beamish Run elsewhere in the magazine.

Graham Handley

For contact details see main table at beginning of this section.

WALES

Very little to report in this issue! I have been busy with builders and sorting out things for the NEC Classic Car Show so have neglected my duties to our members in Wales!

However, after the NEC, my garage will be finished and we can start to consider a get together perhaps around Christmas? Any ideas would be well received!

Julian Pratt

For contact details see main table at beginning of this section.





BEST IN SHOW

Successful day at Guilsfield Show, Mid-Wales, earlier this year, for Pete Griffiths with his 1954 Citroen Traction Avant 11BN, voted Best Vintage Vehicle in Show.

IN SEARCH OF BERGERAC

Our article in the last FP raised a lot of interest, considering that the rally is not until May of 2020.

We are already into double figures as regards potential attendees.

There is still time to register your interest and it doesn't oblige you to sign up when the rally is actually finalised.

We are, of course limited in numbers by the hotel accommodation available, but if we find ourselves oversubscribed when the application form comes out this time next year, then those on the list will obviously have priority.

All expressions of interest should be emailed me at events@traction-owners.co.uk.

Laurence Acher

BORN IN A SLOUGH FACTORY : 1938



I WAS A TEENAGER (14 yrs)
WHEN MY CURRENT OWNER
WAS BORN IN 1952

Please vote for me on my
80th Birthday

VOTE FOR ME!

Just as a reminder, this is the poster that will accompany David Selfridge's car in its bid for stardom at the NEC. Don't forget to visit him and vote for his car!



FUEL PUMPS, FUEL AND VAPOUR LOCKS.

Another short article aimed to encourage new and lay Tractionnistes.

Magny Cours, Midi-Pyrene and Normandy were 3 trouble free rallies, 2499 enjoyable km until 1km from home Verna claimed to smell petrol. The Legere was running well and it was past midnight so we completed our journey to Camberwell, parked, emptied the car of wine and jam and went to bed. Next morning the car started first go and ticked over as smooth as ever but was clearly leaking fuel, it was simultaneously being pumped into the carburettor and out of the fuel pump body.

When I thought about it, I recalled that on nearly every major rally we have attended since the Traction 80th at Ferte-Vidame in 2014, someone has suffered a fuel pump failure, so what's going on?

President Bernie and Phil Alison, both wise in the ways of Traction, immediately pinned the blame on the additives in lead free fuel that attack the rubber of original pump diaphragms; replacements are a different compound and seem resistant. I'm sure they're right. In addition, when you consider the whole engine system, it may be that we subtly and inadvertently increase the chances of a pump failure.

Whether we do our own servicing or hand it to a specialist, we know the sound of our engines and regularly check and change the oil. What of the engine accessories? The carb. has few moving parts and 1 simple adjustment. The distributor and timing are straight forward to set and many of us have updated to electronic versions. The starter motor sooner or later grinds the engine into action and if it's beginning to fail it's obvious. And, if the dynamo needs an overhaul, the lamps will be even dimmer than usual. But what of the fuel pump? Unlike the distributor, starter and dynamo that rotate, it's a reciprocating machine subjected to cyclical loads. But it sits unobtrusively below the plug leads behind its heat shield,* gently bobbling away and, if you have an inline filter or a glass topped SEV pump, you can see the reassuring flow of fuel. Further, it's designed to deliver excess fuel to satisfy the highest engine demand. The excess is venting via a internal relief valve back to the pump chamber, that's why my car ran smoothly even with fuel pouring out of the pump and may be why it never vapour locks.

Citroen used three different mechanical pump suppliers for its Paris built cars, AC, SEV and Guiot, the latter being the most common. They all operate in the same way and have similar innards.

The photo shows a dismantled Guiot pump with a complete SEV in the background.

How does it work?

- * The pump body is shown at the right. Its lozenge shaped flange is bolted against the block with the operating lever (pointing down in the picture) in contact with the cam shaft. The other lever is for priming the pump.
- * As the cam shaft rotates it rocks the operating lever causing its inner end within the body to

drive the slotted plunger up and down.

- * The 3 layers of diaphragm rubber are held between the 2 circular plates and fixed to the top of the plunger by a nut. It's assembled between the pump body and top by 6 screws.
- * The coil spring is located around the plunger below the diaphragm to ensure that it makes a complete stroke as the lever rocks.
- * The top contains a non-return valve, a pressure relief valve and a fuel filter, that's what's in the cylinder by the outlet pipe. And that's it!

What goes wrong?

The spring loaded valves are rarely a problem, failure is most often caused by a perforated diaphragm. SEV pumps have a small kidney shaped cork gasket in the pump chamber that sometimes distorts and leaks.

Can I fix it?

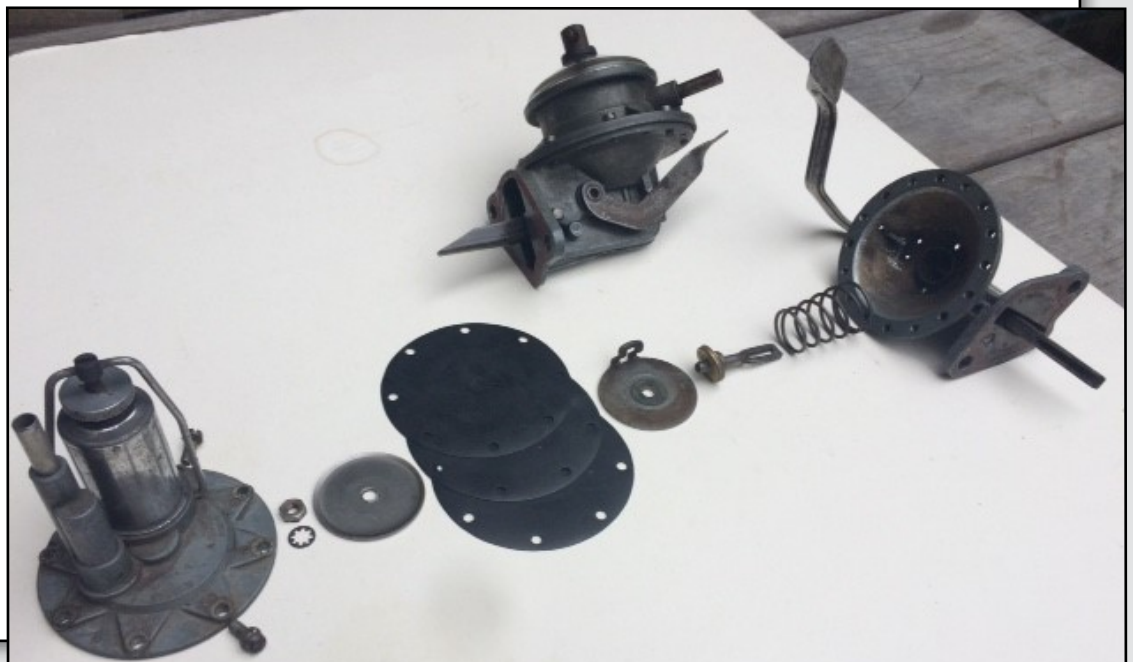
If you are new to Traction or would like to do more than greasing and oil changing, a pump service is a good place to start. Few tools are required, a spanner to undo the 2 nuts that hold it to the engine, another to release the diaphragm nut and a screwdriver for hose clips and the 6 screws that hold the top to the body. At the very least identify your pump, buy a £10 rebuild kit and a couple of gaskets from Chris Treagust and keep them in the car.

You'll feel rather pleased, but not smug of course, when you see one of John Moon's Slough cars stopped by a defective electric pump!

* No heat shield = fuel vapour locks. More (essential) business for Chris!

Mike Willcock

I have been let down a couple of times over the years by electric pumps, but often a sharp tap on the casing gets them going again. I currently have a spare in my box of bits in the car, which can be fitted in about ten minutes if the original conks out. Their big advantage is that they prime the carb prior to you sapping the battery by cranking the engine to pull some fuel through from the tank after the car has been parked for a few days. Mine is also in the boot, which precludes heat issues. Editor



Fitting the front hub on a 4 cylinder traction – more information.

Following Martin deLittle's useful contribution in the July/August issue of FP, I thought it worth adding the relevant text from the club's tool instructions, along with some of my own thoughts on the subject, including a possible mystery that members may be able to help with.

The text below is from the club's tool set instructions: Tony Hodgekiss

B] Refitting the hub/brake drum

Key points are:

- Check the condition of tapers on the hub and driveshaft. These should be smooth and free of damage. Note that the hub has only two short lengths of taper, at each end, but the shaft has a continuous taper. Any slight damage to the central area of the shaft taper is therefore unlikely to cause a problem.

Also check that the shaft and nut threads are good. Ensure the nut can be screwed on by hand first.

Clean/degrease the tapers on both hub and driveshaft [Citroen recommend alcohol], but do not oil or grease them.

- Check that the Woodruff key and its socket are not damaged. Ensure that the key 'bottoms' in its socket when refitted to the shaft. Its straight edge should be aligned with the taper of the driveshaft to allow the hub to slide on easily.
- Ensure the keyway in the hub is aligned with the key in the shaft and refit the drum by hand, until it is almost fully home. If this is not possible, then remove and check for obstructions. It could be that the key has become dislodged.
- With the hub hand-fitted, look for the key in the keyway [with the hub nut removed]. If it cannot be seen, try poking a stiff wire into the slot. If the wire passes more than 10 mm into the drum, the key has been displaced and the hub must be removed to replace it. Failure to do this is likely to cause irreparable damage to the taper of both the shaft and drum. Screw on the hub nut by hand when it is satisfactory.
- The face and thread of the hub nut should be lightly oiled before tightening. It must be very tight [Citroen specify a minimum torque of 30mkg / 216 ft-lbs *], with the final tightening operation made in one smooth turn**. [Note that Citroen originally specified the use of a 1metre long spanner [1810T] for this job, which will give some idea of what is required]. If the split-pin holes in the nut and driveshaft still need to be aligned, **preferably** tighten further, but if necessary, **slightly** reverse the nut to achieve this.
- Always use a new split-pin.

* *It is recommended that a simple torque wrench is acquired for this job. Suitable examples with ¾" drive and adequate torque range are Draper 3005A or Sealey AK228.*

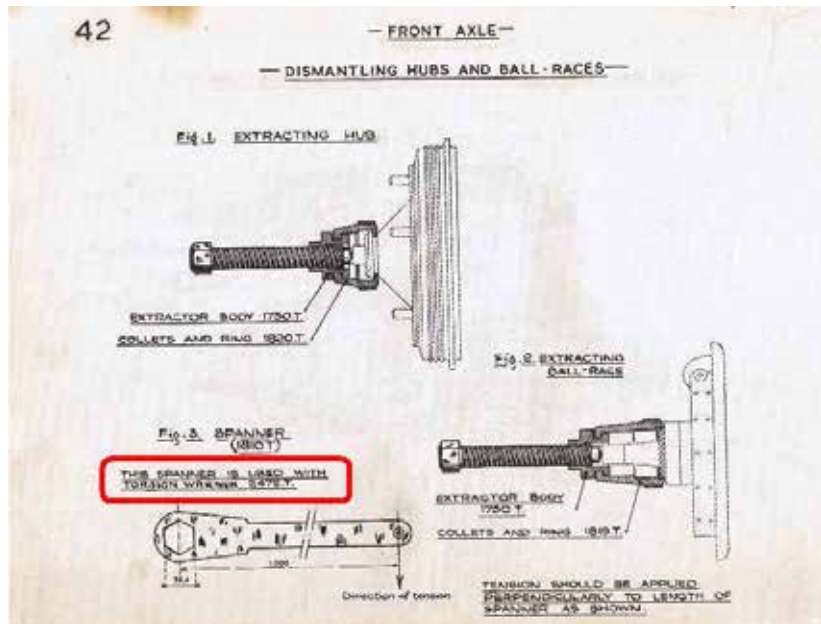
***The tightening operation can be restricted by the front wing if the wheels are aligned straight ahead. Therefore it might be easier to do this by first turning the wheels at an angle, so that you work outside the wing edge.*

Refitting the hub is described in the Citroen Repair Manual [1938 – 1950 edition, as sold by TOC spares] as operation 120, paragraph 25 on page 70 of the text pages and page 42 of the illustration pages.

Fitting the front hub on a 4 cylinder traction

CLEAN STUB AXLE, TAPER OF HUB BORE, AND FRICTION SURFACE OF THE BRAKE DRUM WITH ALCOHOL. Fit key and engage hub on stub axle, ENSURING THAT KEY HAS NOT SHIFTED (TO DO THIS, INSERT SMALL 2 MM. METAL STRIP INTO KEY-WAY). Before mounting, lubricate face of hub nut. By means of spanner 1810-T and torsion wrench 2472-T (see Drawing 42), tighten nut to a tension of 30 mkg. (216 foot pounds). Fit split pin and open out against flat of nut.

Torsion wrench 2472-T
Spanner 1870-T



It requires a large spanner [1810T], which you are able to fabricate yourself from the dimensions given. Remember that these would have been special tools for all the Citroen agents around the world in the 1930's and not easily available from national suppliers as now and the range of socket sets then was limited. Hence the details of how to make them yourself, which would have been everyday work for garages/fitters/blacksmiths then. Citroen identified their special tools in the manual by either a 'T' suffix (ones they could supply) or an 'MR' suffix (ones you could make yourself from their given dimensions). Spanner 1810T seems to be an anomaly to this rule though, as 'T' implies that it was only supplied by Citroen, but the given dimensions also allow this simple item to be made like an 'MR' tool. I made mine in 1971 at Slough Technical College, as an evening class metalwork project and it's still good.

If you follow the Citroen procedure in paragraph 25 it says that you need spanner 1810T **and** torsion wrench 2472T. I can find no picture or other description of 2472T in the manual, so don't know what it is like. I can only assume that it is a high-torque version of 2470T on page 5 of the pictures, which is used up to 5 mkg torque to fit the cylinder head.

If that is what it is, then I don't see how you can use the both tools together! I think this was probably a misprint by Slough in 1938 and should say "by means of spanner 1810T **or** torsion wrench_2472T tighten to 30 mkg." Note that 30mkg [metre-kilograms] is no longer the recognised engineering unit for torque, but probably was in 1938. The SI metric unit is now 300N.m [Newton-metres] and the relationship will be obvious. The ft-lbs unit will still be relevant in places that use Imperial units.

It is worth just defining the definition of torque, if some readers are not sure. It is the amount of 'turning power' applied to a rotational axis; in our case a lever [the spanner] rotating the hub nut around the axis of the driveshaft against an increasing resistance as the hub tightens on its taper. Since the spanner is 1 metre long, to achieve 30mkg, a force of 30kg must be applied to its end, always perpendicular to the shaft of the spanner [ie. maintaining a tangent to its arc]. If the spanner were only 500mm long, to achieve the same torque would require a force of 60mkg. You get the idea.

If you use 2472T then this would be a standard torque spanner, with presumably a 3/4" socket drive. This would be today's accepted method.

Fitting the front hub on a 4 cylinder traction

If you only have access to 1810T, which was very likely in many places in the 1930's, then the procedure would be much more interesting to perform. Again, there is no description of how to use this spanner, so perhaps its procedure was well known to garages then and did not need a description.

You need to note that 1810T is exactly 1 metre long from the centre of the hub nut to the hole shown in the handle and that the picture caption says that "tension" [i.e. torque] should only be applied when perpendicular to the handle". This implies that the spanner is intended to be used as a simple lever, powered via a device that can deliver 30 kg in a motion that is always tangential to the arc of the lever.

I can envisage 2 ways to achieve this: 1. Use a suitable spring balance to pull the spanner shaft round, ensuring you maintain a 90 degree angle as the balance reading reaches the 30kg mark. You would probably need an assistant to help with this. A suitable balance for this job could be one of the portable ones you can buy for checking flight luggage. Mine goes up to 40kg and cost about £8.

2. Use a suitable 30kg weight [steel weight, large stone, bag of cement, etc] on a hook or carrier to pull or push the spanner round, so that it reached the required torque setting before the handle touched the ground. This could be a challenge to do and might require two assistants, but fully in the spirit of 21st century Traction ownership! Maybe it's something that Martin might like to try for next FP?

As the TOC tool instructions say, it is important to pass the 30mkg set-point in one smooth motion. There is no point in having the spanner handle touch the floor when torque reaches, say, 25 mkg, so that you have to reposition it on the nut to get the remaining 5mkg. The chances are that the torque spanner will 'break' immediately on restarting and not go on to 30 mkg, as the new 'restarting torque' will be greater than what the previous 'running torque' would have been. They also say that this is more easily achieved if the wheels are turned so that you can work outside the line of the wing edge.

I suspect that anyone with just 1810T available would simply use the metre length to get the nut as tight as possible, put in the split pin and leave it at that.

I think that you could also gauge a force of 30kg fairly well, if you tighten the nut with an upward arc. If you knelt by the wheel in the spanner position and lifted a load of 30 kg, say 30 litres of water or bag of cement + 5kg, you would know what that load felt like. Then repeat that load on the spanner handle and I think you would be fairly close.

Of course, all this is good technical fun and the reason why you chose to have a car so different to tinker with at weekends, isn't it?

When the Club tools were assembled, it was agreed that we would not supply a torque spanner in the set, even though members would find this very useful. That is because it is a tool which requires regular re-calibration to remain accurate and it was felt that this would be unachievable with the widely dispersed club tool sets. So you need to get your own or ensure another source, such as a well-maintained hire shop.

If anyone has a picture or description of 2472T from another manual, or knows how 1810T was intended to be used, then I would like to see it. As usual, your comments would be most welcome.

Tony Hodgekiss

October 2018

I wonder how many members can remember what lifting a 30Kg bag of cement feels like? Ed

I DON'T GO SOUTH OF THE RIVER AFTER MIDNIGHT LUV!

An update on Martin de Little's 1926 B12 taxi:

The story so far.... The gaudy paint job on the taxi was awful, it had to go. Incompatible with the period and far too much bling.



The difficulty lay with the faux cane work. 120 hours of water transfers over the "Cadbury's Milk tray Purple" meant it could not be removed or painted over. Any new colour would have to broadly match the underlying purple. After several goes with test cards and paint mixes, a final choice was made.

I am enormously indebted to Andrew Coxhead who runs "355" paint shop in Send here in Surrey. His skill in paint mixing and keeping a hint of purple whilst deliberately "muddying" the new colour cannot be overstated.

Wonderful skill.



So here it is - the finished Taxi (B12 – 1926 the only one in the UK) sitting on our drive this very afternoon 22nd August. A bit of air in those tyres and some tyre blacking on the Michelins and we are there, a much more sober look.

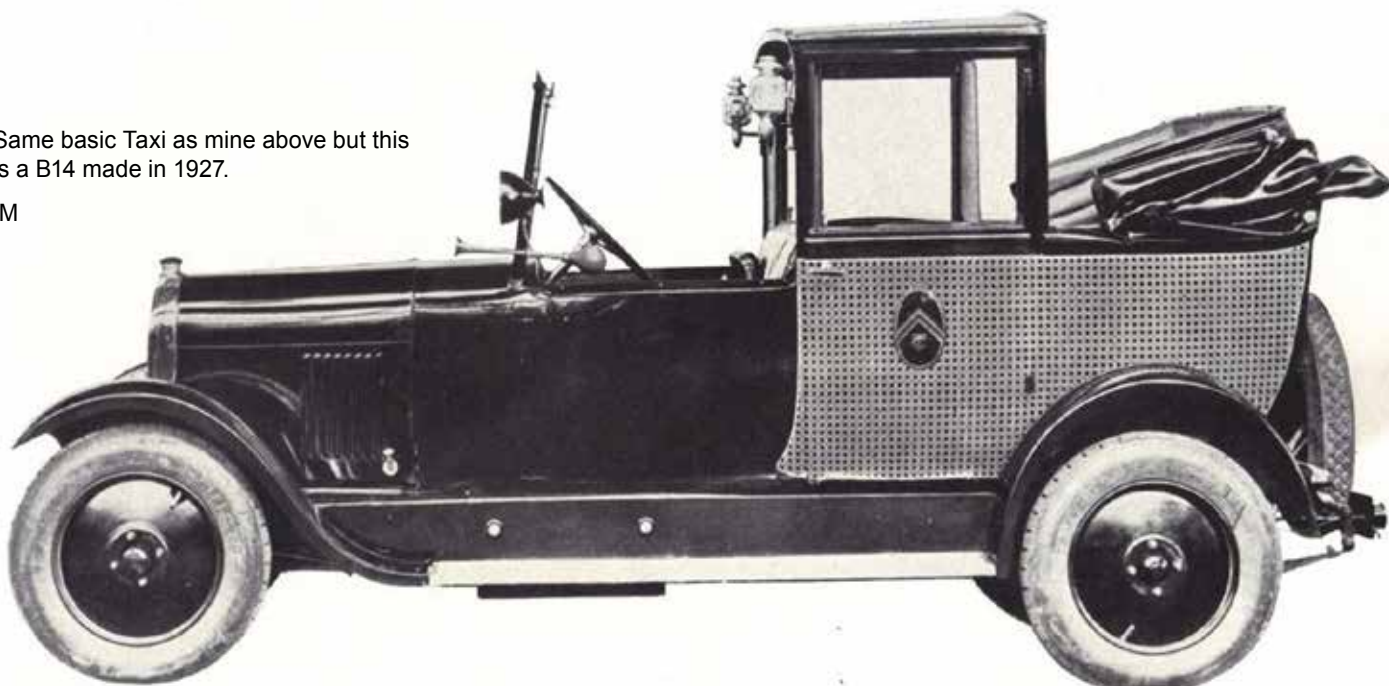
A simply fabulous finish and amazingly the new colour and colour underlying the cane work do not clash.

The wheels and hubs are now black. The wheel embellishers removed (anyone need 4x of them @ £45 each – Euro 67 at Depanoto). See also the last image for how a working Taxi of the period would have looked.

Sooooooo much better. I am well pleased,
a bit poorer but well pleased.

Same basic Taxi as mine above but this is a B14 made in 1927.

M



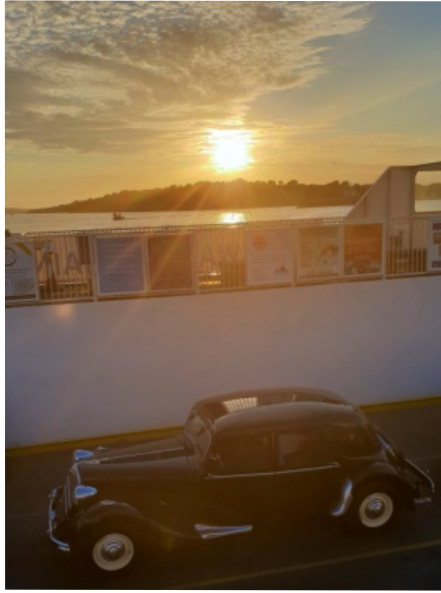
CTAB Rally 2018 – La Vendée

CTAB Rally 2018 – La Vendée

So, this is how it happens. An unguarded moment, sipping a first coffee of the day at the check-in for the rally in Le Pellerin. Hon Soc Sec sidles up and engages in conversation. You're excited; first rally in France, you chat about journeys, cars, weather, and then it happens. Before you know it, you've agreed to be the author of the rally report for the CTAB Rally. Apparently, it's always a newbie who gets the honour, so here we go writes Jim Close.

Tuesday

It's fair to say that my rally probably started unlike others. I was obliged to put in an appearance in the office to chair the Quarterly Business Review, but I confess that thoughts were mostly about whether I had done enough to prepare the car for its first international trip. Normally a full day's meeting, everyone had agreed to start early and finish before the 1pm scheduled flypast to celebrate the 100th anniversary of the RAF.



With much hurrying along from me we completed in record time at midday, leaving time for a quick lunch and then ready for the first formation of helicopters to thunder past. I then take my cue to quietly exit the building and hope no-one has noticed. On arrival home I simply change, give the garden a quick water, jump into the car and hit the road. Yes! Here we go.

Odometer 60193 km

I have a pleasingly uneventful journey to Studland where co-pilot Judy is based. I watch a fabulous sunset in the west behind Brownsea Island as I cross from Sandbanks to Studland and all is good with La Traction.

Wednesday

Odometer 60453 km

It's up early doors, and around to the ferry port to take the Brittany Ferry from Poole to Cherbourg. We bag a spot by a window on the starboard side to get the best views leaving Poole Harbour. We are joined by three Royal Marine SBS ribs which buzz around the wake of the ferry, seemingly for fun. We then notice that they were getting very close to the ferry, and it turns out that they are practising boarding a moving ship. Each of the boats was taking it in turns to tentatively pull alongside the ferry – at full speed – and wedge the rib so that marines could board. They stayed with us for an hour of the journey before RTB. Fun, but dangerous; in our world, like taking a Traction into Lane 4 on the M25 near Heathrow. *(In my limited experience this lane is generally stationary! Ed)*

The weather is perfect as we arrive in the old military port of Cherbourg. We have plenty of time to get to our hotel in St. Herblain, near Nantes, so we take a quick detour into Sainte-Mère-Église for lunch. The town is pretty and of course offers the obligatory photo opportunities in front of the church where paratrooper John Steele famously was snagged on the steeple on D-Day.

Lunch is taken al fresco at Café Bar Au Domino overlooking the square, followed by more photo opportunities around the town. We continue the journey south, stopping at a village étape, Ducey, where our coffee is served by a grumpy waiter. Good



to see that some French traditions never die. As we set off again, La Traction decides to die in the middle of the road. I am fortunate enough to be on a side road and a slope, so I roll back into a parking space. This is my first breakdown "in the wild", so thoughts of being recovered back to the UK before the rally has even started fly through my head as I don my disposable overalls and raise the bonnet.

I think through the problem, turning over, not firing, fuel? God bless whoever designed the fuel pump with a glass chamber, as it is immediately apparent that there is no fuel coming through. I had noticed a vague aroma of petrol around the car, and there is evidence of leakage on the hose below the fuel filter. After tightening a few jubilee clips, I figure that I have an airlock, and so plenty of pumping and turning over of the engine seems to clear the issue, so after a 15-minute interlude the car is running again and I am feeling rather pleased with myself.

Now, the unscheduled stop and some heavy traffic just north of Nantes sees us roll into the hotel car park at 19h55. With no time to check out the other Traction in the car park, it is Wednesday 11th July and priority 1: is there a TV showing the football? It is the evening of England's semi-final versus Croatia, and I had booked everything without any consideration to the World Cup. Outbound wasn't too much of an issue, but the return ferry was booked to start perfectly in the middle of the World Cup Final. The plan was to sort it out en route, but as it turns out, despite the promising start, the evening ends disappointingly watching England lose whilst sat amongst a group of Frenchmen. They were magnanimous in England's defeat. I sense an undercurrent that they want to punch the air and celebrate England's exit; but are just too polite to do so. At least I have an upside - no change to return ferries required, and I am sure Judy is happy about a football-free rally.

Thursday

Odometer 60815 km.

Leaving the hotel in the morning, we bump into a fellow Brit in the corridor, who introduces himself as Roger Gullen, the owner of the other Traction. Quick pleasantries, and we zoom off to get some petrol and food for the picnic before the rendezvous at 08:30 in Couëron. As we were yet to learn, timings are actually a general indicator of when something may or may not happen on a French rally, and we needn't have rushed. Thinking we were arriving with only a breathless few seconds to spare, we are one of the first few cars to arrive at the RV. After some mooching around, more Tractions arrive, and suddenly, go, go, go, we are on the move boarding the ferry. Non-tractionists on the ferry are excited to be surrounded by our cars, prompting much photo-taking and chatter, and one gets that feeling of minor celebrity-dom as a consequence of being in a pack of classic Citroëns (I'm new to this game – is there a collective noun for a group of Tractions?).

With no idea of where we are going or what's going on, we roll off the ferry and blindly follow the car in front, circling through the village square of Le Pellerin, and heading a few hundred metres east before arriving at a roundabout where Tractions are parking anywhere they can. It seems that this is the RV point for the start and a table is set up with the rally packs being handed out. The British form an orderly queue at the table, whilst an accordion player strikes up a tune and the French are dancing around the make-do car park. The party has begun!

As check-in is clearly going to take some time, Judy and I find time to head back into the village to grab a quick coffee, croissant and a passively-smoked Gauloise.

We return to the car park and park up to attach our rally and do some vehicle checks.

Three local boys stop playing football and are fascinated by the cars. They are delighted to be allowed to sit in the front seats, and hopefully we have another three converts to the love of Tractions. My oil level seems to be alarmingly low, so I top up, but everything



else is looking fine. With the same level of organised chaos, we set off again and obediently follow the car in front heading out into the countryside. The initial drive takes us in a loop along the Loire, and after maybe 30 minutes we arrive in a field alongside a canal, where we are directed to park in some semblance of order.

There is a real buzz in the air as friends old and new are introduced and welcomed. It's picnic time and rugs, chairs and tables emerge, and we set up in the shade of a few trees. The spot is idyllic and picturesque – the perfect setting to start on le vin and listen to welcome speeches and an instructional chat from the organisers.

As the wine starts to flow, I consult with a few of the Brits on my sudden diminishing oil, but everyone seems to know the Gallic shrug, which in this case says, "you're on your own there mate". Enter stage left, Gilbert Brault, an affable chap who it seems worked in the Traction factory in Paris in the late 40s and early 50s. He instantly spots a potential origin for an oil leak and borrowing Rob Kiff's socket set, I tighten up the bolts at the base of the dipstick, and hope for the best.

The wine flows for a couple of hours and there is talk about cars, past rallies, and finally picnic table and chair comparison!



Everyone is friendly and open; we know that this is going to be a good trip.

We count 25 Tractions, a 2CV and a stunning Simca in the fleet - fewer than last year's rally, but enough to offer some great photo opportunities. I personally think that this picnic was one of the tour highlights and epitomised for me what rallying is all about: informality, friendliness, meeting new people, and comparing notes on cars. There are so many great photos from this picnic alone that we could fill an issue of FP.

We wrap up the picnic and to the omni-present sound of Remi's La Cucaracha horn, we proceed off into La Vendée's countryside, with the Motards chaperoning us like motorised sheep dogs. The afternoon takes us on a lengthy drive to the vineyard of Domaine Herbauges where we slowly dehydrate raisin-like in the baking sun as the process of growing grapes and producing wine is explained to us by one of the vineyard team standing in the early afternoon sun. We quickly retreat to the tasting room where we rehydrate with several glasses of water, before getting stuck into the wine sampling. Spittoons are dismissed as superfluous as the (dare I say it?) very average Muscadet is sampled. Despite the uninspiring nature of the wine, all samples offered disappear down the hatch. Having put wine and water down our necks though, we then learn that both toilets are out of action! No problem for the men, but much leg-crossing was evident amongst the ladies.

Consequently, we bail out early, and head for the nearest town where we find a Super-U supermarket and loos! I stay with the car as it is full of valuables, whilst Judy provisions for the next few days. My French is a little more advanced than school boy standard, but not enough to engage with any detailed conversation with the many nostalgic French passers-by, who all wax lyrical about the car. They seem knowledgeable and correctly identify that it's a Normale 6-cylinder, but French translations of car components was clearly a lesson I missed. I nod and smile a lot.

We complete the journey to the campsite in Vendrennes under the guidance of Madame Google-Maps, and check in just before the rest of the Traction convoy arrives. The French *mostly faire le camping*, whilst the Brits are in the mobile homes. These are more comfortable than they sound, and with sufficient space between each to retain a degree of privacy. As we empty the car Judy shoos away some children who have created an assault course across our front decking.

Word spreads of the arrangements for the evening meal which is scheduled for 19h30 in a nearby pizza restaurant in Les Herbiers. With car-sharing sorted, the Brits head into town, and we arrive at the restaurant at 20h00 as the text message gets around that the dinner is postponed until 21h00. The Maitre D' is having kittens as covering for the postponement of a party

CTAB Rally 2018 – La Vendée

of around 50 people is not easy. Marcel pours oil on troubled waters. The food starts to arrive and we're on the main course before the bulk of the party arrive. Bless the restaurant and their hard-working staff who cope well with the change in schedule, and we dine on three courses of local produce: Vendrennes Ham with haricots as the main, with a trio of rather memorable and delicious desserts.

Some excellent conversation over dinner, and a late return back to base. Tomorrow is going to be a long day.

The campsite has a security barrier after dark that requires a key fob to enter, and whilst the cabin contingent can't forget their key-fobs, those in the tents (who have no keys) do, and with our mobile cabin being closest to the gate, there are several requests from sheepish late returners to be let back in. I find myself as the informal gatekeeper, and position myself by the gate to let the latecomers back into the site.

Friday

Odometer 60930

The morning is cool and skies blue, and so I head out for a run, which proves to be not very far as I spot that the boulangerie is open early. There is nothing like a pastry breakfast in France, and even better I find that this boulangerie combine my two favourites - pain au chocolat and almond croissants – into one almond pain au choc. It is as delicious as it is outrageously calorie-laden, but who cares, we're on hols. Having forgotten

to buy coffee at the supermarché, I pop around to the camping group to pick up some coffee, and as I round the corner still in my running kit, the chatter at the breakfast tables halts immediately, all eyes are fixed on me in disbelief and the thud of jaws hitting the table can be heard. It is clearly a rare sight to see a Tractionist in running shorts! The shock passes quickly and the conversation restarts. One great feature for me of the rally was the irrepressible cheerfulness of the French contingent, even over breakfast after a late night out. They really are a super bunch and create an infectious joie de vivre throughout the whole rally.

Today is the curiosity of the trip – the theme park without any rides – Le Puy Du Fou – apparently voted as the best theme park in the world. And you've probably never even heard of it! The Tractions gather around the exit to the campsite, some hidden force decides that we're ready to go, and the *motards* lead us away. There is really no experience quite like driving in a convoy of classic Citroëns through France. I am a relative newcomer to owning a Traction, and it never fails to put a smile on my face when I am behind the wheel in the UK. Now amplify that feeling ten times and add in what feels like a crowd on a marathon route and you get a sense of how much fun it is. Other drivers held up by us never complain, people of all ages wave and cheer and you know that there will be conversations around the dinner table that evening about the convoy of Tractions that people saw earlier in the day.



On arrival at Le Puy Du Fou, it really does feel theme-park-like as a six-lane stretch of road leads up to the gates. The convoy gets directed into the car park, and we stake our claim to one section. Thierry & co raise the CTAB banner, and we head into the park where the day is at leisure. It is 0800h and little do we know what lies ahead.

It is hard to accurately describe Le Puy Du Fou, but I will try. Imagine a Disney theme park, crossed with a stately home, crossed with a Royal park, crossed with the Bellagio casino in Las Vegas. Roll into that image the fact that everything is only in French with no quarter given to international visitors and you're getting there. The park is beautifully laid out, clean to *concours* standards, with no crass advertising signs for coke or pizza, the people are civilised and properly attired, and those "in character" are genuinely in character and don't overplay or drop the illusion at any time. The park has a dozen or so shows in discretely located open-air theatres, from *Les Vikings* to *Le Signe Du Triomphe*. There is a schedule of shows throughout the day, and despite Pete's attempts to explain to us over dinner the evening before how to make the most of the time, my tiny brain just didn't get it and we find ourselves turned away from the first show because even 20 minutes before its scheduled start time, it is full and they're turning people away. After a quick coffee, we regroup to figure out what we actually want to see, and to kill time before the next show, our Plan B is *Le Mystère de La Pérouse* attraction. We find ourselves in an exhibit in which we experience the mystery of voyage into unknown waters in 1785, and bimbly through, a mix of animatronic characters and actors play out the story of France's great explorers, including one room where you walk beneath a tunnel created from water spouts and another where the walls move to simulate a galleon being tossed on the southern oceans in a storm. Cannons fire through portholes and the video screens through the portholes add a touch of realism. It's actually all very well done.

We wander to queue for *Le Bal des Oiseaux Fantômes* show. We are at the front of the queue, and after a 20-minute wait, we wander into an open theatre with two banks of seating with perhaps two to three thousand people seated on either side. The show that follows is a mélange of overacting, excessive drama, impressive robotics scenery and at least one of every bird of prey I have heard of. I quote directly from the brochure: "Aliénor awakes in the ruins of the old château and her memories make the falcons, owls and vultures emerge, skimming past your heads with their enormous wings." Aliénor swooshes

around in white and most people ignore her as the show is an increasingly impressive demonstration of falconry, owlery, vulturery, storkery and secretary birdery, with the feathered assassins flying low over the heads of the crowd to take treats from their falconers.

Now my French is not great, so forgive me if I get this wrong, but I think that broadly the story was that two former ballet dancers who have lost each other and by the means of their dreaming of falconry discover that they were just next door to each other's castles all along. They express their story through modern dance, falconry, a snake, a wild boar, a knight in tights, dramatic music and a lot of chick's feet. The birds get bigger and more impressive until finally the show culminates with an Andean Condor (10-foot wingspan) followed by around 250 of his mates flying inches above our heads. I am slightly tongue in cheek in my description, but it far exceeded my expectations



CTAB Rally 2018 – La Vendée

and was one of the most breath-taking “things” I have ever seen. Its uniqueness makes it difficult to attach a label. We wander the park a little more, but it is getting hot, and, not being the queueing type, we decide to have an ice cream whilst considering our options. We decide to leave the park and head out on a frolic. The meeting time for supper is 19h30, so plenty of time to explore in the interim. Heading towards Nantes, we realise that we’ll only get one hour in the city before having to turn around and go back, so we agree to follow the next brown sign that we encounter on the AutoRoute.

It proves to be *La Maison de la Riviere*, Saint-Georges-de-Montaigu. We follow the direction signs and end up parking on a verge behind some houses. Following a path down towards a wooded river valley, we get some respite from the heat of the afternoon. We discover an old mill house with some art exhibits inside, and some interesting modern photographic art posted at strategic points along the river. The exhibition is cleverly curated and the location is cool, quiet and picturesque. The walk in the woods along the riverbank is cooling, and the respite rejuvenates the enthusiasm to head back *Le Puy Du Fou*. One objective on the trip was to photograph the Traction in a field of recently harvested hay bales, and on the return journey to the park, I spot a perfect hay field with access directly from the road. You judge for yourself, but Judy’s photographs are exactly what I had hoped for, and perfectly project the beauty of the Traction in its native French countryside. Calendar editor, take note, these are coming your way.

With a little time to kill, we are joined by Rob and Carol Kiff for a French cider aperitif prior to dinner. Dining options appear to be all start at 19h30, therefore crowds are milling around outside venues. We kill time watching a curious animated clock (I won’t even start to describe it) with the rest of our rally group. Everyone has clearly had a fabulous day and on sitting down in the restaurant we find ourselves on the table with the Belgian contingent. It is an evening wafted along by a *capella* folk singing and dancing by the serving team. Another three-course meal is presented, with the main course being.....pork and haricot beans, with a stray confit duck leg. It is country fare – simple and filling - and we are detecting a theme in the food in the Vendee: you can have anything as long as it has pork and haricot beans in the recipe.

We are both keen to escape for some fresh air before the main event, the understated sounding Cinéscénie. The final show of the day is ticketed,. Amazingly, there are still probably some 20,000 people in the park, and we experience one final queue for the day as security scan the bags of every last one of them. We take our seats overlooking a lake with an ancient fortified chateau behind it. What follows is a spectacle like no other: *son et lumiere* on steroids and perhaps a tiny snort of cocaine. It is a history of the French nation from Louis XIV to World Wars. Telling this story involves 2,400 actors (that’s not a typo, **two thousand four hundred** actors, many of whom are volunteers from the local area), horses, sheep, pigs, more horses, geese, a few oxen and a Traction. It is all on an epic scale. And they do this every night throughout the summer months. It is hard

to find any fault, even the dramatic and extremely verbose commentary doesn’t detract, nor the fact that we have been in the park for 15 hours (OK, we did sneak out for a few). After the final firework has exploded it is a race to the car park, and we escape on the bow wave of several thousand vehicles leaving a single venue at 1 in the morning. God knows what the neighbours make of it.

We arrive back at base at 01h30.

Saturday

Odometer
61098 km

Up early, short run to the boulangerie for baguettes, and we are away for le pique nique in Maulevrier on the banks of the Moine.

Remi’s Suze-mobile provides

en route La

Cucaracha entertainment, and another skilful Tractionist – in his pale blue Tracar Dundee liverie - tows a trailer loaded with our lunches. We divert via a supermarché car park and petrol station, only to discover that we were only there because someone took a wrong turn. The picnic venue is less than five minutes away, yet we do several loops of a mini roundabout *en route* causing traffic gridlock, but as it’s a bunch of classic Citroëns, no-one seems remotely bothered by this.

The cars are parked in formation in the picnic area, and folding tables, chairs and blankets emerge once more. Photos of the cars are taken, and we troop along to a shady area next to the small riverbank. We watch as Tracar Dundee carefully manoeuvres his car and trailer over a narrow railway-sleeper bridge. Rather him than me!

It is scorchingly hot and everyone is wilting faster than a petrol station bouquet.

A procession of helpers bring the lunches down seven-dwarf-style to some trestle tables that have emerged from the trailer. We adjourn to our shady spots to sip rosé wine and eat lunch. The official schedule is to take a stroll around the oriental gardens of the nearby Chateau Colbert after lunch, although several take the option to catch up on missed sleep. We join in the somniac fun, then exit to find the nearest Supermarché to stock up for an unofficial aperitifs party prior to the official aperitifs with the motards.

I love the way that the French conduct their rallies. The convoys are eye-catching, deceptively well organised and fun to be part of, but no-one really gets bothered if you take detours off to do your own thing.

After the two aperitif gatherings, we proceed in convoy to the venue for our evening meal at *Chez Solange* in the pretty village of Saint-Mars-la-Réorthe. The front bar is classic French provincial bistro, but we are guided to a side door and find ourselves in the rather plain function room at the back. It has been decked out in *tricolores* in preparation for tomorrow’s World Cup Final. The service is excellent, however, we are served with pork and haricot beans again! After the meal, a few announcements are made about the 2019 Citroen 100th anniversary event. One of the CTAB officials is deeply involved in the organisation.



CTAB Rally 2018 – La Vendée



It's a pleasant evening, and on our departure, Judy snaps a delightful shot of Rob Kiff's Traction below a street light.

Sunday – Final Day

Odometer 61199 km

We pack, fill the car and loiter around the exit awaiting the scheduled departure at 09h00. We are reasonably prompt and leave at 09h15, our destination? Lunch somewhere between Nantes and Rennes, follow the leader. There is a Golden Rule Of Rallying: follow not the car in front for he knows not where he goeth. And so that proved to be. We set off in convoy, all excitement and expectation. There are flags everywhere: it's the day after Bastille Day, and not only that, it's World Cup Final Day – France v Croatia. You can feel the anticipation in the air, almost as thick as the steam from Bernie Shaw's radiator on CTAB 2017. Cars are flying flags, buildings are draped in flags, and the sense of national pride is explosive as 25 Tractions zoom past in convoy. In one village, the streets are narrow, and as we sweep past, an old man hangs out of his window in his pants and vest applauding and shouting "Bravo". He was so genuinely excited.

After two hours, bladders are straining, so we take an emergency pit stop. A motard keeps watch over the stray member of his flock and helps us rejoin the convoy. We follow the car in front (which has two others in front of him) and hit the gas. After about 5km, a motard zooms past and signals us to stop and turn around, which we dutifully do. Wrong turning! We head back to previous town, and are directed into a supermarket car park, only to have to immediately turn around again and drive back along the same road!



The journey continues, and we have a photo stop of the convoy. This is a long drive, and mentally calculating the journey onward to the ferry, I realise that we are going to have to skip lunch and continue north towards Cherbourg. This proves to be such a pity because the lunch venue is a photogenic French country house in the middle of nowhere. There is a room set out for lunch, but sadly we have to wave our goodbyes, and get on the road. We jokingly wish everyone "*bon appetit*" for their pork'n'beans, and head north towards the ferry.

(An email from Laurence Acher the following day indeed confirms our worst fears; it was pork and haricot beans once more, but the report is that it was the best of the whole rally!) As we near the coast, I figure that we have time to take a small detour to see Mont-St-Michel, so we turn off the A84 at

Avranches and head towards the sea. We stop and take a few pictures on the fringe of the marsh with Mont-St-Michel in the background. Driving on a half mile in the hope of finding a café there is a small airfield. We get permission to drive in and park next to a DeLorean for a photoshoot. Result!

We express our sincerest gratitude and hit the road again, as I realise that time is now quite tight. I am too easily distracted by something shiny and interesting! We eventually arrive at Cherbourg and catch the ferry by the skin of our teeth, almost the last vehicle on. The adventure is almost over.

As we lock the car, and sort out our things for the crossing, a guy stops and admires the car. He engages in conversation and says that he was thinking of buying a Traction and that he owned an SM. (I am a font of shallow knowledge, having seen an SM in the specialists in Cirencester where I bought my car.) He asks how long I have owned the car, and I tell him the story of my eighteen month search across Europe to find the right car, before finding it, of all places in Cirencester. "Cirencester?",



he says. "Yes, Thornley Kelham. Do you know them?", I reply. Coincidence of all coincidences, it turns out that he is the owner of the SM I had seen in Cirencester. The small world of Classic Citroen ownership!

France won the World Cup as everyone expected. The French celebrated; the British sulked.

The return crossing on an unusually flat channel was a chance to reflect on a hectic five days. It really is a privilege to rally in France. Thank you to everyone who welcomed us into the fold; it was a non-stop five days of pure joy. And pork and beans.



Odometer 61975 km

1,782 km driven

248 litres of fuel

2 litres of oil (I still haven't worked out where it's going.)

Lots of new friends

Post script: I complete this article having just retrieved my car from Mark Harding in Devon where its clutch

has just been replaced. My horrible graunchy gear box turned out to be a disintegrated clutch release bearing which failed on the next trip after the rally. Normal service is resumed and I am looking forward to next year.

A bientôt.

Jim Close Photographs by Judy Ives

India is now the 4th largest car market in the world. As far as I can tell, Citroen has never made much effort to sell cars there – and hence there aren't many there. In its hundredth year Citroen will enter the market – or at least PSA will and will presumably take some share.

I don't know about the CCC but the TOC has no members in either India or Pakistan and I was wondering if there were any Tractions there at all. As a part of the former British Empire it would have seemed a natural export target for Slough, at least up until WW2 and the subsequent independence and partition of India. Tariffs were imposed on imported complete vehicles in 1952. Since then until relatively recently the Indian market was filled by locally



manufactured obsolete Morris Oxfords and Fiat 1100s. Variants of Triumph Heralds also featured for a while. I suspect the Oxford and the Fiat offered the advantage of solid reliability and robustness whereas the Herald showed the benefits of a design that could be reassembled with a knife and fork when it disassembled itself.

Despite all Citroens efforts to improve and demonstrate reliability one can imagine the front-wheel drive Traction Avant may have been judged as unproven for such a large region far, far away from a Citroen dealership. Any plan to enter the Indian market would need to include investment in both local manufacturing plant and supply chain as well as a full service network. Only now do PSA feel the time is right. A cynic might say that, since Citroens are now essentially the same as every other car, for which service networks already exist and parts are replaced rather than mended, the only investment required now is in a manufacturing plant and some marketing paraphernalia.

same as every other car, for which service networks already exist and parts are replaced rather than mended, the only investment required now is in a manufacturing plant and some marketing paraphernalia.



However – does this mean there are no Tractions in India? Far from it. There's a good web-based forum called Team-BHP.com for India's petrol heads. It has a section for old cars where a search for Citroen reveals quite a healthy interest in Traction Avants and Light Fifteens which have arrived in the country via various routes.

I mentioned that India was part of the British Empire which might explain the presence of Slough-built cars. But why would there be French ones – unless they were recently imported as "classics"? A possibility is that, way down in the south there is Puducherry – formerly known as Pondicherry – which is a Union Territory that was

once French India (no – I didn't know either) and became part of the Indian Union in 1954 (note to self – make a contribution to Wikipedia). So – as well as various ex-pats being dispatched to India from the UK for diplomatic and commercial jobs, the same would have been true of France.

Having said all that, one of the cars featured on Team-BHP is a Slough built Big 6 that was owned by the IG Police department in Pondicherry – the post I read dates from 2011 when it had covered just 11700 miles. Indians drive on the left so it would be natural for Citroen to deliver to India from Slough – even to the French bit.



Two things make this Big 6 stand out from the crowd (has anyone ever seen a crowd of Big 6s?) apart from its highly original condition. One is the twin ignition coil arrangement with a change-over switch and the other is a visual oil level indicator in place of the dipstick. I have shamelessly stolen pictures of both of them – from the aforementioned web site. I couldn't resist a picture of the car itself for it is a thing of beauty.

It is not clear to me if the change-over switch is switching just the low voltage side or whether it affects the high voltage side. Whenever I've seen a spare coil mounted under the bonnet of anything it needed some manual spannering to swap it over.

As for the dipstick – or lack thereof – how does this visual indicator work? I'm guessing it is a white stick mounted on top of a float. I wonder if it works. Neither of

Bailey's Banter

these little things figure in the accessories catalogue I like to refer to. This article first appeared in the Citroenian and I received emails from both **Tony Stokoe** and **David Walker** telling me their cars had the oil level indicator. I then looked in the owner's manual and see it is a standard feature.

Who reads their car's instruction manual? I often rent cars and I find I now have to read them to find out which sequence of clutch, brake, press button will turn the engine on.

The Big 6 in question has been subject to a light restoration, with repairs to the floors and a repaint. The photos show a flap attached to the inside of the boot lid – it drops down to fill the gap when the boot lid is opened. I didn't think 4-cylinder cars had these but is it a feature of the Big 6? Well, it turns out that all Slough cars have this feature – again thanks to **David** and **Tony** and also **Pete Simper** and the London TOC group who told me when I turned up there the other week.

David sent me a photo of his Big 6 and his reason for being surprised that I didn't know about the boot flap:



"I was also surprised to learn that the flap attached to the inside of the bootlid on the small boot model, folding down to create a flat loading platform with the boot lid open, was a rarity that you had not seen on the 4-cylinder cars. I well remember this, as it seemed to me at the time, a very practical feature on my 1948 Light Fifteen, my very first car as a teenager in 1962, bought by my generous father for the then reasonably substantial sum of £45.

The flap was the only way to carry holiday luggage when I drove the car down to Cornwall when I first had it and subsequently all round Ireland, when the car ended the trip distinctly rusted on the side that had been facing the sea as we followed the Irish coast.

It might have been a practical feature, but it didn't half rattle, not that that mattered to me in those days.

The Team-BHP forum had a bit of discussion about whether the car should have been repainted or left in its original unrestored condition. A view that it should not have been was countered with the comment that the original paint was still there, under the new paint. Is a car that is looking shabby in its original condition anyway?

My own car is somewhat shabby which is more due to my reluctant to spend money and time on paint and polish. My car has been painted in parts by various people and it shows. It has, however, never been welded. It's getting to the point where it will need to be. Thereafter I will not be able to say that. But it will be a better car – when I get around to it.

I was looking for something to watch on a plane the other day and came across "The Man in the High Castle". This is a TV series based on Philip K Dick's 1962 novel and is set around that time. The premise is that Germany and Japan won the war which I originally found a bit off-putting. But it's good and I've watched the whole of series 1. The reason I mention this series is that, if you like cars of the fifties you'll see a lot of them here. Because the plot proposes the America is occupied in the East by the Nazis and in the west by the Japanese, with a neutral zone in the middle, you naturally get an interesting mix of 50's and 60's iron that you won't see in any other film with Japanese, American and German vehicles all rubbing along together. I need to find an airline showing Series 2.

I moved on to thinking about oil - The most important component in the engine. There's been some discussion recently on the TOC forum about oils for both the engine and the gearbox. There are varying opinions based on personal experiences which is good – it means we have options.

Engine oil, in terms of £ per unit volume, must be the cheapest component – even if you have to pay for it yourself (I like to win mine in the CCC raffle). The unfortunate thing is that oil is also the shortest-lived component (except for fuel) – especially in a Traction.

Oil life is especially short in a Traction because the engine was designed in an era before such a thing as an oil filter was thought necessary.

According to Wikipedia the oil filter that we would recognise was patented in 1923 by a couple of American inventors who offered it under the name Purolator – which means Pure Oil Later. Purolator Inc. is now a big company with the tag line "Nothing Gets By Us" which is slightly ironic as their original filter was a by-pass type meaning most of the oil

got by it – although all of it would go through eventually. The patent claims the advantage of a cheap pressed construction allowing it to be thrown away rather than cleaned.

That was in 1923 – 11 years later the engine the Traction Avant was launched without any provision for a filter. Presumably concerns about costs, risks and maintenance were deemed to be more important than protecting the oily bits. The Traction never got a filter.

Hence the oil in a Traction needs to be changed frequently – how frequently depends on your driving style and how lucky you feel. You only really find out how long the oil lasts when it fails to do its job. The manuals suggest changing the oil every 3000 km or 2000 miles but some people recommend 1000 miles. Mind you, if you don't do many miles you should still change it annually as the oil becomes corrosive as combustion by-products are dissolved in it.

Adding a filter to an engine not designed to accommodate one is not easy. It cannot go on the inlet of the oil pump as it will not be able to suck through it. It must go on the delivery side but there is no easy way to get to that point. It is not impossible though. At the 75th Anniversary in Arras in 2009 I met a German engineer who had made a number of ingenious modifications to his Normale. One was the addition of a full flow oil filter which required some very intricate pipework within the sump. He modified the pump to divert the high pressure flow to a block that attached to the inside of the sump wall – the oil would flow through to another block on the outside of the sump wall and then to an externally fitted filter – from which it returned through the sump wall back to the engine. This was



designed so that the sump could be removed – so the blocks had to detach from both sides of the sump wall to allow that to happen. Most importantly the blocks had to seal to the sump. This chap was rightly very proud of his engineering and workmanship and had brought a second set of bits to show anyone who was interested. For some reason I did not take a photo – it seems I was only taking pictures of rear bumpers at that time.

You can fit a filter to the external pipe that feeds oil to the rocker arm and work on the principle that filtering some oil is better than filtering none – like the original Purolator filter. Pure oil later indeed.

The ID/DS engine has a full flow filter integrated with the oil pump which you can access through the bottom of the sump. I wonder if the pump and sump from a DS engine will fit a Traction – does anybody know?

As well as the frequency of oil changes there is also discussion about the oil grade and whether a detergent is a good idea. I have always run 20/50 even though the engine was designed for monograde oil. My logic is that I would prefer the oil not to thin – and multigrade aims to keep the viscosity when it is hot similar to when it is cold – and since all the clearances are bigger when an

engine is hot that seems like a good way of keeping the hydrodynamic forces and the oil pressure where you want them.

As for the detergent the argument against is that, without a filter, you really don't want the particles being suspended in the oil and circulating with it. An oil with a detergent is supposed to keep those particles in suspension and so is probably a bad thing if you don't have a filter.

Duckhams are advertising their recently relaunched green coloured classic oils in the bright yellow cans. I remember being told, in a pub way back in the '80s, that Duckhams oil included a detergent and was therefore not as good as the golden coloured Castrol GTX. Duckhams now state their classic oil is very low in detergent. Has it changed or was there was some confusion – Fairly Liquid being also green?

One might think that adding a magnet to the drain plug would help – and it probably will, although I haven't tried it. It can only collect magnetic particles and so would not pick up bits of piston or combustion by-products. But collecting anything, as long as it doesn't suddenly release it all in one go, is a good thing. You can buy drain plugs with magnets attached (e.g. CTA for 7.66 euros) – if I remember I'll order one next time I need some bits.

Meanwhile I'll continue to change the oil regularly and frequently. Now when did I actually last change it? Oh dear...

I don't worry about oil pressure because I don't have a pressure gauge. I just check the level (using my humble dipstick) and listen for noises. If I hear anything untoward I turn the radio up.

I'm off to change my oil (I lied).

Chris Bailey

EVENTS DIARY 2018/2019



This is just a selection of the many events on offer this this coming year. 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	
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	
May 10/11/12th	Black Country Experience rally (see item in this magazine)
May 31- June 2nd	Motorfest/100 year Citroën celebration in UK in Coombe Park/Coventry. See item in magazine for details.
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.

OBITUARY: MARTIN VICKERSTAFF

It is with great sadness that I report the death of T.O.C. founder member Martin "Vic" Vickerstaff. Vic's love affair with the Traction in fact pre-dates the T.O.C. by many years... he was a genuine lifelong enthusiast. He recently wrote down some of his "Thoughts on a Traction Life" (FP Sept/Oct 2018) although his knowledge and experiences could easily have filled several volumes!

A more good humoured, intelligent and generous man you could seldom meet and, down the years, many members have benefited from lengthy and detailed telephone discussions when their cars wouldn't play ball. In Walford Bruen's words... "I will always remember Vic as a wonderful Traction "Agony Aunt" to confide in". I and many others would echo that!

Together with his great friend and fellow enthusiast Geoff Brooks, Vic managed to completely restore several Tractions, and kept many others ticking over with his expertise and mechanical skills. He and his treasured "daily driver" Light 12 (FCV 61) were a regular sight on Cornwall's lanes and byways and we'll miss him very much.

Our thoughts are with Anne and the family.

Howard Speirs
SW Section



FBHVC

There hasn't been a terrific amount to report on the statutory front since the introduction of MOT free status to a new younger generation of classic cars in May of this year, and the possibility that modified vehicles might lose their V5 /MOT free status. Latest blip on the horizon however, is bioethanol in fuels. The following is verbatim from the latest FBHVC newsletter. I have omitted the sections that are probably irrelevant to Traction owners, as far as possible, but you can read a full transcript on the FBHVC website, as usual. Editor



Editorial Geoff Lancaster

I spend a good proportion of my working days talking to journalists. This month this has involved very large quantities of alcohol! No change there then, I hear you say. But in this case the alcohol in question is not the sort you would want to ingest... not even in the meagre quantities deemed safe by our caring Government. This month's subject of choice has been Ethanol, or more strictly Bioethanol, the renewable fuel derived from distilling ethyl alcohol from agricultural crops such as sugar (cane and beet) and cereals, usually low grade feed wheat and maize.

At present in this country around 5% bioethanol is blended with petrol to reduce our dependence on fossil fuels. The proportions are higher in some parts of Europe... up to 10%, the maximum deemed technically appropriate by European automotive manufacturers. That is on modern cars, with intelligent feedback fuel injection systems and with components specifically chosen as resistant to corrosion from either the alcohol itself or the water that is hygroscopically attracted.

The reason that this long running story has suddenly come to the fore is a very recent Government consultation about which the Federation has made a detailed submission on your behalf. The Government is keen to have the petrochemical industry move up to the technically permitted limit of 10% bioethanol in road

transport petroleum but it is conscious that by doing so they may deprive a large section of the population driving older cars a suitable fuel to use safely and reliably. We are not only talking here about historic vehicles, although these would be affected, the Government chief concern is the voters who rely on affordable, older cars. A group they perceive, rightly or wrongly as nobody has the data, as 'poor'. You see the political dilemma they face.

Accordingly they propose to introduce a 'protection grade' coincident with the introduction of E10, which will be effectively the retention of the current E5. The consultation asks for opinions as to whether this 5% should be added to Regular (95 RON) or Super (97 RON). The Federation surveyed a large number of its members who voted very strongly for the 97 option. The RAC Foundation, presumably speaking on behalf of the so-called 'poor' motorists, have gone for the 95 option.

Then only days after the publication of the consultation the owners of the largest bioethanol manufacturing facility in the country suddenly announced its closure. On the face of it this seemed counter intuitive. Why would they leave the market just as the Government was applying pressure to double their sales? The answer lies in the world of fluctuating global commodity markets. This UK plant relied on feed wheat for which prices currently are relatively high. Relative to, in particular, sugar, the other principle feedstock for alcohol production. Unsurprisingly, Brazil, the world's largest producer at nearly three quarters of a billion tonnes annually, is the price leader and our Government chooses to apply tariff intervention at a lower level than nearly every EU country making the UK a preferred market for imports. It remains to be seen when E10 comes to the forecourt but when it does it will be a benefit to Brazilian imports rather than to British farmers.

Legislation & Fuels - Bob Owen Roadworthiness Testing

The situation is now settling down post 20 May 2018.

While not everything is quite as it should be, as Ian Edmunds explains in his section, the position is we think pretty settled for cars, light vans and motor cycles. DVLA are monitoring the substantial change question with a very light touch. The vast majority of our members who wish not to put their historic vehicles through an annual MOT, whether or not they intend to undertake a less frequent test, will be able to do so without major concerns. If you still have doubts, do please ask and we will try to set you straight.

Environmental Matters

It is probably a sign of the times that everything else I have to report on in this Edition is concerned in some way with environmental matters.

Low Emission and Clean Air Zones

The roll out of these zones continues.

Across England cities are starting to plan and consult upon their zones. As these consultations appear we respond should we think it necessary.

And as I have mentioned before, both Scotland and Wales have issued consultations on the framework for zones within their countries. In each case we have responded, seeking a level of exemption. In England and Wales we have generally accepted that the need for efficient administration of the zones by cameras means that they should use the 'historic' tax class, which ANPR cameras can recognise. This means our exemptions apply to vehicles which are forty years old.

In Scotland they wish to use traffic exclusion zones, rather than charging zones as in England and Wales. So in Scotland, where there is no option of simply paying the charge for occasional trips within or through the zones, we have made a case for exemption of thirty year old vehicles, not least because residents might find themselves 'trapped' by such zones.

And in the case both of Wales and Scotland, we have taken steps, on which I will probably wish to say more in later Issues, to make sure we have in place visible local representation so that, amongst other advantages, we do not appear to be commenting from England on devolved matters.

Street Closures

I should also mention the cases where, within very local areas, at the moment in the City of London, Shoreditch, Islington and Hackney, local authorities are imposing a peak hour ban on all except electric (and some hybrid) vehicles on some of their most polluted streets. We have at the moment decided that these restrictions are akin to pedestrianisation schemes, to which we have never objected. Given the fact that they are peak hour only and that any exercise by our members of any exemption would thus be minimal, we have chosen not to question these schemes.

I would however be happy to hear from anyone who thinks they will be adversely affected, and how this would occur. I would be happy that the Federation work with anyone so affected to reach an individual solution.

Introduction of E10 Fuel

I come lastly to a matter which is of very great importance to some at least of our members, and is of long-term significance to us all, as it bears upon the very ability to use our vehicles in the future.



Many members will have been aware that the Federation was responding to a Department for Transport (DfT) Consultation on the subject, but a short explanation is probably useful to explain some of the confusion which we know has arisen.

There has for some time been a requirement, as a climate change control measure, contained in the EU Renewable Fuel Transport Obligation (RTFO) scheme. This mandates that given percentages of transport fuels must come from non fossil-fuel sources. While of course continued compliance with this requirement will be dependent on the outcome of Brexit, it is unlikely that the attitude of the UK Government to the justification of the principles of the RTFO will be altering any time soon.

Non fossil-fuel sources means bio-fuels, which in the case of petrol driven vehicles is ethanol. The feedstocks for these fuels are varied but in the UK are mainly wheat. A significant industry has built up to support this requirement.

There are defined standards for petrol with given percentages of ethanol, primarily E5 (no more than 5% ethanol) and E10 (not more than 10% ethanol). To date no supplier in the UK has offered E10 at the pumps, though it is quite common across the Channel.

The Government has recently increased the RTFO targets and is now putting pressure on the fuel supply industry to make E10 fuel available at the pumps at least on larger forecourts. The vast majority of modern vehicles have been designed to run on this fuel with no problems.

Most of our vehicles, not having been designed to deal

with the properties of ethanol in fuels systems and engines, are adversely affected by ethanol in petrol, and the adverse effects are greater the higher the percentage of ethanol the petrol contains. Up till now, no fuel supplier has offered in the UK a petrol which exceeds a percentage of 5% ethanol, known as E5.

Quite separately, a number of our members have vehicles which can only run on petrol with a higher octane rating than the standard grade (defined as 95RON [Research Octane Number]). This need has been met by the use of what DfT refers to as the Super grade of petrol (as we know the description varies brand by brand). These fuels are defined as 97RON and have actual octane ratings between 97 and 99. These fuels also meet the E5 standard, and indeed some contain less than 5% ethanol.

From the introduction of E5 fuel until the end of 2016 there was a 'protection grade' which had to be supplied, which could not exceed 5% ethanol. But it was also set at 97RON. This position basically supported all of our members, including those with higher compression/performance engines.

In its recent Consultation, DfT makes clear it actively wishes the introduction of E10 fuel on at least the larger forecourts. DfT does recognise that this will require a re-introduction of a protection grade. However, it wishes that grade to be set at 95RON and E5.

DfT is making this recommendation primarily to protect the owners of simply incompatible old vehicles, which it defines as being over 25 years old, which are generally in use, i.e. not being preserved. It wishes to protect these owners, who it perceives as being poorer, from having to pay for a high octane fuel their vehicles do not require.

The DfT is also proposing this protection grade only lasts for two years, which the Federation believes is too short to be of any use at all.

The view of the Federation is that the constraints on tankage and petrol pumps will mean that the availability of the current Super grade may well be lost, which could make some of our members' vehicles unusable.

Therefore the Federation, while not opposing the introduction of E10 fuel as such, is arguing strongly for the protection grade to be, as before, the 97RON E5 grade. We are also arguing that the period for the protection grade continuation should be five, not two years.

I will of course revert to this issue as it develops.

DVLA - Ian Edmunds

I should start with a correction to the FAQs regarding the new vehicle licensing and MoT process that appeared in the last Newsletter. As always we are indebted to members who have written to us to share their experiences. From this it seems that for pre-1960 vehicles, that is vehicles which were exempt from MoT prior to May 20 this year, the licensing system will permit them to be licensed without requiring a statement of exemption from the keeper. Thus for the on-line system (EVL) the relevant page will not appear and at a Post Office the clerk will not be prompted to request a completed V112 form.

Although we are not necessarily convinced this is how the procedure was intended to work it should not be a cause for concern to the owner/keeper. If the process is completed in this manner the vehicle will be correctly licensed. This point is one of several pertaining to the new MoT regime which are the subject of ongoing discussions between the Federation and DfT/DVLA. We are also bringing to the notice of DVLA reports we are receiving of some Post Offices being unaware of the new procedures and in one case flatly denying they exist!

As is well known a change of tax class, generally for our vehicles into the 'historic' tax class, can only be done at a Post Office. There is no online alternative. What may not be so well understood is that this change can only be done for a vehicle which is licensed. Thus for an unlicensed vehicle it is necessary to apply for a license at the same time, although of course there will be no charge. Once that transaction is complete the vehicle can be SORNed if desired. It should be noted that under the continuous insurance regime every licensed vehicle is required to be insured and enforcement action will be started if it is not.

Citroen Centenary 2019

**Citroen Centenary - 1919 — 2019 -
a thousand cars for a century of
Citroen
31 May — 2 June 2019 - Coombe
Park, Warwickshire**



**CÉLÉBRATION
CENTENAIRE
CITROËN**



This notice is verbatim from the committee responsible for organising the UK side of the Centenary event. (Editor)

The year 2019 is imminent, and with it a most important anniversary — it will be one hundred years since Andre Citroen produced the first car bearing his name, in an unbroken lineage that continues to the present day. Few manufacturers have had such an impact on the world of motoring as Citroen, and few anniversaries are more significant.

All over the world — wherever there are Citroens - celebrations will be taking place to commemorate the centenary, and we are pleased to announce the creation of a British event to stand with the best of them. Every Citroen owner is part of the Citroen heritage — you and your car will create this event, and we invite you to be part of it!

The Rally

Following many months of planning, the Citroen Centenary will take place over the long weekend of Friday 31 May to Sunday 2 June, in the historic surroundings of Coombe Park in Warwickshire, CV3 2AB. This will be the largest and most diverse gathering of Citroens since 2012, and we are looking to show the complete history of the marque with examples from every year since 1919, to form a unique display of 100 years of Citroen manufacture. With arrivals welcomed from Thursday 30 May, there will be two full days of events on-site, featuring everything you would expect of a major rally. The programme and facilities will include live entertainment during two evenings, a range of catering and bars, trade stands and an autojumble, together with full camping facilities — stay from Thursday until Monday morning!

Coombe Park

Coombe Park itself comprises 500 acres of woodlands, formal gardens, arboretum, open grasslands and lake, this diverse landscape having been created in the 18th century by Lancelot “Capability” Brown. In addition to the events field, we have exclusive use of the entire formal drive, flanked by an historic avenue of trees which is over a third of a mile long. The park forms the grounds of Coombe Abbey, which is now a superb hotel — right next to the rally:

www.c00n1beabbey.c0m

MotoFest

But there is much more - our Citroen Centenary will be far more than just a 'conventional' rally involving Citroen clubs; as the national UK celebration of a major marque's centenary, we believe that the event has to be strongly outward-looking to attract and involve the public.

Accordingly, on the Sunday the whole event will move up a gear, as everyone is invited to take part in a mass drive into the city of Coventry, with over a thousand Citroens on the move! On our arrival in the city, the Centenary parade will become a major feature within MotoFest Coventry: www.coventgmotofest.com

MotoFest itself is well-established as an event celebrating all aspects of motoring, and takes over the whole of the UK's 'motor city' centre each year. Half of the central ring road is closed to traffic to become a sprint and display circuit, whilst over a thousand vehicles are on display throughout the city, and there is a wide range of activities and displays to appeal to all family members.

Centenary in Coventry

Following close liaison with the MotoFest director, the entire eastern third of the city centre will be reserved for the exclusive use of the 1000 Citroens forming our Centenary display. Extending from the frontage of the Transport Museum to fill the whole of the Cathedral and University precincts, there will be a third of a mile of Citroens! More than this, four seminal examples of the marque will be displayed within the Cathedral itself...

Although the festival is an independent venture, it is strongly supported by Coventry Council, and attracted over 150,000 visitors in 2018. The Citroen Centenary will represent a major addition to MotoFest, doubling the total number of cars on display; this should attract major media attention through its unique contribution to the festival.

Raising the profile

What better way could there be to put the Citroen Centenary -and the clubs - before the widest possible public? As the British iteration of a series of major events taking place worldwide during 1919, we only have one opportunity to celebrate this important anniversary, and we must do it justice!

Such a Centenary transcends individual club events and anniversaries, and as Citroen UK itself is now based in Coventry, there is a direct link between the marque and the city which makes the venue even more appropriate for us. Citroen UK are naturally fully involved, and have promised significant support for the event.

What it all means

The Centenary is of vital importance: it is both a unique anniversary, and an opportunity for every enthusiast to promote the marque by raising its profile before the general public. The Citroen heritage is second to none, and this is our time to celebrate it; as a marque centenary this transcends club and individual interests, and should - must- be celebrated together.

The Centenary organisation

Representatives from all three major clubs have come together to lead the creation of this event, and they are names that you will know: Phil Chidlow, Philip Clark, Richard Harrison, Julian Pratt, and Nigel Wild. The Centenary will be run by a limited company, to avoid any possible liability falling on any individual club or member. We are working in close co-operation with Citroen UK and MotoFest.

How you can help.

Equally, if you would like to help please let us know, and join the number of volunteers that is already starting to grow. You can volunteer at any time, but the earlier the better. Be part of a unique event — there will only be one Centenary!

The next step

Further details will follow shortly via magazines and websites, including the charges (which will be very reasonable) and how to book. In the meantime please contact us at: citroen.centenary@gmail.com with any questions; we will add you to our mailing list and keep you up-to-date. This release is being circulated to all clubs, groups, registers and forums — so please pass it on!

Supplemental to the above, we have also received the following: Bernie Shaw

Citroën France will be appealing to all countries for assistance with an initiative which is due to form an important part of the 2019 centenary celebrations. Citroën's message will be sent worldwide and the basic detail is as follows:

Context

The history of Citroën is defined by the people who lived with its automobiles. Some families have written their own stories, from one generation to the next, with a bit of help from Citroën. By doing so they have written part of the Citroën's story.

What does Citroën want to do?

For our 100th Birthday we want to find and celebrate these stories through a series of **15 short** branded content videos. Each will depict a story of transmission, from one generation to another, featuring Citroën automobiles.

What can be done to help Citroën?

If you know of this kind of multi-generation story in your country, if you have contacts for us that might help, dealerships who have had families as clients for years, or family-owned businesses that stayed faithful to Citroën, send them our way.

What kind of stories are they looking for?

There are three main themes to inspire our stories:

- **Passenger Car Focus:** where Citroën was always a synonym of freedom, of independence, of shared moments or passion. Stories of going on vacation with Citroën cars, stories of a parent giving their child a Citroën car as his first car, or a Citroën that arrived at the same time as a new family member.
- **LCV/PRO Focus:** companies or family-owned business that stayed faithful to Citroën LCV to serve as the backbone of their mobility and utility needs. Our world is changing, and Citroën Utility vehicles have always adapted to the changing needs of businesses.
- **Citroën Dealer Network Focus:** some dealerships, have stayed in Citroën's network for generations, some were even opened with André Citroën being present. Within our network, around Citroën automobiles, families have kept dealerships. This is the soul of Citroën.

B Shaw

A Picture is Worth Ten Thousand Words.

TOC Photographic Competition

This phrase emerged in the USA in the early part of the 20th century. Its introduction is widely attributed to Frederick R. Barnard, who published a piece regarding the effectiveness of graphics in advertising with the title “*One look is worth a thousand words*”, in the US journal, Printer’s Ink, in December 1921. Barnard claimed the phrase’s source to be oriental. Printer’s Ink repeated another version of the phrase in March 1927, this time suggesting a Chinese origin:

“Chinese proverb. One picture is worth ten thousand words.”

Well, whatever the source of the saying, it is in effect, quite correct, a good photograph is not only potentially a piece of art, it can also capture very neatly the mood and look of an event, which is far more likely to bring back key memories of people and places than the written words that most of us are capable of writing.

Of course, not everyone carries around hundreds of pounds worth of Digital SLR, but most of us have a perfectly adequate high megapixel camera on our smartphone which probably spends its life in one of our pockets. So, in this edition of Floating Power, we are encouraging members to take photographs over the next twelve months, using whatever equipment that they have



at their disposal, subject matter obviously Traction or Citroën Rear Wheel Drive related, and to submit them for the eventual selection of a winner, who will be announced at the 2019 AGM.

First, second and third place winners will also find their way into the club calendar for 2020 and other worthy images onto Floating Power covers. So posterity awaits! You can submit as many images as you like, colour or black and white, but please try to keep file sizes down to a sensible level.

Submissions please to editor@traction-owners.co.uk, by all means use DropBox if you have a number of larger picture files.

The Black Country Experience 2019

You will have seen the article in the last magazine about “The Black Country Experience Rally” in May 10th, 11th and 12th next year. There are lots of new ideas but the highlight of the weekend will be the Corporate Hire of Black Country Living Museum on the Saturday Night. We require a minimum of 80 guests, preferably 100, to justify the Corporate Hire Cost. I need a show of interest by early December in order to secure the date. I’m pleased to say that we are well beyond half way.

Sunday is another Special Day. Something new, I don’t recall doing this before but for now it’s a surprise day out and ends in a 1919 Working Establishment. There are 4 or 5 places of interest all within a kilometre radius. You will be able to relax for the last 2 hours with afternoon refreshments.

Next year is a Special Centenary Year for Citroen. ‘The Black Country Experience’ is the only dedicated Traction attended Rally organised at present in the UK, so check your diaries now and keep me updated.

The Booking Form is in this magazine so please complete and email to Steve@imperial-cars.co.uk. Early Bird Funds must be in by 10th December or there will be the usual 10% surcharge for late comers.

There is a 45 minute clip on You Tube of our antics in the School Room at The Black Country Living Museum in 2005. The Mistress will expect us all to hand in our homework. “Billy Shaw” was in a lot of trouble last time. Check out TOC School Days 2005 on YouTube

<https://www.youtube.com/watch?v=MdgubR5DZAQ>

Cheers for now
Steve Southgate
Steve@imperial-cars.co.uk
07747633329

The Black Country Experience 2019

'The Black Country Experience 2019'

10th/ 11th/12th May 2019

Email to Steve@imperial-cars.co.uk by 10th December 2018

or Post to: S. Southgate, 4 Kingscroft Close, Sutton Coldfield,
B74 2HJ

Name: _____ TOC No: _____

Address: _____

Mobile Number: _____

Email Address: _____

Passengers Name/s: _____

Car Details: _____ Reg No: _____ Year: _____

		Before		After	
Friday and Saturday		10th Dec		11th Dec	Amount
2 Nights stay at the Village Hotel Walsall Jn10 M6	Double / Twin Room for 2	200.00		220.00	
inc Breakfast. Includes Friday Night 3 Course Meal	per couple				
and Theme Night Entertainment.					
Please take advantage of the Early Bird Offer	Single Room for 1 person	150.00		165.00	
before 10th December					
Saturday					
Bridgnorth/Severn Valley/Kidderminster. Arriving 5pm					
Black Country Museum, home of the Peaky Blinders	Per Person	54.00		60.00	
Includes Fish & Chip Supper, School Lesson!! &					
other Museum features					
Sunday					
Sunday Special Parking - TBA (Maybe Free)					
Sunday Museum from 10.15am					
Sunday 4 x Other Places of Interest					
Sunday Finale 2.00pm - 4.00pm	Per Person	20.50		22.50	
Including Afternoon Tea and Refreshments					
Rally Plaque and Road Maps	Per Car	5.00		5.50	
	Total for 2 Persons				

Payments by BACS to TOC Ltd Sort Code: 20-20-62 Acc No: 40617679

Ref: TOC Rally & Surname

I agree to the Terms and Conditions of the Rally. Please note that the organisers reserve the right to change the itinerary previously advertised at short notice, should unforeseen circumstances arise. Only the meals referred to in the form above are included in the Rally fees.

Signature: _____ Date: _____

THE BEAMISH RELIABILITY RUN, FATHERS DAY, June 16th. 2019

In 2012, I organised a Safety and Reliability Run for Tractions only. We had 15 cars But frankly I pinched the route from the long established Annual Beamish Reliability Run organised by the NECPWA Motoring Club.

At this year's Annual Rally several people asked if we could do it again. So I have approached the organiser of the Beamish Run to see if we could join in theirs. Response was positive for "cars registered before 1955.....inclusive".

I appreciate you have plenty events to chose from in 2019 but this is one you might like to try. NB: It;s not a race or competition trial. There are cars entered from the early 1900s and I know of four tractions that have already done it and some more than once.

So what's it about ?

The 'Beamish Run' Background and History

This event (**always run on the 3rd Sunday of June Annually**) follows some of the motor vehicle trial and test routes of the 1920's and 1930's and probably helped to develop the motor vehicle, as we know it today.

The event was re introduced in 1971. Since that day it has successfully been run each year up to the present time, It should be noted that this 'modern' event has now been running twice as long as the original road trials of circa 1918 to 1939.

The present route starts from the sign on assembly point within Beamish Museum, which is where the event was initially formulated and gives the event its title.

The event takes in some of the best scenery in the country with most at its best in mid June. The 155-mile route wends its way through the charming and unspoilt County Durham countryside and forested areas to Barnard Castle, said to be the gateway to the Dales. This is where we have one of the important checkpoints, under the wonderful French chateaux style portico of the award winning 19th century Bowes Museum, and is also well worth an extended visit, they also have a good restaurant. The route then enters the Yorkshire Dales over the Stang Forest hills and into Arkengarthdale, then turning for Low Row and Gunnerside, then heading for the majestic Buttertubs Pass, through Swaledale via Hawes and onto Bainbridge, which is the venue for the lunch stop, The village makes the run very welcome on the extensive village green, where up to 170 vehicles can assemble.

The afternoon section commences with an observed climb from Askrigg over Askrigg Common with a sharp descent again into Muker. The route continues via Thwaite, Keld then up to Tan Hill, to Britain's highest Inn at Tan Hill summit, this is where we have yet another check point, much enjoyed by large groups of assembled public.

The route then snakes westward across Bowes Moor into Cumbria and towards historic Brough, with some magnificent views of Brough Castle and some very fresh air! The route turns at Brough across to the Romalldkirk check point and then into the Durham Dales, thence into Weardale.

At Stanhope on a good day thousands of visitors give a good

welcome to all entrants. The route takes the stiff climb out of Stanhope over Crawlyside Bank and onto the Stanhope Moors, and then wends its way via various checkpoints through some wonderful countryside via Lanchester Town and Burnhope Village with the return along interesting former Roman backroads to, eventually returning to Beamish Museum for the event sign off.

The route is designed to be testing to both car and driver but is totally a vehicle non-breaking event. There is however a small back up force together with the course-closing Marshal, when assistance can be given to the entrant, if unfortunate enough to experience a break down. This is limited to vehicle first aid and minor repairs only and is at the discretion of the closing marshal and his team. An entrant will never be left stranded and where possible taken to a point, where professional aid can be summoned. It is however, the entrant's responsibility to ensure that their various road rescue and repair agencies are in force and cover an event of this kind.

There are up to 10 checkpoints en-route where cars and entrants progress will be checked and questioned by experienced marshals. Entrants should have a good knowledge of the Highway Code of today and yesteryear, as well as motoring history and basic motor vehicle maintenance etc.

The route will be well marked in difficult areas with 'BEAMISH RUN' marker arrows. The entrant will be given easy to follow and full route instructions, for both the morning and afternoon sections of the event. This plus any extra cautionary notes thought necessary by the secretary of the meeting.

The event is competitive, knowledge and road craftwise, there are also secret checkpoints, where entrants driving behaviour is observed, when we expect the Highway Code to be put into practice. This also applies to the road hill observed sections, these together with static check point questions, allows the entrant to accrue a running score.

Each new entrant will receive a special vitreous enamel badge and a successive year bar. The overall trial winner is awarded the magnificent Beamish Enthusiasts Trophy, presented by the Jolley Family.

The event does not seek to make a profit and aims to break even with a little money left to start up the following year, plus a small contingency fund, both held in the treasurer's account. The trial takes considerable time, trouble and no little effort to set up and run, we earnestly hope that you will enjoy it, so why not give it a try and enter promptly!

In 2012 we used the Campanile Hotel www.campanile.com near Washington Service Station on the A1 and suggest we do so again.....cheap and cheerful and about 20 minutes from the start at Beamish. It's a popular event with about 170 cars entered and entry is on a first come first served basis. So why not make a weekend of it and spend a day at the Beamish Museum.

I need to gather information of those who fancy coming along. Could you please email me on light15.gh@gmail.com to register your interest and we can see where we go from there.. We need to start the application process in February and will remind again in the January issue of FP. Graham Handley

IN COMMITTEE

We have a bit of a glut of meeting minutes in this edition, as a result mainly of the dates upon which the meetings have fallen in relation to copy deadlines for the magazine. (Editor)

Committee Meeting held in Millbrook on August 19th 2018.

Editor – plenty of articles are coming in but more photographs are needed. The Editor is researching the cost of using more environmentally -friendly envelopes.

Treasurer – the end of year accounts have been audited and are ready for issuing before the AGM. The Committee are considering using a new QuickBooks package for the Accounts and Spares.

Spares – Vacuum Indicator Switches for Slough Tractions have been sourced and are now available to members. More second-hand spares have been purchased from Andy Burnett – members to contact Chris Treagust for information.

Shop – sales are very slow and very little purchased at the Annual Rally. It was agreed not to expand the shop at the present time.

Social – The Welsh Rally was excellent and thanks were given to Laurence Acher. There are lots of events planned for 2019 – Black Country Tour, Brittany Rally, Centenary event combining with 2CVGB and CCC plus Fert Vidame. In May 2020 there will be a rally in Jersey and Bryan Pullan, with help from the Northern Section, has volunteered to organise the 2020 Annual Rally in the Lake District. The TOC will have Stands at both the Manchester & Birmingham Car Shows this autumn.

Membership – we currently have 579 members. Since the last meeting 101 members have left the Club, 18 new members and 7 re-joined. It was agreed next year members will be given less time to renew their memberships as a lot of time is wasted following up payments. Members will hopefully be encouraged to pay by Direct Debit.

Helpline – Steve Reed receives a diverse range of questions! The DVLA are making authenticating vehicles very difficult.

Webmaster – all appears to be working well with the website and Forum. Cleve is now investigating moving the TOC emails to a UK provider rather than the USA.

A.O.B. – the Chairman is looking at a way to allocate all new members to an Area so they are contacted by their nearest Section with the aim to encourage more members to join in social activities and be aware of technical support available.

Committee Meeting, held at Steventon, prior to AGM, October 7th 2018

Editor:

Continuing to fill 40 pages with a balance between technical issues and more personal content. Interesting reports received from most Sections but some still fairly minimal. FP to be sent in a recycled paper envelope from this issue onwards for environmental reasons.

Spares:

All working well, a repair fix for rear traction jacking points has been developed and was presented and is now available.

Shop:

Polo shirts and grille badges have been bought recently, but more research into what members would like the shop to stock is needed, particularly with the Citroen Centenary next year.

Social events:

Plans for the Centenary Celebrations were announced, a combined CCC, TOC and 2CVGB rally based at Coombe Park, Warwickshire from 31 May to 2 June 2019.

Membership:

Currently 600 members, 12 fewer than this time last year. The emphasis should be to encourage contact with new members by the closest Section Rep, making them welcome and inviting them to local events.

AOB:

In anticipation that the AGM which would follow the Committee meeting would be as poorly attended as last year, consideration was given to the format and timing of the AGM. As a limited company, TOC was legally required to hold an AGM in order to maintain the appropriate directors and sign-off the accounts for the previous tax year. As in previous years, this formal part which could be concluded very quickly would

immediately followed by the open discussion part at which members are encouraged to express their views and ask relevant questions concerning all aspects of the Club.

However, perhaps the open discussions could be held during the National Rally where there would be more chance of greater participation, although the timing of the formal AGM would depend on the completion of the accounting for the year end in early April and the subsequent auditing two or three months later. Further consideration of the matter would be given and the views of members would be sought.

The next meeting will be in January 2019, the exact date to be confirmed.

AGM 2018, held at Steventon Village Hall October 7th 2018.

Part 1

The 2017/18 tax year accounts were approved and directors, Andy York and Steve Reed stood down and were duly re-elected.

Part 2

In his opening address, the Chairman, Chris Bailey, thanked various committee members for the work they had accomplished during the year, including Cleve and John for their work on GDPR compliance, John for dealing with membership renewals, thanks to the Section Reps for their work in welcoming new members, preparing reports for FP and organizing their local events. He thanked Bryan and Julian for their work on the Manchester and NEC Classic Car Shows, and Laurence in particular for the very successful Welsh Rally. Thanks also to Steve for the Helpline, Bryan for FP production, Bev for administering the FP ads and Martin for the calendar, Chris and Vanessa for the Spares and Shop, John Moon for his Slough car promotion and Tony and Mike for their financial work. Finally Ian was thanked for his administrative work and Vanessa for the sumptuous lunch.

The Centenary Celebrations UK event has been organised by Nigel Wild of the Citroen Car Club for the end of May/start of June based in Warwickshire, including participation in the Coventry Motorfest of the Sunday. Volunteers to help in the preparation and during the course of the event are now to be sought. Earlier in May, Steve Southgate has planned a TOC Black Country Event, which apart from Drive-it-Day, will be the first major TOC social event of 2019. Further ahead in 2020, a rally in Jersey has been planned and Bryan is organizing the 2020 Annual Rally in the Lake District.

John Moon has been championing Slough cars for some months and has been concentrating on the more safety-critical issues that could prevent the use of a car. As such one particular problem that could become a problem is the very limited availability of reconditioned rhd steering racks, and it may be that new manufacturing will eventually have to be commissioned.

Chris Treagust warned the meeting that he is noting significant price increases from the major suppliers of parts and spares made worse by the ongoing uncertainties over Brexit.

Concern was expressed at the very low turnout for the AGM – in the event, there were 11 committee members present and 10 other members (2 of whom were married to committee members) and it was strongly recommended that the formal legal AGM (Part 1) should be dealt with separately from the general Club discussions (Part 2) which really needed to involve much more of the membership.

There was also an offer to help Chris identify and list the vast quantity of second-hand parts that had been acquired from Scotland in order that a comprehensive list of what might be available could be made available, and, if suitable racking could be found, help in sorting and stacking the parts.

Mike Wilcock outlined the manner in which the London Section had tackled introducing new members and also how they were promoting the Club and attracting new members by organizing regular drives around London, mainly from a central starting point in Hyde Park.

Finally, the Chairman presented the Barbara Longden award for a significant contribution to the Club over the previous year to Bryan Pullan – FP editor, Northern Section rep and organizer of the Manchester show.

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



CARS FOR SALE

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: 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 Citroen 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**



FOR SALE: - .Slough Big 15. 1954 Modified with ID19 engine (rebuilt 3 years ago) and 4 speed conversion Very rare and probably one of only 12 left in the UK. Fully restored by Dennis Ryland 10 years ago. TOC Concours winning car on many occasions and is in show condition,



any inspection welcome. Further modified with electric power steering, servo assisted brakes and alternator. New leather interior and carpets, stainless steel exhaust, very good tyres all round, chrome like new, original factory fitted sun roof, this car needs to be seen to be believed
This car has been a pleasure to own and cruises effortlessly at 65mph on tick over, has taken us all over Europe and has become a very reliable long distance cruiser. Insurance valuation of £20,000 and reasonable sensible offers invited, located in Hertfordshire
Contact: Paul 07778 053873 anytime
Or Email: pauldefelice@btinternet.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:
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

PARTS WANTED

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

TOC SPARES HOTLINE

01243 5113780

Chris Treagust,
98 First Avenue, Batchmere,
Chichester, W Sussex, PO20 7LQ.
Email: chris.treagust@tesco.net

Please note, a full spares list

**is available on the
club web site at**

www.traction-owners.co.uk

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



Polo shirts with new logo:
various sizes £15.50



TOC Mug,
essential for the
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



Citroen Classics

Tel: 01784 452299

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

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

Call us Today!

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



www.citroenclassics.co.uk

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

TRACTION



REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

All elements of work are photographed so you can see the detail of
the repair or restoration.

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

James Geddes

Morpeth, Northumberland.

07783259874

www.tractionrepairs.uk

Longstone
CLASSIC
TYRES

longstone.com
01302 711123



CLASSIC + MODERN CAR
CLASSIC + MODERN BIKE
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
SUPPORT VEHICLE

At FJ we understand that every classic vehicle owner is different and with FJ+ enthusiasts can build their policy from a range of cover options* including **breakdown**, **agreed value**, **salvage retention** and **spare parts**.

Call our friendly UK team for a quote.
0333 207 6062
or visit:
footmanjames.co.uk



PROUD PARTNERS OF: **COVENTRY Transport MUSEUM** **HAYNES MOTOR MUSEUM** **HISTORICS AT BROOKLANDS** **Patina**

*All cover is subject to insurer's terms and conditions, which are available upon request.
Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 2BN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. PP ADG6591916

Our 'BEST' Deal In CLASSIC CAR INSURANCE

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



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

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

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

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

01376 574000

www.peterbestinsurance.co.uk



30 YEARS OF QUALITY CLASSIC CAR INSURANCE

Authorised and Regulated by the Financial Conduct Authority

TRACTION OWNERS CLUB **classicline*** INSURANCE

Discounted Insurance For Traction Owners Club Members

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

01455 639 000
www.classiclineinsurance.co.uk

Headline sponsors

UP TO 25% DISCOUNT FOR CITROËN TRACTION OWNERS CLUB MEMBERS

[/lancasterins](https://www.facebook.com/lancasterins) [@lancaster_ins](https://twitter.com/lancaster_ins)

LIS.CTO.A6P.2017

01480 400 910
www.lancasterinsurance.co.uk

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

