

Floating Powers

January/February 2019



Honorary Life Members of the Traction Owners Club

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

Registered Office:

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VAT Registration No. 993 2444 92

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Missing Magazine?

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

The closing date for input for the
March/April *Floating Power* is

Sunday February 17th

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

Cover Image

*Atmospheric shot of a
French Familiale found in the night
time streets of Sacre Coeur in Paris,
by contributor David Kitson.*

Editor's Epistle



As I write this in early December, winter hasn't really bitten up here as yet. There have been only a couple of frosts and some gloomy damp days, but there have also been a selection of bright sunny days with quite acceptable temperatures, and I have actually had my Traction out and about a few times in recent weeks.

Many of you will, however, probably have taken your car off the road and we include an item on winter lay ups, for those of you who make the conscious decision to wrap up your car for the winter and retire to the fireside (or cruise to the Med). We also have a further contribution from warmer climes down under, regarding the Big 6 restoration that we are following.

Congratulations to David Selfridge for a well deserved third place in the Pride of Ownership awards at the NEC in November last year. The eventual shortlist of cars was interesting and maybe this starts to explain why there is a sea change in the age of car that we see at shows these days, specifically a substantial shift from pre to post war motors.

Out of the finalists listed on the show website, only three were pre-war cars, and one was a modern replica of a pre-war car. The winner was a 1969 Cortina Savage. In 2017 the winner was a Mk 1 Golf GTI, and according to the show website, previously to that, a Triumph Spitfire lifted the cup.

From my recent show attendances, pre-war and immediately post war cars are now in a minority and generally seem to be owned by more, shall we say, mature persons, whereas many of the current crop of later show going cars, which now form the majority of show entrants in many events, are owned by men in their forties and early fifties. Their target cars seem to be late sixties models onwards, particularly the more muscular varieties of Ford and seventies BMW's. This trend is also reflected locally in our multi make club, where the age of car owned seems to be directly related to the age of the owner.

There are exceptions. Clubs for numerous cars such as the Austin 7 seem to attract a wider spectrum of membership age groups, probably due to the numbers of surviving cars and the consequent good spares supply and social events that become possible with these numbers. Around 8,000 worldwide is one estimate that I have seen for the Austins. Citroën 2CV numbers are around 3,500 cars in the UK alone, and so a similar situation arises. Morris 1000's and their derivatives are supposed to still number around 25,000 in the UK! Our 600 strong membership is relatively modest by comparison to many, and is largely concentrated in the South East, so many of our Sections have only a few members spread over a large geographical area and see relatively little of each other and equally important, the classic motor conscious public then rarely see a Traction in these areas. In terms of the ongoing cult status of cars such as the 2CV and some other marques, which undoubtedly adds to their desirability as a classic purchase, our Traction seems to be passing out of the consciousness of many of those currently in a position to buy a classic car. They are rarely seen in the media now, apart from the occasional Maudit remake and a lot of members of the public who come up to me either at shows or whilst I am out and about with my car, don't have a clue what it is. Why? Is this going to be a problem longer term? What attracts a potential Traction owner? What do readers think about current ownership trends? Any thoughts?

Finally, the photographic competition has attracted its first entries and space permitting, I may print a small selection in each magazine until the closing date. Get your cameras out, or indeed sort through the pictures that you took in 2018 and let me have them. Thanks also to David Kitson, who contacted me with a couple of very nice evening shots of a Traction in Paris.

Anyway, I hope that Christmas lived up to expectations, and can I wish you all a happy and healthy 2019.

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Committee

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

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President's Ponderings

Although 2018 was quite a reasonable year for the TOC with a variety of activities at local, national and international levels, it does now look as if 2019 is going to be the year to remember – and for all the right reasons. There will be numerous celebratory events worldwide so, wherever you are, those who wish to, should be able to join in with something without necessarily having to travel halfway around the world.

In the UK we shall start with the TOC Black Country Experience (early May) followed by the combined UK Clubs rally at the end of May/beginning of June. In the middle of June the TOC is invited to join the annual "Beamish Reliability Run". Then, in mid-July, Brexit permitting, the TOC will, as always, field a strong team for the CTAB (Brittany) Rally shortly before the world and his chauffeur converges on La Ferté-Vidame for the official Citroën centenary celebrations.

I have no doubt each of the above will be well subscribed and enjoyable but my own circumstances mean that my car activities have had to take a back seat and so I am currently only expecting to attend the Ferté-Vidame meeting. That said, should an opportunity arise, and if I can arrange an away-day (or two), I shall certainly try to get to one or more of the Club events. (Well, having finally got the wretched car running nicely it would be quite nice to use it more than once a year!).

I booked for F-V some 6 months ago but there are still plenty of places available for this meeting. However - and it is a **VERY BIG** "however" there is virtually no hotel or B&B accommodation available within anything that I consider to be reasonable



daily commuting distance of the venue. There is still ample camping space available on-site but I would strongly urge any non-campers who might be thinking of attending to wait no longer and start by booking suitable accommodation before paying their registration fee.

So, as we enter Citroën's centenary year I would like to wish a Happy, Healthy and Prosperous New Year to all and I look forward to seeing some of you when and as our paths cross.

And now for something completely different

... there is some new and further upcoming legislation which affects how battery acid may be sold. I have previously extolled the virtues of Lincoln Batteries who manufactured high quality "classic" batteries and would send them by post with the acid in sealed containers but sadly this is no longer possible. There is some correspondence with more information on the subject elsewhere in this issue.

A blue handwritten signature, likely belonging to the author of the article, written in a cursive style.

Committee Meeting

The next Committee Meeting will be on January 27th. Commencing promptly at 11am at Millbrook Village Hall, Millbrook, MK45 2JD. All members are welcome to attend.

If there are any reports to be distributed, or there is anything you would like discussed and added to the Agenda, or have any notices or information, please let Ian Harvey (secretary@traction-owners.co.uk) know as soon as possible.

Happy New Year and congratulations to Citroen on achieving its century.

You all know of the celebrations planned for the year. Whilst none of us will be around to see it I hope there will be similar celebrations in another hundred years. That is by no means certain. Whether Citroen will make it or not I have no idea. Will there even be car manufacturers? I can't imagine that people will not want to move about, so I expect the industry will thrive in some form. But will our hobby still be possible? Will this club be around?

The concern about attracting younger members has been voiced many times. That becomes moot if it is not

possible to drive these old cars on the roads. We know that the UK and Europe have announced plans to stop the sale of petrol and diesel vehicles by 2040. Norway, who have essentially unlimited electricity supplies, have announced they will do so by 2025 – just 7 years hence. Without a market for petrol it will become a rare and expensive commodity and eventually become unavailable to mere hobbyists. Then what?

We could go down the home-brew route of the Gazogene that I mention elsewhere but that is not a very green solution – and not too practical either. We can convert to battery power – there is at least one such Traction that was mentioned in FP a few years back (I tried to find out more but found the trail had gone cold – but I still think that it would make a good subject for an article). I think I've mentioned my own enthusiasm for hydrogen before and I was pleased to read an article in The Automobile by Joris Bergsma who is thinking along the same lines. Conversion to hydrogen power needs some investigation. I see that as one way to enable our successors to continue enjoy the car that Andre Citroen brought to us so long ago without



significantly changing its essential character.

If such a conversion was to happen to my Normale you would probably expect to see a description of how it was done and what it was like in this very journal. And I would indeed do that. An important part of the story would be an explanation of why the implementation is as safe as using petrol. But would such an article be an endorsement by the TOC of the technical solution? I don't think it could be.

In fact, no article or reproduction either in FP or on the Forum is ever an endorsement by the TOC and that is clearly stated

on the inside front cover. It's all just opinion for you to read and form your own.











In the survey that you responded to a couple of years ago, many of you said you wanted more technical content in FP and Bryan has delivered on that. That couldn't happen without the material that you have sent him. I would hope that all members continue to send in their own stories and recommendations as well as comments on others' contributions. You may see some way to improve on their solution. I know that if Elon Musk were to read of my enthusiasm for hydrogen he would be very rude and question many facets of my character, but I am sure we can offer discussion on a more objective level – whether that be about hydrogen, choice of tyres, voltage or how to do a particular job.

It's the time of year when the thoughts turn to fitting a decent heater. The forum has a good discussion on the options available and whether a thermostat is required to make it work. Take a look if you haven't done so.

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	See Northern Section Report	
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

First of all, belated Merry Christmas and a Happy New Year to all, may your tractions behave perfectly and do all you wish them to do!!

Next, a very warm welcome to our newest member to our Section, namely Nathan Jones. Nathan runs a small garage business at Ellon, and is very keen on all Citroens, having owned, 2cv,s, Dyanes and many of the more modern models. He works a lot on many classics, at the moment it is a Triumph Dolomite, just bought a CX, and now a 1951 Light 15. He says it is needing 'quite a bit of work' - yes, I believe him, as he tells me the car has quite a bit of rot, the bootlid had not been properly secured when the transporter collected it down South, so that when it arrived up to Nathan, the whole bootlid assembly was missing, having fallen off somewhere on its journey north. He came to make a close study of my 1949 Light 15 and take photos, as it appears the dash is not fitted, and is in boxes along with lots of other bits. Also, he was in search of good panels, and was able to supply him with a front door and front mudwing, so that's a start! Will no doubt have further visits once he gets round to make a start on the newest purchase.

On a personal note, had a visit from Dessie Gillespie and son Philip, who run a Citroen Specialist garage in Co Antrim Met up with Dessie while attending the (CCC) All Ireland Rally, and happened to mention that, now retired, I wished to dispose of all the stock of Citroen parts that I had left as a "job lot". Dessie also owns a 1954 Big 15, which he has been working on for years when he has a minute away from normal work, and was also in need of some bits, as well as showing an interest in all the old Traction seats I wanted to get rid of. They arrived in a big van, and left with it very full! Not a lot of money at the end of the day, but now have a lot more space!! They also took the remains of the old stock belonging to the Scottish section of the CCC, it went into the van too!

Spoke with Smithy too today, still "doing OK" - his words - and we are all looking forward to him getting back to full health again.

Coldest time of the year now upon us up here, so make sure your anti-freeze is up to strength. Last year it never got too cold, never down below minus 10, but here in the past years, it has been down to minus 20. The weather pundits, (who I think are a lot of chancers) tell us that it is to be a very hard winter, but they seem to say that every year, normally proved wrong, but some year they will be right! So keep warm and keep smiling!! Andy Burnett.

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

SOUTHERN SCOTLAND

The wedding I did in Edinburgh on October 13th went off very well when I got there. The bride was driven right through the city centre which was packed with tourists on Saturday afternoon and the car caused quite a stir, with camera flashes all along the route. The problem was rain, rain, rain on the way there. The M8 is really the only easy way to get from the west side of Glasgow to Edinburgh and it was pouring all the time. The wipers work well since their rebuild but the windscreen just kept misting up.



I had installed a period Tudor heater (a Clayton clone) two or three years ago - bought it cheaply on ebay where it was described

as suitable for an E93A Ford Popular. Remembering that the Pop was 6v I took a chance and bagged it for £14. Anyway it worked out a treat overall but, when putting it in, I just directed the two demisting tubes to go up under the dash in the (forlorn) hope that some heat would find its way to the screen. So last weekend I fitted an improved design feeding heat straight to the screen on the driver's side to prevent misting up. The vent is from a Morris Minor - another ebay purchase for £8 - and the plastic suckers mean I can take it off easily in the dry season - if that ever happens in Scotland. Ok it looks a little ungainly but, what the hell, I can see where I'm going now in the rain.....



We had two tractions again for the last show of the year on October 21st next to Castle Semple Loch in Lochwinnoch. I really am getting

spoilt - with Richard Larter's 49 Light 15 and my 55 Normale providing plenty of material for the usual 'spot the differences' game. Among the really eclectic mix of cars and their drivers there was an immaculate Triumph Roadster owned by local retired celeb Jimmie Macgregor (think Robin Hall and Jimmie Macgregor) (*now you are showing your age, Ed*) who lives in nearby Kilbarchan.

Section News

The following weekend we were off to the King Robert Hotel in Bannockburn for the joint CCC/TOC/2CV Ecosse concrete camping do. On the Saturday it was tipping down again which provided a good excuse to go on the



planned run with David and Margaret Park in their DS23. After stopping under the Forth Rail Bridge for

a photo opportunity we went over the new Queensferry Crossing to the Bo'ness Motor Museum on the south side of the Forth. And very good it was too, immaculately maintained with a select collection of interesting motors and automobilia – thoroughly recommended. On the Sunday we ventured out into the Perthshire sunshine in the traction following the DS, and ended up at Cultybraggan Camp near Comrie. If you are a sucker for WW2 stuff like I am, a visit is a must when you are in the area. Totally intact rows of Nissan huts – some still kitted out inside – date from when it was used to hold 4000 German prisoners of war. It's now community owned which should secure its future, and also means free entry. The traction just seemed totally at home there.

Peter Fereday

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

WEST OF ENGLAND

While not yet quite deep and crisp and even, we are well into winter hibernation. As ever, the only glimmer of light on the horizon is our annual planning/late Christmas lunch. We plan to have this on Sunday 4th of April, probably at the usual haunt, the Britannia Inn in Wells, but we are open to suggestions for a change of venue. Please let me know in due course if you are proposing to come along, bright ideas for things to do are always welcome.

Hope you all had a jolly festive season and that Santa brought you the spanners you asked for.

Cheers, Terence.

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

NORTHERN SECTION

Not much to report on the events front. Hoghton Tower in September was the last of the major outdoor events in the region, and I missed, alas, the final Corner

House event of the year in early October due to other commitments.

Hopefully, by the time that you read this, there will have been a series of January 1st events that some of you will have participated in and you will all be looking forward to and planning for the 2019 season.

The breakfast meets continue at St Catherine's Hospice on the second Sunday of the month, albeit numbers tend to be a little down if the weather turns nasty. However, December's was bright and sunny with quite a good turnout.



Some of you will be aware that the Committee has decided to revisit some of the Section areas around the country, and we are now including the Lakes and Borders Section in with our reports. Bob Cuppage is still around, but due to other commitments is not able to continue in the Section Rep role. We hope that he will still remain involved locally. So, those of you in the Lakes and Borders, welcome to Northern, and we hope to see you at a few events next season. Welcome also to our solitary Isle of Man member and to a couple of West Yorkshire members who had previously fallen somewhere between ourselves and North East Section.

This, of course, also means that you are now part of a section which has a set of club tools, should you need them and you will be included in the periodic email circulars that I send out from time to time with details of events.

Another piece of news is that member Ian Gardner and his car are to have a supporting role in a film to be made up in the Lancashire/Yorkshire borderlands. Details are sketchy at the moment...but he is being measured for a uniform. Pictures please Ian!!!

Sad to say, I have just learned that 2018 was the last Manchester Classic Car Show. The organisers say that they have been presented with massive overheads that cannot be recovered via admissions, and so that's it! Hopefully new opportunities will replace this one.

Finally, in 2020, Northern Section are organising the National Rally, this time in the South Lakes. Obviously this is still a way off and ideas are very embryonic at this

stage, although the current proposal will be to base the rally somewhere in the Newby Bridge/ Windermere area, and we are presently making initial enquiries of suitable hotels willing to act as a base. Any local knowledge will be most welcome. The 2019 National is of course, being absorbed into the Centenary celebrations at Coombe Abbey near Coventry.

Bryan Pullan

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

Please find attached our event calendar for next year, as you will notice it is very full. Some dates need to be confirmed so watch this space.

Our meeting in November was our last at the Fairmile in Cobham. It was very well attended and we were happy to see new members joining us, we hope they enjoyed the afternoon.

Sunday 9th December saw our popular annual Christmas lunch, organized as usual by Helen Shelley and John White. It was attended by 40 people, the usual suspects plus a number of new members who we hope enjoyed the day. It was an excellent afternoon with lunch, a quiz and raffle and Father Christmas!

Our program for next year is very full and can be accessed on the TOC website and of course we welcome any TOC member who would like to join us.

Phillippe Allison

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

LONDON

Disaster in the workshop, our chief mechanic, Lee, has fallen off his bike seriously injuring his shoulder; he landed on his helmeted head, with fortunately no further damage and Father Christmas does a nice line in trendy bike gear. For the present, work on Traction is pushed aside for bread and butter stuff although we did service a wonderful '64 IDW Cabriolet, enough to tempt the most committed Tractioniste. After Christmas we have plans to take in a nice Legere for welding in front of the steering column opening, a common area for rot so have a look over the winter. We will also change the rack. Pictures of the gruesome surgery next time.



Last issue I failed to mention that our chairman graced our monthly pub get together, so, sorry Chris you are always welcome,

as are other out of town members up for shopping, the fleshpots or whatever attracts country folk.

And this month we welcomed a new member, Tim Greg. He's the young-un in the picture with Laurence, known to many of you, and the London section events advisor, and Bertel our North Europe correspondent and rally traffic coordinator. In London we like to organise and delegate.

Tim clutches the welcome card we send to all our new friends, not least because it 'buys' free beer.

Meanwhile Bertel has been to a rally in Jutland, he writes: "The rally is called Styrkeprøven (Trial of Strength) and it is co-arraignment between Veteran car clubs in Denmark (Dansk Veteranbil Klubb), Norway (Norsk Veteranvogn Klubb) and Sweden (Automobilhistoriska klubben Mässing- & Nickelgruppen). The rally started in 1983, so far 36 rallies. It alternates between the countries every 3rd year. The vehicle must be produced not later than 1926. It is mostly

January/December 2019	Phil & Sue Available or Not	Venue	Activity	Host or Organiser
January 20th Sunday	Available	Fairmile	Monthly Meeting	Phil & Sue Allison
February 17th Sunday	Available	Fairmile	Monthly Meeting	Phil & Sue Allison
March 17th Sunday	Available	Birdham Chichester	At home with Robin Hamilton	Robin Hamilton
April 21st Sunday	No Meeting	No Meeting	Easter Sunday	No Meeting
April 28th Sunday	Available	Drive it Day	Drive it Day	Peter Simper
May 10-11-12th	Available	Midlands	Black Country Experience	Steve Southgate
Sunday 19th May	Available	Coultershaw Heritage Site	Visit Beam Engines	Tony Hodgerkiss
May 31st-June 2nd	Available	Coombe Park Coventry	Motorfest/100years of Citroen	TOC, CCC, 2CVGB
June 2nd Sunday	Available	Queen Elizabeth Country Park	Classic Vehicle Show and Autojumble	Steve & Julie Reed
June 16th Sunday	Fathers Day	No Meeting		
July 11-14th	Available	CATB Brittany Rally	CATB Brittany Rally	Martin Nicholson
July 19-20th	Citroen Centenary	La Ferte Vidame		
July 21st Sunday	Not Available	Fairmile	Monthly Meeting	TBA
August 2-3-4th	South Cerney	South Cerney	South Cerney	Terence McAuley
August 17th Saturday		Capel Classic Car Show	Capel Classic Car Show	
August 18th Sunday	Available	Summer BBQ	Summer BBQ at Home TBC	Hazel & Marcel
September 14th Saturday	Available	Cobham	Cobham Heritage Day	Laurence Acher
September 15th Sunday	Available	Rural Life Centre	TBC	Phil & Sue Allison
October 20th Sunday	Available	Fairmile	Monthly Meeting	Phil & Sue Allison
November 17th Sunday	Available	Fairmile	Monthly Meeting	Phil & Sue Allison
December 8th Sunday	Available	Barley Mow	Christmas Lunch	Helen Shelley & John White

Dates highlighted in RED are dates that do not fall on our usual 3rd Sunday or are additional events.

Section News

cars but motorbikes, trucks and buses also attend. This year 90 vehicles joined the rally and only two did not finish! Two Citroens: a 5CV C3 1926 model and Doktor Coupè



1921 model. Both from Denmark. 40 entries from Norway, 29 Denmark, 30 Sweden and 1 Germany. If any from the UK want to take (part) they are welcome, just contact one of the clubs above. 38 cars took the ferry from Oslo

to Frederikshavn to join the rally. I have attended this rally 10 times as co-driver to my friend Trond in a FIAT, either a 501 or 510s.

The rally was based in Frederikshavn northern tip of Jutland. Two days of driving on country lanes with plenty of stops to enjoy the beautiful Jutland, covering ca 100 km a day.

The boat tailed car is a design by a famous German Art Nouveau designer, Ernst Neumann-Neander. It is badged Szawe, the company he worked for. He also designed other cars, bikes, motor bikes and boats. The front of the car is hammered cooper plate! Chassis and engine is made by Nationale Automobil-Gesellschaft (NAG) in Berlin."

Truly a rally of contrast, and one for Traction London?

Today many of us joined our Surrey, Hampshire & Sussex Borders friends for their Christmas lunch. It's always a joyous, sometimes riotous, occasion regarded by many as the official start to Christmas. We did terribly in the quiz but held our own in the raffle. Phil, thankfully well on the way to recovery from a mechanical overhaul was greatly missed, we send him our best wishes. Thank you Helen for your faultless organisation and for our invite. Happy New Year!

Pete Simper

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

EASTERN

Regular Social Meet Up

The Compasses, Little Green, Essex CM3 1BU 22nd January - 5th March - 16th April

The Angel Inn, Larling, Norfolk NR16 2QU 12th February - 26th March - 6th May

Jasmin Gagen

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

MID SHIRES

The Classic car show was a great success, well done Julian for such good organisation, you managed to recover from my car letting you down and we are indebted to Eric



Pennington for standing in at short notice.

My journey to Birmingham started well, until I got to the main road, where anything above tickover resulted in a terrible misfire and lack of power, the AA man was old school and tried all the obvious things, fuel, ignition but to no avail and I was ignominiously trailered home.

After checking everything, Bernie Shaw said, 'Did you ever change that dodgy wire behind the ignition' I hadn't! so in order to check if the wire was at fault I put a temporary wire from the positive terminal to the + side of the coil, guess what, it ran like a new car so there obviously a faulty wire or poor connection to be addressed. (but then thieves used to 'hot wire' cars this way for years.)



Mirabelle the 1932 C4g is progressing steadily now that it's back from the paintshop, it's booked in for Le Ferte Vidame so we have a deadline. If anyone knows of the whereabouts of any original upholstery fabric, I'd be pleased to hear from them, I've had the last bit that EPNI had and it's not quite enough.

Advance Notice 2019

More the Merrier Pop-up Pizzeria, Come and make your own Pizzas and meet up with friends old and new, date to be advised.

Citroen 100 Years - Earls Barton car meet, The plan is to put on a display of cars representing Citroen over the 100 years, with a dinner at a local pub to follow, date to be advised.

Stephen Prigmore

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



BRONZE AT THE NEC

As you will know from previous issues of FP, David Selfridge entered his 1938 Light 12 in the Pride of Ownership competition at the NEC show in November.

Laurence Acher took this photograph of him with his heavily contested 3rd prize (out of 20 finalists) on the Lancaster Insurance stand.

As Laurence said: 'Didn't he do well.'

David says,

" Thanks for your support, kind words and the coverage in

Floating Power, which I appreciate very much. I know for a fact, having spent the weekend chatting with the public, this helped my Traction gain a podium position. I would add that my Citroën Traction Avant gets the credit for this position, I was only the person who drove her to the stand, I just hope that she doesn't turn into a Diva after getting polished and pampered every day during the show!"

The winning car was a 1969 Ford Cortina Savage Mk2 V6 and 2nd was a 1961 Maserati 3500 GT.

BEAMISH RUN



A follow up to Graham Handley's piece on the Beamish Run. After hours (5.00 PM) on Rally days, cars can go into the village for photo sessions and as most of the Beamish Run cars don't start returning until after 4.30 PM it's not long to wait. David Faulkner

155 miles of glorious scenery across northern England. 170 cars of all makes and ages participate and is not meant to be a car breaking run. Challenging but doable.

John Dawes tells me he and Julie are coming over again from the South Lakes to do it again and this will be their 3rd time. They are staying at the Beamish Park Hotel www.booking.com/beamish-museum/hotels which is virtually across the road from the start. They get a ground floor room because you can pull the car virtually up to your room entrance. On the day before the run you can spend the whole day (you'll need a day) to tour the Beamish Museum www.beamish'Org.uk ...going on the trolley buses or steam train, looking round the farm, mine or old style shops, houses etc. Or Like the Dawes, go to the Tanfield Railway www.tanfield-railway.co.uk/ weekend with classic cars trucks etc., walking the Causey Arch. So plenty to do for a long weekend. Oh, and James Geddes tells me he's going to do it again, if he can get another car !! So a Traction mechanic might be available. To participate all you need to do is send an SAE A5 envelope to George and Maureen Jolley at 12 Celtic Crescent, Cleadon, Tyne & Wear SR6 7RZ and they will send you an application form with details.

Graham Handley

Reminder: The Beamish Reliability Run – June 16th 2019

Only about half a dozen initial interested Tractionists for this event but applications are only opening in February so plenty of time yet. Details were in last FP page 34, but essentially this is an annual run organised by the Jolley family for NECPWA www.necpwa.org/page.php?15 and is a very popular event covering

CORRECT HUB TORQUE, A WARNING.

Tony Hodgekiss's article regarding the fitting of front hubs gives an interesting insight into garage practice some 3/4 of a century ago. It's sobering to realise that outside of the aircraft industry, the now ubiquitous socket set and ratchet arm and even ring spanners, never mind torque wrenches, were not widely available in Europe. Most country garages and repairers in France and Britain would not have had these tools. They would rely entirely on skill and 'judgement', hence the advice in the manual.

However, it is now 2019 and all these tools are sold in every high street; an adjustable, accurate and calibrated for life torque wrench made by Norbar will cost around £90 and can be trusted to do the job.

This summer I witnessed in France the aftermath of a sheared driveshaft; without warning the end tore loose taking with it the brake drum and road wheel. The car slewed for some distance down the road and by good fortune veered into a side turning, thankfully there was no oncoming traffic. If it had veered the other way the car would have carried Alain and his three passengers

down a mountainside. This is a critical operation, if you are unable or unwilling to buy and use a torque wrench you should give the task to a properly equipped mechanic, it might save your life.

Under no circumstances should you employ either a length of tube over a socket arm or a long spanner with a sack of cement/sand/potatoes hanging off its end.

One other point: 300Nm is a high torque and must be applied in one smooth motion. If you bodge this or try and "gauge it" the outcome may be catastrophic.

Mike Wilcock

We revisit this matter at regular intervals in FP and I am sure that we will continue to do so. However, I don't imagine that Tony was seriously proposing that a sack of potatoes on a length of scaffolding tube was a viable way of tightening up your hub nuts, especially given that you can now buy a suitable tool online for under £100. Editor.'

TRIBUTE

Dear Editor,

Christophe Treagust – Patron Saint of “Tractions en panne”!

I really want to thank the supreme efficiency of Chris recently. Our 1953 Slough built Traction “stopped” mysteriously en route to an outing here in France. A club member brought it home on his trailer and after 3 days we established the fault. The distributor. Initially the problem indicated points/condenser, later the rotor arm. No need to detail further about the car, onto TOC Spares efficiency.

Sunday 17th June emailed Chris for points and condenser. Monday 18th established the rotor arm was the problem so contacted Chris, too late parts in the post! At that time asked for a rotor arm. Thursday 21st points etc. arrived here in the South of France and Friday 22nd the rotor arm arrived.

What a service from ordering to receipt 3.5 days and all for £5 postage per parcel.

By contrast my Triumph also needed parts and these were ordered from Moss, Paris, France. Friday 15th June carriage 19.95€, and I am still waiting for them today 23rd June.

Many thanks Chris

Nigel Dent (Terrebasse France. Member 1927)

COURSES

Hi Bryan,

As every year, I will be running courses for Traction owners again in 2019. The basic course in English is scheduled for April 4th - 6th.

I would be happy if participants from the TOC were present and would kindly ask you to publish the date and the link - if possible even the whole announcement - in the magazine “Floating Power”. As “compensation”, if the course can be held, I will ask a participant to write a report for the “Floating Power”.

If possible, please place a reference to my book “Citroen Traction Avant 11 & 15CV for Beginners” among the “Links” on the TOC website <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php> I get enthusiastic comments from Traction owners, but it is still little known.

If you have any questions or suggestions, please do not hesitate to contact me...

Many thanks and kind regards

Daniel Eberli - Im Chellhof 3, CH-8463 Benken ZH, Switzerland
www.oldtimer-taxi.ch



What Else Do You Have in Your Garage?

Well actually, I have this!

It arrived several weeks ago and is presently in several locations on my property (garage, patio, spare bedroom) having been stripped right down to the chassis, (for the purpose of chassis replacement.)

It is a late model, in fact 1992 registration, in spite of production having finished in 1990, and so has presumably spent a couple of years in the Citroën dealer system prior to being sold, so I can probably safely say that it is likely to be one of the last 2CV's sold as new in the UK, if not the last! Furthermore, according to 2CVGB it is the only J prefix car on their register!

Storage seems to have been part of this car's lot, since it has spent the last 14 years at the back of someone's garage. Most of the visible bits are not bad, but the chassis was suffering from corrosion in all the usual places, having had MOT patches here and there. The car has only done 60k and seems to start and run okay, but the brakes are very sticky. The body is reasonably tidy but I have had to get my MIG out around the bonnet hinge, front footwells and cills. I will post a picture when it is finished, hopefully in time for next summer.

Editor



However, I am happy to be upstaged by this wonderful machine!!!



Peter Scott says:

Hi all. I am a new member but I thought you might like my other vehicle.

A 1952 Scammell Explorer 6x6 fitted with a Gardner 6lxb diesel. As the Scammell has a maximum speed of 30 mph, I limit my rallies to around 80 miles from home. Reference the original Meadows petrol engine, this delivered around 4mpg the Gardner diesel around 12-13 mpg.

Now with the Traction I can widen my choice. Great magazine.

Thanks Peter, beautiful classic commercial. Editor.

From: B Shaw, TOC President [mailto:president@traction-owners.co.uk]
sent to info@lincon.co.uk
Subject: Law concerning handling of EPP battery acid

Sirs,

As a very satisfied customer of Lincon Batteries for many years, I have always recommended your company to members of the Traction Owners Club requiring classic 6 Volt batteries (as well as other classic owners with 12V requirements and less discerning tastes in vehicles). Apart from the quality, one of the strongest selling points has always been the fact that Lincon will despatch these within the UK, dry charged, with the relevant "acid pack" in suitable containers.

I was therefore most concerned to receive a message, copied below, which states that battery acid may no longer be sent to a private individual. I have just checked the Lincon website to see if your terms have changed and am pleased to see the website at least still offers the facility of despatch to a private address. Please confirm this is indeed still the case.

If the information below is incorrect, I shall be very happy to make it clear to the TOC membership. On the other hand, if this is indeed true, does Lincon have any facility whereby product can be sent to various "pick-up" points for personal collection?

Thank you,
Bernie Shaw, TOC President

Messages in Reply from Alan Duffy (<Alan.Duffy@shieldbatteries.co.uk>) of Shield Batteries

Dear Mr Shaw

Thank you for your e-mail to my colleague, Bill Salmon, over at Lincon Batteries. Bill has asked me to respond to you as I have a clear understanding of the issues surrounding the legislation currently battering our industry and what it means for both our Trade customers and private individuals.

There are two new bits of legislation that affect the supply of batteries and battery acid; these are as follows:-

1. The Poisons Act 1972 (Explosives Precursors Regulations) (Amendment 2018). Referred to, below, as "the EPP Regs"
2. The Offensive Weapons Bill 2018. Currently in the House of Lords and due to become law soon. Referred to, below, as "OWB"

The EPP Regs became law in May 2018 and as far as we are concerned effectively prohibit the sale of battery acid and acid packs to private individuals. It also makes it illegal for a private individual to possess battery acid or acid packs. There are a couple of exceptions

1. If an individual has a valid Poisons Licence
2. We can still sell to and supply the Trade (businesses, etc)

As it is unlikely for an individual to go to the cost and effort of getting a Poisons Licence, this restricts our sales to the Trade. To this end, in order to ensure we have our belt and braces on, we insist on written orders from the Trade, preferably on headed paper. This gives us traceability should we be investigated by the authorities. There are no exceptions. Should we (or anyone else) transgress and are found guilty in Court, the punishment is a really quite punitive fine and two years' imprisonment.

The OWB isn't yet law, but soon will be. This, in its current form (there may still be amendments) effectively prohibits deliveries of

batteries to private addresses. This will affect all lead acid batteries, regardless of acid composition.

Bearing in mind your concerns, below, it is really quite important that the public understands the new laws and that as responsible manufacturers and distributors that we must comply with the law.

If you need further in depth detail, please feel free to contact me at your convenience

Kind Regards
Lincon Batteries Ltd

Dear Mr Shaw

Lincon is part of the Shield Group, so we (they!) are able to access and utilise Shield's Battery Centres around the UK (Leicester, Manchester, Poole, Yeovil, Bishops Stortford) and all five Battery Centres (plus Lincon) make local deliveries (subject to legislation) in their general local areas.

What we generally tell enquirers is that currently there are effectively four options in addition to being able to deal with the enquiry from one of the battery centres.

1. Collect a filled & charged battery in person
2. Receive a dry battery and get it filled locally
3. Swallow the extra cost of having a filled & charged battery banded to a pallet for spill-proof delivery
4. Written order on company headed paper with delivery to said company for a dry battery with acid pack.

Option 3 may well be removed from the table when the final draft of the OWB becomes law.

As the issues affect the whole of our industry, I would imagine that in time the more reputable parts of our industry will co-operate in helping each other overcome the issues. However, it is early days and there are still plenty in our industry that don't really understand the legislation. There is also the disreputable part of our industry that will probably try to ignore the legislation.

The legislation is very much aimed at making it impossible for the public to obtain sulphuric acid (and another nine substances). There will be nothing to stop a determined criminal from buying a bog standard automotive battery and decanting the acid into a squeeze bottle.

In addition, the new legislation (OWB) will ban deliveries of all products containing any of the ten banned substances to private addresses. This includes batteries, most cleaning fluids, toothpaste (!!!) and a lot of other items. It will, for example, technically be illegal for Hertz to drop a hire car off at your home address as a car contains a battery, which contains acid!! Supermarkets and the likes of Ocado will be badly affected as there will be plenty of household items that they will no longer be able to deliver without having to make ID checks at the point of delivery. In England and Wales, the ID check broadly follows the "Challenge 25" procedures. In Scotland it involves verifying photo ID.

Obviously as we understand the issues, we are well placed to be able to help customers and potential clients with their battery needs. We much prefer customers to contact us in order that we can advise person-to-person.

As before, should you need any further information, please feel free to contact me at your convenience.

Kind Regards

Alan Duffy
Group Operations Officer
Lincon Batteries Ltd



Radios in Tractions Part 2 – The Post War Years

The immediate post war years were a period of great austerity. Those of us of a certain age smile ruefully when politicians speak these days of us having to cut back on things we feel we can't do without. At that time even what we now consider essential items were not always available. Car production was largely reserved for export, if you were lucky you might be able to get hold of a pre-war banger but prices were still relatively high. In the Nov 1st 1946 copy of 'The Autocar', Guy Salmson Automobiles offered a 1939 Light 15 in good condition – seemingly a snip at £795 until you realise that this was three times the average annual wage. Interestingly the same magazine lists the price of a new Light 15, just back



Phillips radio

had a look and found two handbooks, insurance and recovery details, spare filler cap, bulbs, fuses, sundry dubious electrical thingies, a Saint Christopher badge, and gradually decomposing sweets. Couldn't really do without it. Surprising therefore that a whole raft of glovebox based radios appeared in France in the late 40's and early 50's which commandeered the space taken up by the glovebox.

Best known is probably the Monarch, but there were also models by Novak, Radiomatic, Welson and Avialex, with only the last retaining a small storage space, the rest using the whole area. I



Monarch Glovebox Radio

have to say that they do look rather neat and some also use the glovebox to mount the speaker as well, usually integrated into the overall layout.

The Monarch in particular was a very competent radio with an excellent 5 valve superhet design and solidly made. Today they are highly sought after, rarely found and command high prices on ebay – one sold for €866 in Nov17. But, beware, replicas have been offered recently. In the late 1990's a French company was advertising one made with modern Schneider electronics for 2900F (€440) and more recently in 2009 a guy in Spain built a few at around €600. Nothing inherently wrong with this –

they probably perform well, but you will not be buying a bit of history. If you do see a glove box radio advertised, do check that it is an original valve model, if that's what you are after.

Aside from the



Convertisseur



Avialex Glovebox Radio

in production after the war, as £485. Obviously, a case of supply and demand being a touch unequal. New cars took two to three years to become generally available on the British

market and items like radios in those cars were seen as very low down in the average family's hierarchy of needs. In France you might have expected the situation to be much the same, but new radios in cars started to appear in this period. Perhaps because there were simply more tractions around, some radios were specifically designed to be fitted in them.

I don't know about you but I have always found the glovebox in my traction to be indispensable. It holds all sorts of stuff – just

A selection of period advertisements

Radios in Tractions Part 2 – The Post War Years



Novak Glove Box radio

will be a photo feature about what people have put in their cars. In the meantime, if you haven't already done so, I would be very happy to receive details, especially photos, of the radio in your car.



Welson Glovebox Radio

Peter Fereday
south-scotland@traction-owners.co.uk

glove box models, the range of car radios gradually increased through the late 40's and early 50's. The major players in France included Radiomatic and Philips and as time went on the size of the electronics was able to be reduced and mounting under the dash was possible. However, a bulky convertisseur (vibrator) unit was also required to produce the necessary high voltages, but could usually be tucked out of the way somewhere – the one required for my 1952 Philips lives under the bonnet.

Prices of car radios were still high, my radio was 35000F new, equivalent to €780 today, so definitely not cheap.

In the UK radios in cars were, if anything, even rarer than in France. Malcolm Bobbit has researched the UK market and is positive that there were no bespoke or recommended car radios available for tractions. Dealers would have fitted whatever they could lay their hands on if one was ordered. Brands such as Ekco, Pye, Masteradio, Motorola, Philco and perhaps the best known – Radiomobile (an HMV/Smiths brand) became available from the late 40's. Most of them were priced at about £25-£30 - a months wage for many people. However, after trawling through contemporary road tests, books and magazines, I have been unable to find a single period photo of a radio in a traction.

Not many of these old radios survive today, certainly not in working order. And anyway, most people would find their original specification and performance very limiting – no VHF; and DAB and Bluetooth a distant dream. So a lot of folk have either upgraded the internals of old radios, preserving the external appearance, or, more likely, simply fitted a modern unit tucked away under the dash on that convenient shelf in the traction. Part 3

Planned for your
AUSTIN
Planned for your
pleasure

"HIS MASTER'S VOICE" Automobile Radio
is "Car-Planned" as an Integral Part of Today's Fine Cars

So much a part of the car you'd think this "His Master's Voice" Automobile Radio had been made-to-measure for your Austin. And so it has! Radiomobile Ltd., drawing on the skill of the makers of "His Master's Voice" records and the engineering experience of Smiths Motor Accessories Ltd., has

produced the first and only car radio to form an integral part of today's fine cars. And its performance matches its technical brilliance, so a hearing will prove. Consult your nearest Radiomobile Accredited Dealer or write to Radiomobile Ltd. for full particulars.

RADIOMOBILE

RADIOMOBILE LTD., LEICESTER ROAD, WIMBORNE, DORSET, ENGLAND

AUTO-RADIO ANCIENS
CITROEN-SIMCA-PEUGEOT
RENAULT-MERCEDES-FORD-OPEL
DES ANNEES 50 A 80 - 8 CV 12 VOLTS - 4 DE - A LA MAREE

NOUVEAUTE

Répétique du poste Monarch pour les 40 à 80 CV de Traction.

Une nouvelle fabrication française de qualité existe depuis peu. L'électronique est d'origine Schneider et garantie un an pièces et main d'œuvre.

Façade grise ou noire au choix.

Prix :
Poste 6 V Stéréo : 3.900 F
Poste 6 V Mono : 2.750 F
Poste 12 V Stéréo : 3.500 F
Poste 12 V Mono : 2.450 F

Antenne chromée à 3 points de fixation : 230 F

Montage facile par deux points de fixation.

Rente : 5 % accordée aux membres de La Traction Universelle avec port gratuit.

AUTO RADIO GO PO FM pour TRACTION 4CV et 202
Date BOUTE A GANTS

Remarque : no 63-25-47-87-07 ou no 96-88-71-37-61

October 22, 1946

**YOU MUST NOT MISS THE
WORLD'S FINEST MOTOR RADIO
at
STAND 450**

Motorola

This is the new **1946 MOTOROLA** - a new kind of outstanding performance and feature built. Superior British-made radio in a model to fit your car. It's the perfect motor radio! It's built with the finest materials, using modern methods with the latest technology. For your own peace of mind, it's built to last. It's the world's best motor radio and still the world's best.

Leading features of the 1946 Model include:
• 12 tubes • 6-volt and 12-volt operation • 12-volt battery • 12-volt power transformer • 12-volt power transformer • 12-volt power transformer

Insist on Motorola for your new car.

INSTALL EKCO CAR RADIO
SAFE IN THE KNOWLEDGE THAT ITS WORTH HAS ALREADY BEEN PROVED

EKCO introduces two additional models to an already comprehensive range of car radio sets - the CR16, a compact and efficient receiver with free tuning and the CR17, a more sensitive version of the CR16 with the addition of automatic station selection. The two latest manufacturers

at Daimler, Austin, Ford, Alvis, Bristol, etc. have selected Ekco for their factory models is a further guarantee that Ekco Car Radio will safely complete your existing equipment, whatever make of car you own. For full and detailed information concerning this comprehensive range write to the makers at the address below.

THE NEW MODELS -
EKCO CR16 - 400 watts output, push-button. Power with the required 12-volt battery. Full range of 12-volt and 6-volt operation. 12-volt power transformer. Full range of 12-volt and 6-volt operation. 12-volt power transformer. Full range of 12-volt and 6-volt operation. 12-volt power transformer.

EKCO RADIO
For Car, Coach and Commercial Vehicle

MOTOR SHOW STAND No. 16. The full Ekco range is also to be seen at Radioplex on Stand No. 33.

E. K. COLE LIMITED SOUTHEND-ON-SEA, ESSEX

Restoration Project

Quite an undertaking this by James Geddes. We don't receive many articles illustrating major bodywork repairs, so this is a most welcome addition to the databank. Editor

I had a dilemma. A small boot Slough to rebuild but the body was in really bad shape, it was accident damaged not straight and had a significant amount of corrosion. I know that a good Slough body shell is hard to find as England is not kind to body shells over the passage of time. France is, so why not make the best of both worlds and undertake a French to Slough body conversion?

I managed to find a French body shell that Andy Burnett had. Admittedly standing in Scotland for a few years but in considerably better shape than its Slough counterpart. Structurally good but with some corrosion that could be resolved with a bit of work.

The panel salvage from the Slough body shell were the boot floor, lid, boot aperture, bonnets, front bulk head, scuttle panel, upper jamboneau panels, dash panel and the seat box panel. This involved opening and unpicking the manufacturers welds with precision in order to retain the integrity of the original. A time consuming task requiring patience, care and many, many hours of work.



Because of the extent of the corrosion on the boot floor and aperture I had to weld in new panels to ensure it would retain its shape before removal and transferring over to the French body shell. Essentially the rest of the shell was useless and scrapped.

On the French body shell the boot area was marked out for cutting to allow the Slough small boot to be fitted into position then checked for alignment before welding. In effect changing the car from French big boot to a small boot.

I then removed the front bulkhead, scuttle panel, dash board and front parcel shelf. The



old welds needed to be ground away and the panel edges were all dressed flat ready to take the Slough bulkhead. After the bulkhead was put into place the windscreen was then fitted to make sure the clearance around the window was even. I then proceeded to



weld the bulkhead and the associated panels into place. Moving on I replaced the later style upper jamboneaus panels for the earlier type.

After the bulkhead and boot were fully welded I was then able to make a start on cutting the floor out and removing the sills. I temporarily braced the body shell to prevent any twisting of the structure.

Repairs were made to the inner sill (the bit the floor sits on) using 1mm thick steel plate



(original gauge)



I added additional strength to the bottom of the B post as well as incorporating lower seat belt anchorage points. A new floor was fitted along with the floor reinforcement plates, as Citroën originally did. New outer sills were then fitted. This added structural integrity and enhanced the clean line to the

underside of the body shell.



The next change was building up a set of doors, the replacement doors were twisted and needed to be straightened, also the lower door frames and skins had been damaged and required repair. I managed to get the doors fitting well



and with even gaps all around. By temporarily fitting the door locks and latches I was able to make the necessary adjustments to ensure the door closed with little effort.

The bonnets needed to have new hinges fitted because the originals were badly corroded.

Finally, onto the wings. The front and rear wings needed wing end repairs and the splits in them were welded and reshaped.



I was then able to complete the body shell assembly down to the fine detail including door locks and rubbers. A final check was undertaken to ensure everything was fitting correctly with equal clearances ready for painting.



James Geddes Traction Repairs

I understand from James that the car has now gone back to its owner for a mechanical and interior fit out. Hopefully we will see the finished item at some point.

Winter Storage

Many of you in the UK and northern climes generally, take your cars off the road during winter in order to avoid the attentions of salt, rain, snow, etc. I personally prefer to keep the car usable. There are many days in the average UK winter when the sun shines and the roads are dry, even if it is quite cold, and the car will benefit from use. On my own car, if I suspect that the car won't be used for several weeks, I wedge down the clutch pedal, disconnect the battery and put it on charge. When the weather perks up for a couple of days or something like a New Year's Day car meet pops up, then it takes only a few minutes to get the car ready to use again.

Machinery as a rule, likes to be used, to avoid niggling problems, but if your preference is not to drive your car over the winter, then just locking it in the garage and forgetting it for several months is inadvisable. Here are some tips for a hopefully painless winter hibernation.

Initially: Anything that is starting to rust or is sticking, will not improve over winter, so fix it before putting the car away.

Storage site : Ideally in a dry, well ventilated (or heated) garage, albeit a car port is a reasonable substitute, providing that it is not too exposed, since it allows air circulation whilst keeping off the worst of any precipitation. If you have a garage, then you can also invest in a dehumidifier if you have power. The car needs to be clean and dry above and below, with any mud deposits removed from wings etc.

If you are feeling affluent and have the space then something like a carcoon can be used which seals the car into a ventilated and conditioned bubble within your garage. You will need a power source if you are going this far. Outdoor ones are also available. Costs are around £600.

Slightly lower tech are the 'bags' that can be bought, which are essentially a sealed waterproof bag into which you drive your car, with dehumidifying canisters inside them and which aim to provide a controlled environment, whilst theoretically removing the need for a garage, etc. The car has to be dry and clean before putting inside. It sounds credible, but my trial of one a few years ago revealed it not to be very effective.

I am not a fan of dust sheets on cars stored inside, they can accumulate damp from the atmosphere in an unheated environment.

If you have neither garage nor carport, a car cover can be used. A word of caution here, is that car covers need to be removed every few weeks to allow any moisture that has gathered, to dry out.



Covers advertised as breathable are generally only 95% waterproof and in extreme downpour conditions the car will get wet, although it should dry out quickly through the pores in the material when the rain stops. Halfords and possibly others, have recently introduced a hybrid range which has breathable sides, and a solid pvc roof/bonnet/boot surface with a fleece lining. It has vents that approximate to windscreen and rear window positions and is probably more effective in storm conditions, but again, needs removal at regular intervals when the weather permits in order to allow a proper drying out. It is important to park the car on a hard, drained surface for maximum benefit.

Keeping the car under an impervious damp cover without taking any such precautions can lead to microblistering on a resprayed surface. PVC car covers are not recommended, because they will generate condensation which will then be trapped against the bodywork and they may abrade the paint finish in windy weather. Special covers can be bought for environments where a car may be covered with heavy snow for extended periods.

Engine: An oil change prior to winterising is a good plan. Then disconnect the ignition lead at the coil and spin the engine on the starter until some oil pressure shows. Don't actually start it up now or at any other time during the lay-up period, without driving it for a distance, since all that you are doing is introducing water into the exhaust system which will not have chance to dry out and will eventually rot out your silencer.



Clutch: Condensation within the bellhousing may arise during spells when a very cold period is followed by a warmer snap and this may generate surface rust on the flywheel, that grabs and holds the clutch plate, making the clutch impossible to release and necessitating more drastic measures to free it off again when the car is next used. A small regular drip from the water pump may also have a similar effect. Hold the clutch pedal all the way down with a piece of timber wedged against the cross member, for the duration. Citroën were aware of this issue and some models had a hook built into the floor that could be engaged with the pedal to hold it down. I have not personally seen one of these, but if your car still has it, then do use it.

Battery: Make sure that it is charged up and either disconnect or remove it. You can use a maintenance charger to keep it in decent condition, ideally.

Cooling system: You should be running with a suitable antifreeze mixture summer and winter, since this will also provide a degree of corrosion resistance. Use a product suitable for classic cars since many modern long life antifreeze mixes are not appropriate and may attack certain materials in an older car's cooling system. If your antifreeze is more than two years old then it may need changing. Consult the manufacturer's recommendations for guidance. There are devices on the market, usually a form of hydrometer and quite reasonably priced, that will check the effectiveness of the anti freeze mix in your radiator by measuring its specific gravity.

Fuel: Modern fuel does not keep and will both degrade and absorb water. There is a school of thought that says filling the tank to the top excludes moisture laden air and reduces the chances of moisture absorption. There are also products available from suppliers such as Frosts, which claim to prevent degradation and will also inhibit corrosion and are added to the fuel left in your tank when stored. An alternative is to drain the system completely, of course.

Grease: Grease everything!

Interior: Some form of dehumidification is desirable, if only to prevent the musty smell that can arise after a damp winter. There are various products that can achieve this, often in the form of sacks or canisters of absorbent material which can, when saturated, be revived by a spell in the oven, on a radiator or in the microwave. Cat litter in an old sock is also effective, although the contents of the sock will have to be thrown away when excessively damp. If the garage is in a conditioned environment, or is extremely well ventilated and dry, then cracking car windows open is okay, but since most of us in the UK live in a damp environment, then going down the closed window/dehumidifying sacks route is probably a

more practical route to follow, since it also keeps the mice out!

Bodywork. Clean and wax polish, having touched up any dings or scratches that penetrate to the primer. Dirt absorbs moisture, so wash down the underside as well and allow to dry off. This is also a good point at which to touch up whatever underbody protection you prefer to use. You could also consider putting some kind of preservative such as waxoil, brushed onto chrome work. At least give it a good coat of wax polish.

Tyres: Pump up to 10-15% more than normal to avoid flat spotting, or roll the car back and forward at intervals if space permits, to prevent tyres 'setting' in one position. Chock wheels and leave the handbrake off.

You can also buy double wheel chocks that purport to preserve tyre shape over prolonged storage, or you could jack up the car and support it on axle stands.

Brakes: Pump the pedal at intervals during storage to hopefully prevent any of the cylinders sticking. Bear in mind that Dot 4 is water absorbing and particularly without any heating up of the system to dry it out, may absorb excess moisture. Re-



commissioning in Spring might necessitate a fluid change, especially if the fluid is more than a couple of years old. There are test kits available which will give an idea of how much water content is in the fluid. As noted elsewhere, leave the handbrake off.

Obviously, the more steps that you take, then the longer you will have to spend recommissioning your car in the Spring, so don't forget to correct tyre pressures and throw away the old cat litter before you hit the road again when the sun reappears. If your car has been left for several months without use, it is also worth spinning the engine (with the ignition feed disconnected) on the starter again until pressure shows, before plugging the HT lead back in and doing a live start. This will hopefully also prime the carburettor.

Compilation from various sources.

Manchester Classic Car Show

(The Last!) Manchester Classic Car Show, Event City, September 15 and 16th 2018



As has become the norm over the last few years, Northern Section again put together a stand at the Manchester Show. This year we were sandwiched between the Citroën Car Club and 2CVGB, the latter putting together an extremely colourful and lively display which put our own slightly to shame.

We had a slight mishap, en route this year. Having been given a size for the actual stand initially, and having assumed that we could comfortably get four cars on board, we were then told that the dimensions were wrong and that the stand was shorter. This left us with a stand that should in theory have taken four cars, but which in real terms was only the equivalent, according to the measurements given, to four supermarket parking spaces. So we trimmed down to three cars and decided that we would space them out to give more circulation space.

The display was however, still quite busy, with Steve Wright's 6H, Bill Dyke's big boot Légère and Mike MacDonald's 1949 Light 15. The 6H in particular attracted a lot of interest, especially under the bonnet and Mike's car, having previously been the property of one of the members of the 1960's group, the Kinks, almost brought tears to the eyes of an ardent fan who sat behind the wheel and was most enthusiastic about the car's provenance. Also, although we had taken the view that we would not

fence off the 2CV stand behind us with our larger backcloth and supports, 2CVGB came equipped with a positive wall of screens, however, some of those were repositioned later in the day and it was then possible to walk through and see between the stands.

Throughput generally was quite strong during both mornings of the show, although as per normal with this event, the crowds started to fade mid afternoon on both Saturday and Sunday. We dished out application forms and magazines to several interested parties on both days, as well as having the usual conversations about how much it would cost to own a Traction and are they really front wheel drive?

A couple of the 2CVGB members alongside us were also Traction owners and TOC members and so we spent some time chatting to them and admiring their well turned out selection of cars, that backed onto ours, and eventually, after a conversation with Simon Saint, their Chairman, who, (as you probably know) is also a TOC member, we decided that it would be a good plan to combine the two club exhibits for a joint stand to celebrate 100 years of Citroën at the next show in 2019.

What went better than last year?

Manchester Classic Car Show

Lighting was better, and the dark carpet tiles in Hall 1 have been lifted which makes the place seem a lot less gloomy than in previous years. The floor could do with a coat of paint though!

We were near the entrance door from the rear yard which made setup and stripdown a doddle, since for the latter, we didn't attempt to bring in a support vehicle, but simply manhandled the whole lot out to the van outside.

The cars all looked great and two of them were different to those displayed in 2017.

Downsides?

Although the car displays were great, the trade stands were rather thin on the ground, catering outlets were also less in number and so queues for coffee, etc. were very long through the middle of the day. We also felt that, cars excepted, our own display material had fallen behind and was looking rather tired and out of date, compared to some other clubs, and we will be discussing the use of some more uplifting and modern display material for 2019.

We have not to date, used the main display system that is deployed at the NEC, and which can be seen in the NEC report, but will probably investigate something a little more compact and economic, that could perhaps also be used on other local events.

We may go for carpet next year as well, since that does seem to define and enhance the stands in the 'bare floor' areas.

Overall though, a pleasant experience as usual, and my thanks to those who provided their cars and helped out on the stand, and to those who also assisted, George Halsall and Ian Gardner who both also helped set up on Friday and to man the stand on Saturday, and John and Bev Oates, who came across to help out on Sunday.

Bryan Pullan

Post Script: Since writing this, AMR events have advised in the last day or so, that there will be no more shows at Event City, due to 'compulsory third party costs that cannot be recovered via revenue' and in spite of them having agreed a further three year sponsorship with Footman James. I read this to mean that Event City want far more to rent the space than the show can actually sustain. It is a great shame if the only major indoor classic car show north of Birmingham is no more.

COMMUNICATIONS OFFICER

We had just returned from the NEC and several members commented to me that they would like to have more direct E Mail communication with the Club to give them a reminder of things they need to consider, even if they choose not to be involved.

This has now been agreed by the Committee and as a result, I am now the Communications Officer for the Traction Owners Club! This title sounds grander than it really is. I am merely a conduit for members who wish to notify club members with information. This can range from asking for help on the stand at the NEC, describing a forthcoming rally, asking for help for a certain member in a certain area or just informing members of important news. This will never replace Floating Power, as for most of us this represents everything that is good about the Club.

We had a trial run in late November and we were pleased to receive an enthusiastic response from members. Obviously these are early days and I will be making some mistakes as the concept is developed. The system has now been formalised and our new address is communications@traction-owners.co.uk. If by the time you read this you have not heard from me, please let me know and I will make sure you are included on the list.

We hope and assume that most members will welcome this means of keeping you up to date with club news. However, if you prefer to rely only on Floating Power for all matters relating to the club, when you get an e mail from, at the bottom of the page will be the message: *If you do not wish to receive these Club emails then please click Here to unsubscribe then type "remove" in the subject box and press "send"*. This will ensure that your E Mail address is removed from this list.

If you have any questions please let me know.

Julian Pratt

Mob: 07824 313541/ Tel: 01974 272888

Email: communications@traction-owners.co.uk

Bailey's Banter



Imagine a cold, frosty Monday morning in late October. I had just been reading some internet blog stuff about whether running an old car as a daily driver is a good thing. "Old" means different things to different people but on this Monday morning I was able to form my own opinion about running a 1951 Traction.

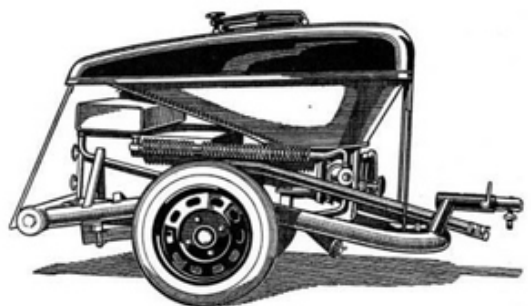
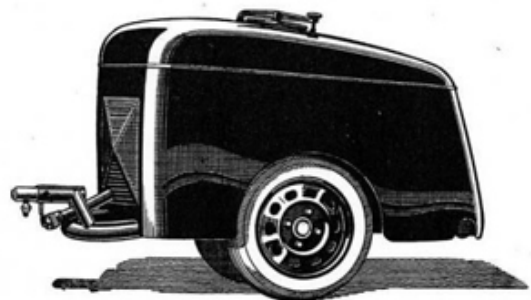
The good news is the glass area is so small it doesn't take long to scrape the windows clear whilst the engine warms up. The bad news is there is no heater and the inside of the car stays as chilly as it started. The trip meter told me it had been 250km since I last filled up. The gauge only works when the tank is almost full. There should have been just enough in the tank to get me to the first petrol station on my way to work and I headed off into the low sun in full confidence. Condensation and 67 years of grit meant there was some squinting to be done. There is one part of the road out of town which points south east and slightly uphill – the Sun's rays hit the screen square on for maximum scatter and direct into my eyes for maximum blindness. Not nice at all. My recently fitted smoked Perspex sun visors (from Renel) helped though. Once out of town the road is windy, hilly and tree covered making the sun less troublesome. About half a mile from the petrol station the car started to cough and that was the end of the petrol. Nearly enough is nothing like as good as just enough. I pulled into the side of the road – well the hedge actually – to let the traffic past. Luckily, I had full can in the boot and, as I emptied it into the tank, trying not to make eye contact with the people who are waiting to get past me, I wondered why I didn't have enough fuel to get to the petrol station.

I can only assume that a combination of the running of the engine on the drive while I defrost it a few times and driving with the choke out (including completely forgetting to push it in a couple of times) had somewhat increased the fuel consumption. I need to revise my habits and fill up at 200km.

Driving this old car as a daily driver in the winter is not a good thing. I need to do something about that and hope soon to upgrade to my thoroughly modern 1972 DS Super. But wait - that will mean I have to allow more time to defrost the larger glass area. But it has a heater and we know how effective that is in a DS... Oh, wait... So really any improvement I see will be down to having a reliable fuel gauge. Such is the value of 21 years of progress.

When I got to work one of my colleagues mentioned something he had seen on the internet – a car with a Gazogene. He hadn't known about these before. How marvellous, a car with a huge heater that doesn't need petrol. Just what I could have done with. On the other hand, another colleague reminded me that, to defrost his Tesla, all he does is to pick up his phone and open the Tesla App and press the defrost button whilst he has a cup of

PANHARD vous présente sa Remorque Gazogène
- TYPE NORMALISÉ -



USINE de TARBES, 19, avenue d'Ivry, PARIS. Tél. : 1034
Siège Social : 19, avenue d'Ivry, PARIS. Tél. : Gob. 65-60
SUCCURSALES :
TOULOUSE, 9, 11 et 13, B4 Carnot. — MARSEILLE, 256, avenue du Prado.
NICE, 35, avenue Georges-Clemenceau. — ALGER, 2, b4 Camille-Saint-Saëns.
ORAN, 70, avenue Saint-Eugène.

coffee. That's before he tells it to deliver itself to his front door. When he gets to work he plugs it in and charges it up for free. He does say that the range drops dramatically in cold weather – the equivalent of running with the choke out I suppose.

You probably know what a Gazogene is – but if not, read on. If you are a literate type familiar with the works of George Bernard Shaw you might think it is a soda siphon as it features as a murder weapon in his short play "**Passion, Poison, and Petrification**" subtitled "**The Fatal Gazogene: a Brief Tragedy for Barns and Booths**". The soda siphon Gazogene was a glass jar with 2 chambers. It worked by reacting bicarbonate of soda with an acid in the upper chamber to produce carbon dioxide which pressurized the lower chamber to squirt and fizz the water. They tend to be covered in wire or wicker as they are prone to exploding.

In the automotive context the Gazogene is a thing invented by Frenchman Georges Imbert in the 1920s as a means of generating fuel gas from wood, coal or vegetable matter. There was considerable development by a number of others including another Frenchman, Louis Depalle who also filed a couple of patents around the same time. Companies that developed them included Berliet, Gohin-Poulenc, Libault, Sabatier, Bardon, and Panhard and Levassor. No mention of Citroen but Panhard offered kits that were fitted to Citroens including Rosalies and Tractions as well as their own vehicles.

They became popular in France, Germany and Sweden during the war when all the petrol was allocated to the military. Essentially you fill them with chopped up wood chips, light them collect the gas that is given off as the wood is cooked and burns. The starting procedure seems to be like starting a steam engine – there's some waiting involved while things get going.

There are videos of people starting up their gazogenes, some of which are home-made, on YouTube. They all do this outside which seems sensible, but nobody mentions that the gas they are producing is predominantly carbon monoxide which is quite toxic. Interestingly, I found a patent, filed in 1927, that was granted to M. Imbert in the US and it makes no mention of the type of gas that is produced – in fact it is referred to as "producer gas".

YouTube also has videos of Gazogene powered cars, including Tractions. You can only drive as fast as the gas is generated as there is no pressurization or storage (unless you fitted a huge bag onto the roof). That seems to limit performance to about 40 miles per hour with the type that fits (more or less) in the boot. I have



found pictures of cars with the Gazogene in a trailer which may allow for a bigger one that generates more gas. Most look quite rough and ready affairs – very much form follows function – that could have inspired the "Ghostbusters" Cadillac or the "Back to the Future" Delorean.

A more attractive take on this can be seen in the Lane Motor Museum in Nashville Tennessee. They have a 1938 Normale which was converted to run on coal gas by F.A.P. Elgazo Tarbes. The technology is the same, but these guys paid a lot of attention to the aesthetics. The coal burning equipment is concealed in nicely faired-in containers on each of the front wings with, I believe, a burner in each one. This was apparently good for 45 mph with a range of 30 miles before you needed to find a coal mine. Panhard also offered a package in a very nice streamlined trailer.

By the end of the war it is reported that there were 500,000 gas producing vehicles in Germany with a further 65,000 in France and 42,000 in Sweden. Some do still exist.





Nowadays the enthusiasts for making new ones seem mainly to be post-apocalypse survival enthusiasts and people who just like making things and have access to a wood chipper and a lot of trees. I don't think it answers my problems.

I declared last time I was off to change my oil. I didn't quite believe it myself as I was writing it and was therefore rather surprised to find myself doing just that. Happily the old (not that old) oil came out without any shiny or lumpy bits. The new oil – from the Elf HTX Prestige 20W/50 can I won at the CCC National Rally – seems to have made the engine run a bit quieter than it did with the Halfords Classic 20W/50. Why would that be? Or is it just my imagination?

My son said the car was quieter than his C2 when we drove to watch the London-Brighton



Veteran car run. I usually park at Staplefield where coffee and bacon rolls are available and did so again this year. There are always loads of other old cars parked there which I find at least as interesting as the old crocks that we're supposed to be watching. No Gazogene



powered vehicles were in evidence although there were a few steam cars on the run. Nice to meet a couple of TOC members there. Here's a picture of **Philip Vesey Holt** showing off his heater of which I am jealous, although he has yet to add a thermostat to get the full benefit.

A car that really caught my eye was a little blue Rosengart LR2 Faux Cabriolet based on an Austin 7. It's a lovely looking car, especially the wheels, but has nothing to do with Citroen you may think. However, when I googled it I found that the car promotion was based on claims for its reliability which had been demonstrated by a certain Francois Lecot who later did the same for the Traction with his non-stop 5000km trip around France and subsequent 400,000 km endurance program.

We are now at the beginning of Citroen's anniversary year. You don't need me to tell you that the Traction Avant was a major player in the Citroen story which it could have curtailed to less than two decades. Luckily Michelin bailed the company out after the huge cost of launching the innovative new range allowing it to go on to create more icons.

I just watched a movie set in the months before the second world war: "The Catcher was a Spy". It's not a great movie but it tells an interesting story about a professional baseball player called Moe Berg being sent to Europe to interview and possibly kill Werner Heisenberg. It all hung on whether Mr Berg believed that Herr Heisenberg intended to make an atomic bomb for Herr Hitler. Based on a true story, some of the action was set in Rome and some in Zurich. It would seem from that production that the Traction Avant was a very popular car in Zurich as almost everything

parked by the roadside seemed to be one. And why not?

In those dawning days atomic age electronics circuits were built using meant vacuum valves. The transistor was 10 years in the future and the integrated circuit wouldn't come along for a further decade. My experiences in the last week lead me to think those involved in high tech innovations are the most sceptical of said high tech innovations. They're not sceptical of their own innovations – just of those of others. I find myself to be amongst them.

I won't bore you with all the details but as soon as I arrived in San Jose, the heart of Silicon Valley, my PC took it upon itself to install a surprise Windows upgrade. It never worked again. Of course, I then wished I had made more use of cloud storage until a meeting with one of the most tech savvy people in Silicon Valley who spent some time venting his frustration with his own experiences of the cloud. Everything he was complaining about is due to the way he is



using it – i.e. he hasn't changed his ways to adapt to the way this new-fangled cloud works. But at least he is using it – if I had even moved more in that direction the death of my PC would have been much less stressful. I must evolve. I was working in the shadow of the Tesla factory in Fremont. Their products are certainly a popular choice for motorists in the area – and of course many other places - but there are also plenty of detractors around for almost everything Elon Musk is into. Some of his problems are his own doing as his behaviour is not always that of a great leader. And so I thought of Andre Citroen who, 100 years ago, was preparing his company to be the Tesla of his time. He must have been fighting the sceptics every day – especially when he was pushing the development of his Traction Avant, only a decade or so after the establishment of his car company.

There would have been those who said that front wheel drive was too fragile, too complex and not necessary at all. There would have been those who would say the unitary bodyshell would be too weak and, of course, that the automatic gearbox wouldn't work. Some of those nay-sayers would be the competition like Louis Renault, others though would be closer to home, his own employees maybe.

As we know, the experience of the first year or so provided ample evidence to support their scepticism. The body had to be beefed up, the drive shafts needed to be modified, the engine mounting system was changed and so on. We know the story of the gearbox. The styling though was well received and hardly changed at all.

Those who liked the styling but didn't like the technology could eventually choose a Rivoli from Licorne who took the Traction Avant body and mounted it on a separate rear wheel drive chassis. How long before someone offers a diesel engine conversion for a Tesla?

My Tesla driving colleague remarked the other day that he was surprised how fast my Normale can go. I was equally surprised that he said that, as I never take it above 60 (I know it will do more). It seems he was expecting me to be struggling to do more than about 45 mph. At the NEC show I did try to get the message across to those who visited the TOC stand just how usable these things are – especially with a decent set of lights. I suppose that, with the headlights on stalks, flowing wings and being painted black, they are thought of as pre-war vehicles and therefore slow. The early cars' performance was limited by the 1303cc engine, which of course soon grew in stages up to the mighty 1911cc that mine has. However, I don't think anyone was complaining about the performance of the original as the car was relatively light due, of course, to the absence of a chassis.

The reason for the monocoque body was to save metal which was very necessary given poor economic conditions in Europe at the time. Those same conditions must have made Citroen's investors (or creditors) very nervous. The conclusion I came to from all this is that Andre Citroen, as well as being a man of vision must have had great strength of character to have the courage and show the leadership to keep going and pursue his dream. Without him, the streets of Zurich would have been empty before the war.

If I had a hat I'd take it off to him.

Big 6 Down Under

Engine Strip Continues

We haven't heard much from Kevin over the last couple of months, but here is an update as his rebuild marathon continues.

With the cylinder head sorted it's time to strip the block. Previously I had slackened the seven bolts that hold the two halves of the sealing ring and this came away.



Although room is tight it does eventually separate. I removed the two nuts that attach the small ends to the con rod and pushed the pistons up and out from the block. I checked the first to ensure that it had been clearly marked. One side had marks from a punch which suggests the engine has been stripped before and on the reverse side it was stamped with its number in the block. Numbers one and two came away relatively easily but five and six needed more persuasion. In the end I removed the crank after undoing all of the con rods. This



gives more room for the con rod to be manoeuvred into the right spot to make life easier. Undoing the two nuts on the four big ends meant that I could remove the crank but I was surprised at how much it weighs. The next job will be to get the crank and liners tested and the block dipped

to remove all of the crud in the water journals. This will have to wait until I travel back to Canberra, a two and a half hour journey.

Today I removed the camshaft and the cam followers. I had to remove the cam pulley first and previously I had tried to trap it using a narrow screwdriver which bent easily under the strain. Looking for something stronger I tried an allen key and it worked perfectly. With the pulley removed the four locking tabs were knocked back and the



cam support removed along with the woodruff key and oil thrower. With the cam removed I could then remove the cam followers and with the block sitting upright they virtually fell out and I had to make sure I kept them in order.

When I started to strip the engine I was surprised at the overall weight which makes manoeuvring the whole thing difficult. Working on your own makes it even more of a

Big 6 Down Under

challenge so I was pleased that after removing all of the key components it is now possible to move the block. Using the stud remover purchased when removing the head meant I could remove the studs from the block to make life easier still.

My original plan was to take the block through to Canberra for machining but it is too heavy to load into the back of the car. I tried to hire a ute but living in rural NSW means I would have to drive an hour just to pick one up. Looking online I found an engine reconitioner locally. He confirmed that the block needed new liners and these were ordered through TOC.

(THANKS AGAIN Chris).



The crank had to be sent to Nowra for machining and as yet I have not heard what size it needs to be machined so have been unable to order the oversized shells. Last time I went to Canberra I picked up a replacement sump and the part that ties the block to the gearbox. (Thanks again Bob) If you have been following this story you will

remember that it was missing when I stripped the engine out of the car.

With the engine waiting to be machined I decided to slacken the torsion bars. I tried various spanners but could not find anything suitable but then realised that the handle from the small trolley jack has a similar shape. Using the handle and a pair of mole grips made light work of the torsion bar adjusters. Trying to knock the torsion bars free is still a work in progress. Space is tight and working under axle stands makes it even more challenging.



Luckily I read an article on the TOC web site which explains that it is almost impossible to remove the torsion bars in situ. I have released the track rod ends and I am in the process of removing the front steering/suspension as one unit.

Kevin Taylor

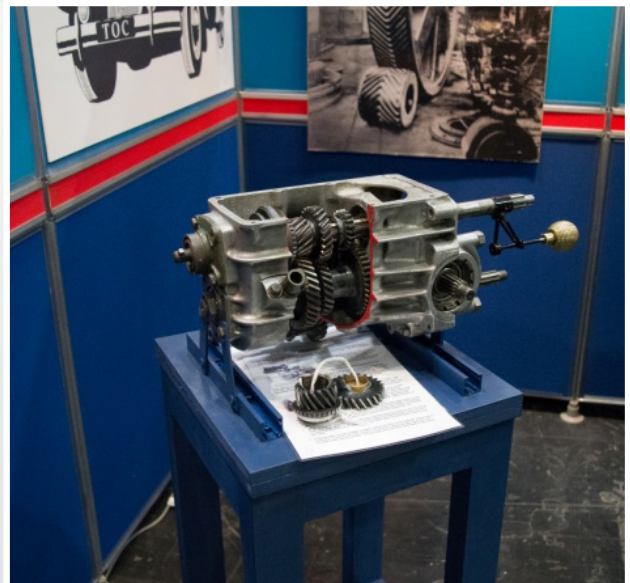


LANCASTER INSURANCE CLASSIC MOTOR SHOW 2018, AT THE NEC



This year's TOC stand was a brilliant statement of what the club is and stands for i.e.; organised, supportive, proactive and in particular – friendly. As usual club members were on their feet all day every day chatting to the public and just as usual, the public seemed to enjoy peering under bonnets and sitting in the cars .

For the second year running the TOC stand was markedly different and more professional looking than other stands in the area. This year there was some red carpet (reflecting the red in the stand surround) laid between the cars and this made the stand look even better than before . That we have such a great stand is due entirely to Julian who puts in a huge amount of work to make it happen. Congratulations to Julian for such a great job, well done.



Congratulations also to the club members who turned out to man the stand. It is worth noting that a very new member of only a few months was on the stand and performed a great job in fielding enquiries from the public. Her attitude was expressed in terms; "if you join a club then you have got to get stuck in".....

Unsurprisingly our stand attracted a lot of interest and I believe that at least eight new members were signed up. On the stand also, was a sectioned gearbox that folk could examine and play with (you cannot go wrong when folk are given some machinery and a handle to turn) which picked up the show's theme of "Built to Last" (well almost anyway).



Sharing the allocated Citroën space were the 2CV/ Dyane folk. Unfortunately for them they had used a particularly aggressive double sided tape to hold down a very large area of jolly yellow carpet. As the carpet came up the tape stayed put.... As the show closed on the Sunday evening we left them on their hands and knees laboriously peeling very small pieces of a very large amount of tape off the NEC floor using whatever tools they could find.....They may still be there....

Finally, I would like to thank all the Club Members who helped make this year's Classic Car Show such a great success. Thanks again, Bev Oates, Chris Bailey, Elaine & Tony Jacobs, Eric & Sheila Pennington, John Cresswell, John Oates, Laurence Acher, Martin de Little, Peter Simper, Philippe Allison, Stephen Prigmore and Tim Walker

Especial thanks to those who helped put up and take down the Stand and made their cars available (in Eric's case, with one hours' notice!). Thank you Elaine, Eric, Laurence and Martin. Without your cooperation none of this would have happened!

MDL



CTAB Brittany Rally 11th to 14th July 2019 Latest Information

The rally "base" for the 3 nights 11th; 12th and 13th July 2019 will be somewhere within the area...

"Pont l'Abbé-Plomeur-Tréguennec-Plonéour Lanvern", in the Finistère region of BRITTANY.

25 Cars are already registered from the TOC, let alone the organising Club, the CTAB!

This means that the places allocated to the TOC are almost full.

If you are interested and have not registered; please let me know as soon as possible.

Any applications received after the list is full, will be placed on a waiting list. Acceptance then, will be subject to any cancellations.

Martin NICHOLSON; vicmarnic@gmail.com.

We are promised more news in January 2019.



TOC Photographic Competition

Just a reminder that we are holding a photographic competition this year, to encourage the use of cameras at events up and down the country where you are attending with your Citroën. We already have a handful of entries, even though the season is still not really conducive to getting out and about with your car and camera and it would be great to get a few suitably wintry photographs for those of you brave enough to take your traction out in the snow, if it eventually arrives.

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, via 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.

Jersey Rally



Laurence Acher has asked me to point out that the references to Bergerac in the forthcoming Jersey rally in early 2020, refer to the popular 1980's TV series of that name, in which actor John Nettles played Jersey policeman, Jim Bergerac. They do not imply that TOC are intending to rally in the Bergerac region of France. The 2020 Spring rally is definitely on Jersey, in the Channel Isles.

Fuel Gauge Repairs

This article was originally published in November 2004 and mirrors closely my own experiences trying to get my fuel gauge to work properly.

A good winter project?

Alec Bilney describes his method for fault-finding and repair of the Traction fuel gauge. A particularly useful feature is the provision of two flow charts to help find where things have gone wrong. This article is a useful companion to the one by Steve Reed, published in the August/September 2003 issue.

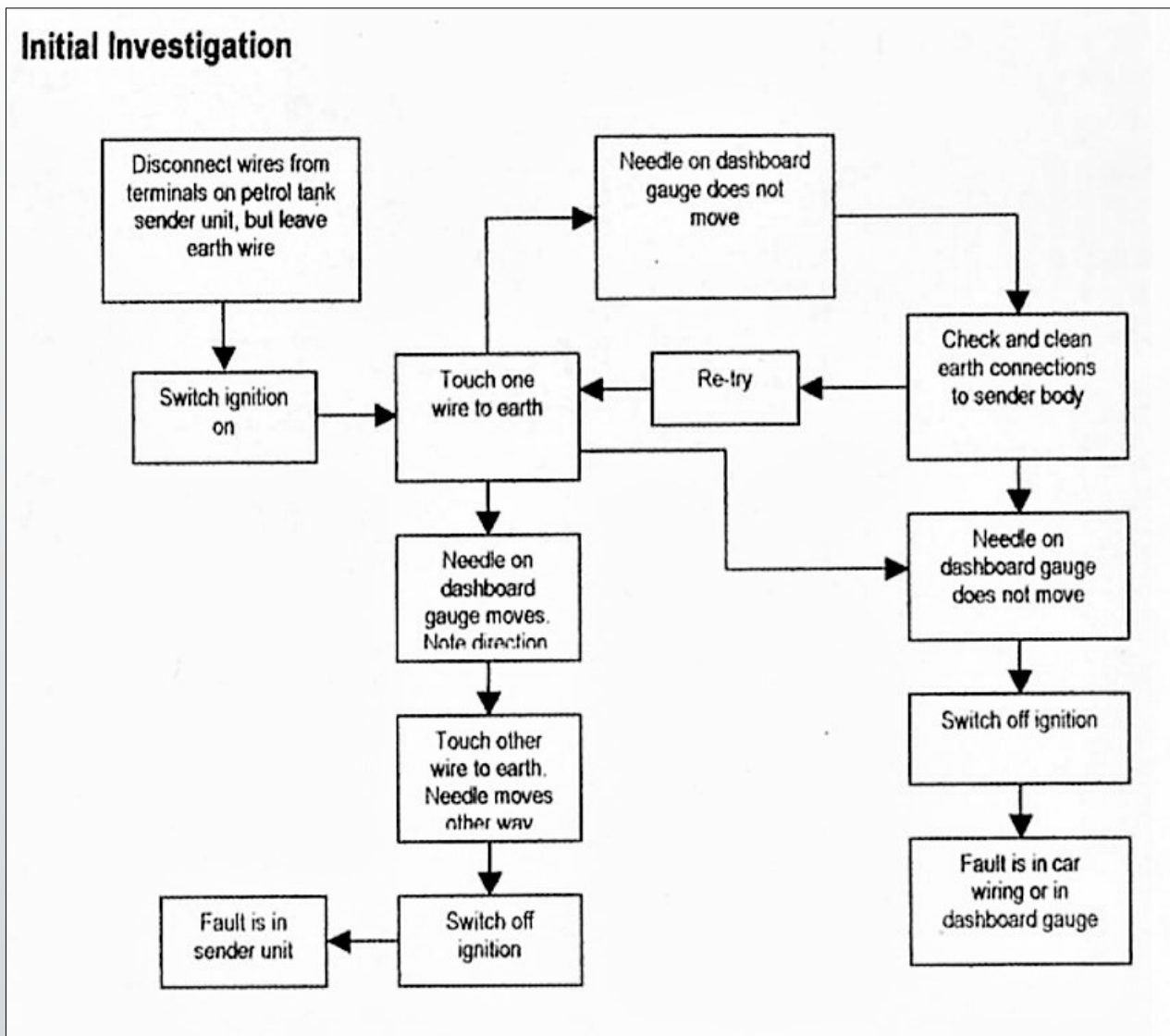
Ever since I purchased my Paris-built Six Familiale, the petrol gauge has shown nothing at all and I have used the odometer to remind me when I need to refill. As long as I remembered to zero the tripmeter at each fill-up, that was fine, but lapses occurred and if it was months between journeys, as can happen in mid-winter, the element of uncertainty was high. I relied on a spare gallon in the boot — unless a previous journey had required it to be used and the jerrycan was empty, and... you will, I am sure, recognise the Rembrandt.

In Floating Power of September 2003, Steve Reed had presented a step-by-step guide to fixing duff gauges. This was just what I wanted, because the electrics are the hardest part

of a car to understand: the units usually look exactly the same whether they work or don't.

I was determined to make my gauge work in time for the trip to Interlaken for the 13th ICCCR in August '04. In mid-June I made time to do the job. But first, I transformed the text version of the magazine article into a flow chart, with "yes" or "no" outlets from each test. Steve's initial test is to confirm that the problem lies in the sender unit and it was wonderful to see the dashboard gauge needle flicker - there would not be a need for me to lie upside down under the steering wheel with a torch in my mouth while poking about behind the dashboard.

Once the fault is known to be the sender unit, the next step is its removal from the tank. Disconnecting all the wires and undoing

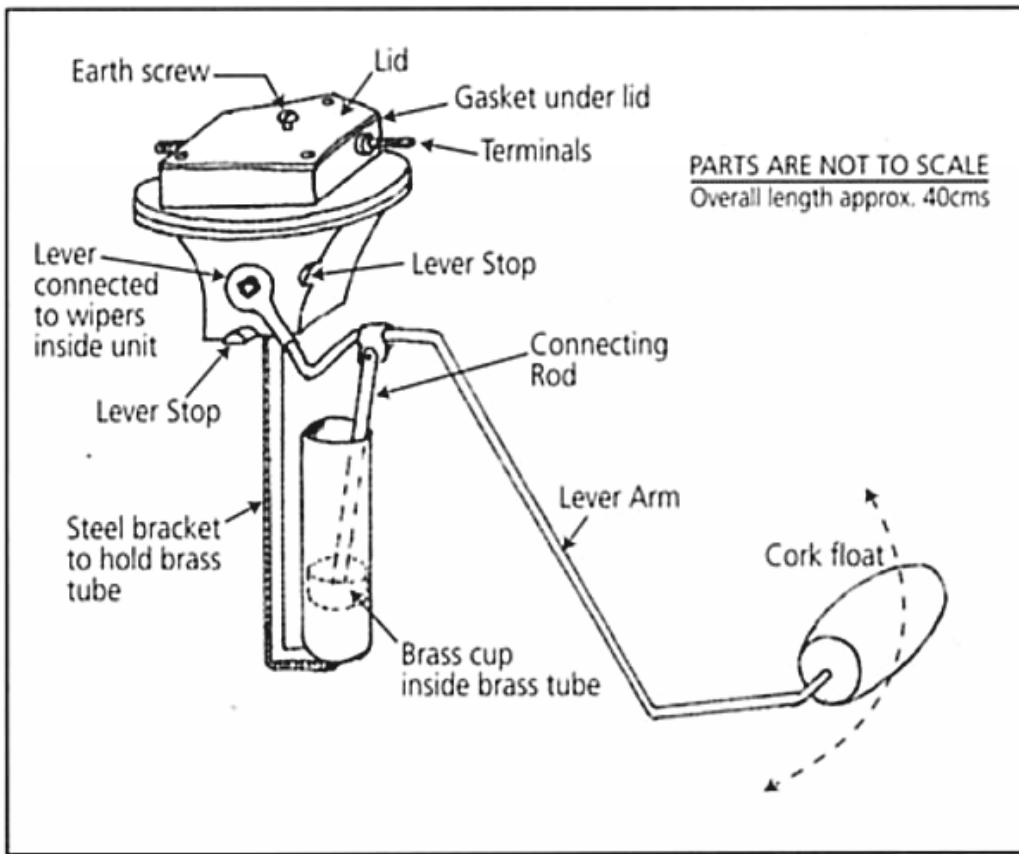


Fuel Gauge Repairs

all the mounting screws was simple, but the physical extraction proved more difficult than is implied by Steve.

The hole is about 3 centimetres across, and there is an extensive, spider-like and delicate structure to get out through that hole. It quickly became obvious that my entire unit had seized and that it needed a bigger hole. But one does not take a hacksaw to a half-full petrol tank, so I had to ease joints I could barely see (it is dark under a big-boot lid even in the best light). I had to turn this way and that, twisting and easing gently upwards and when things were too tight, go back a step several times before I was able to lift the device clear and lay it on the workbench for examination.

The drawing is of my tank level measuring device that was probably seeing the light of day for the first time in fifty-one years.



I have talked to Steve Reed since I did the work to discuss what I found and he said there are several different internal devices, so be prepared for something else to appear when you do the job.

Freeing all the parts was my next objective and a major factor was the sheer volume of mud in what I now realise is the damping device. I had to work very gently, disturbing the top level of dirt in the brass tube, inverting the whole device and tapping the loose material out, then disturbing the next layer, and so on.

Because there was a connecting rod into the tube, I expected to meet some sort of piston but dirt continued to fall out until, at the bottom, there was a brass cup.

Once cleaned, a little force caused the cup to move a little, and at the same time the float arm lever on the sender body rotated a little. More of the same gentleness, without rush, produced a unit that worked physically. Now I turned to its electrical working.

I followed Steve's instruction and established that the resistance between the terminals was constant at 106 ohms.

This was one of the two places where my flow chart had found Steve's article wanting. He says "the reading should be between 110 and 120 ohms; a much higher reading indicates but he does not say what a lower reading indicates.

I had to assume that 106 was not "much" lower. I then

established that the resistance between the body and each terminal varied as the arm was moved.

So everything was wonderful. Now that it was unfrozen, the sender did what it should do and I could put it back - surely?

But there was the rest of Steve's article to follow and it seemed silly not to go on. I gingerly opened the cover plate, peeled back the gasket (rubber not cork!) and peered inside. Everything was as the article described, except that the copper winding was far from grey, it was richly copper-coloured and looked just like all electrical parts do - exactly the same whether they work or don't work.

I decided, after all, that there was no point in disturbing things that may yet not need to be disturbed, and closed the box up. I put the unit back into the

petrol tank, reconnected all wiring and, about three hours after I started, switched the ignition on.

Alas, although the dashboard gauge jumped to life for the first time, it stuck at zero and nothing would make it move.

I removed the sender from the tank again and, after following all safety precautions about covering the hole, reconnected the unit on the floor of the boot and switched on the ignition. The fuel gauge on the dashboard now reacted perfectly, filling and emptying the tank again and again.

It seemed that whatever had been wrong had come right after

all. All I had to do was put the unit back into the tank.

Again, alas. When I had done so and switched the ignition on, the fuel gauge still showed zero. Wholly bewildered now, I wanted to see what was happening while the sender unit was in place, so I removed the nearby fuel pick-up pipe and peered through the new hole with a pencil torch. What I saw was something that Steve, as an electrician, had given no thought to in his article.

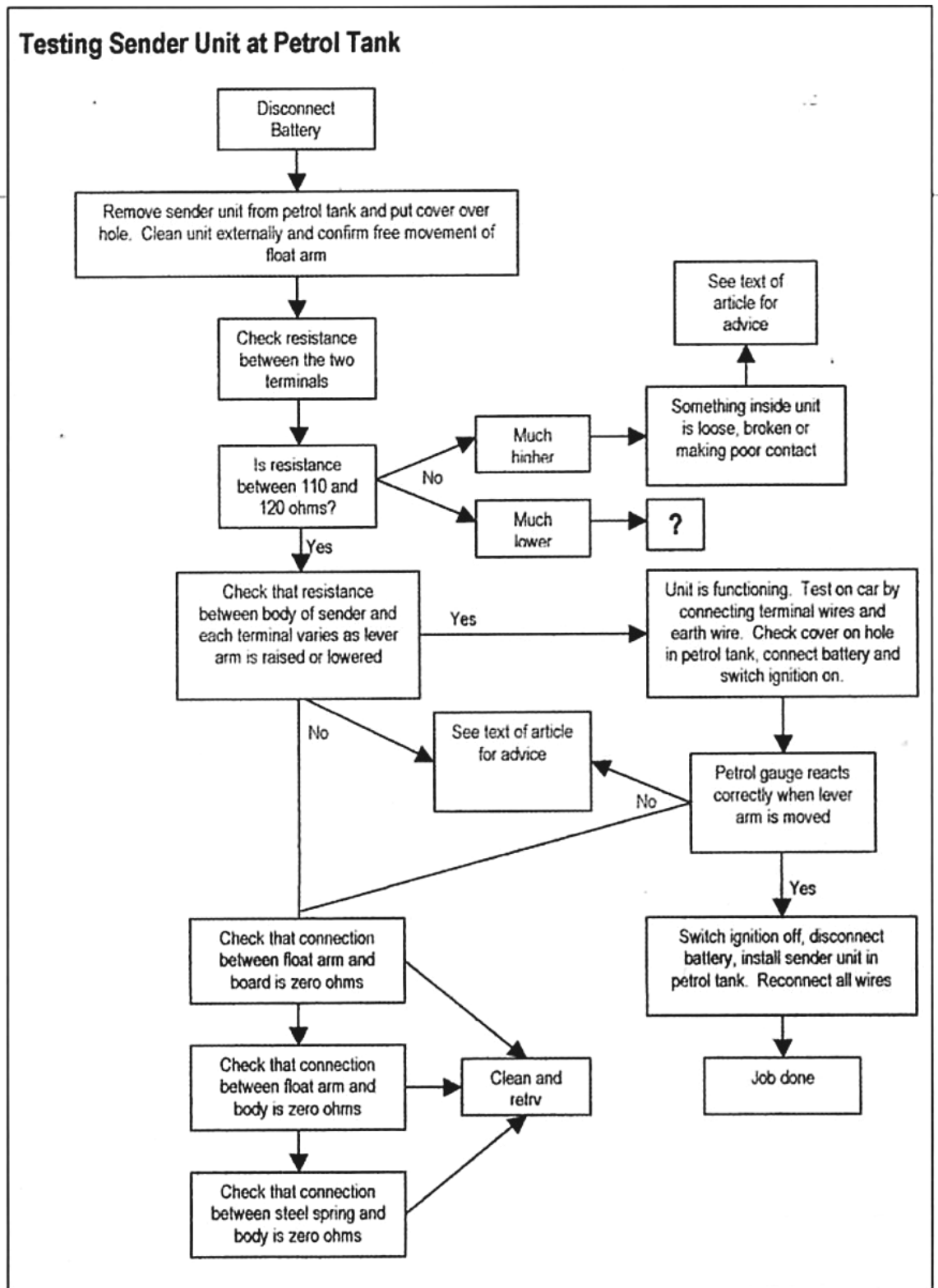
The float was not floating; it was lying on the tank bottom under fifteen centimetres of petrol.

Once more the unit was removed. The cork float had always appeared dry while I worked on the unit, and had caused me no concern. I now squeezed it and it oozed petrol and started to break up. It was about the diameter of a champagne cork but twice as long. In a twinkling, I had located two champagne corks, drilled them from end to end, installed them on the wire float arm, and had re-installed the entire unit. With the ignition on, the dashboard fuel gauge showed 40 litres.

I had done it; I had a fully functioning fuel gauge for my 15six Familiale. It was a wonderful moment. I have since been told that the cork floats were originally coated in cellulose to keep them impervious, but when that broke down they were inclined to absorb petrol. My new float may not last, therefore, but at least I will know what to do.

Thank you, Steve, for the guide. Without the step by step process you described, I would not have begun the investigative process. As it happened, my two problems were both physical problems, dirty and seized works and a saturated float. But knowing I would have been able to identify electrical correctness as I went along encouraged me to undertake the task.

Alec Bilney



PREWAR FRONT WHEEL DRIVE, A CONTENDER?



No it isn't a Citroën but this smart open tourer is a 1938 BSA Scout four seater, photographed at a car show last summer at Astley Hall, in Chorley.

BSA beat Citroën and DKW with a front wheel drive production car, in 1929. but are a relatively little known pre-war car that, like the Traction, was technologically advanced by the standards of the day and shared many features that were considered revolutionary in the Citroën, notably front wheel drive, and independent front suspension. BSA were a division of the Birmingham Small Arms company who diversified into making motorcycles (1905) and motor cars (1907). In 1910 BSA bought out the Daimler Motor Company and the next BSA cars were no more than Daimler small cars with 'BSA' badges. In 1929, however, BSA began to produce a light car, this time producing a front wheel drive three-wheeler with independent front suspension, and a vee-twin 1,021cc engine. Later a new 4-cylinder 1,025cc 10hp engine formed the basis of a new BSA Scout 4-wheeled



front wheel drive car. BSA Car production, alas, ceased in 1940 and never resumed after the cessation of hostilities in World War 2. The name then became more synonymous with motor cycles. The post war FWD configuration in the UK was taken up by the likes of Jowett, but of course didn't reach universal acclaim in the UK car industry until Alec Issigonis's revolutionary designs for Minis and subsequent BMC models from the late 50's onwards.

If you look at the gearchange in the cockpit image, this is dashboard mounted, but appears to be a sliding configuration more akin to a 2CV than a Traction, the gearbox being mounted in front of the engine as it is in a Citroën.

This nicely restored example, I am informed, was owned in the 1930's by the band leader, entertainer, radio and later, TV personality Billy Cotton. He was known for being an amateur football player for Brentford and Wimbledon, and subsequently as a band leader who survived the end of the British dance band era and is most remembered as a 1950's and 1960's TV and radio personality.

Bryan Pullan

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

2019	
March 17th	Ravera Classic Car Show, Arras, France: For details contact Michaelrodgers2@aol.com and see TOC website.
April 28th	Drive it Day: See your section rep for details of events in your area.
May 10/11/12th	Black Country Experience rally See November /December FP for application form, or speak to Steve Southgate on 0774763339.
May 31- June 2nd	Motorfest/100 year Citroën celebration in UK in Coombe Park/Coventry. Details below
June 16th	Beamish Run (see reminder in this magazine).
July 11- 14	CTAB Brittany Rally July 2019 See notice elsewhere in this magazine
July 19/20	Citroën Centenary La Ferte Vidame, Eure et Loire France. See website for details.
November 8-10th	Lancaster insurance Classic Car Show: NEC Birmingham

Citroen Centenary - 1919 – 2019 Update

31 May – 2 June 2019 - Coombe Park, Warwickshire

As we enter the Centenary year, here is the latest update about the major Citroen event in the UK!

The initial release in November included all the essential information, which will not be repeated here – but if you missed it (either in print or online) email us for all the details.

Charges: We are pleased to announce an **early booking price of £35** for a car and all passengers for the entire event including camping. This enables you to arrive on Thursday afternoon and stay until Monday morning.

This price is valid for bookings made before **January 31**, after which it will increase; there will also be a higher on-the-gate rate for anyone not pre-booked.

How to book: The website will be live soon, and you will be able to book online with payment by PayPal. We will also accept cheques and BACS transfers.

The site will carry the latest information, but the best option is to register your interest now and we will let you know when we start registrations so that you don't miss the early booking offer. Our thanks to everyone who has already registered for updates!

In answer to several questions:

- every Citroen-related vehicle is welcome – of every year, and including all kit, one-off and modified cars, the event is open to everyone - you do not need to be a member of any club, register or group - camping is included, but there will be no electrical hook-ups (except for medical reasons) - day ticket prices will be announced nearer the date

How you can help

The success of this event depends upon its volunteers, so if you would like to help please let us know. You can volunteer at any time, but the earlier the better. Be part of a unique event – there will only be one Centenary!

To register your interest, volunteer to help or ask a question, contact us at: citroen.centenary@gmail.com - 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!

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: 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: - .Légère For Sale

A very original left hand drive car originally from Paris.

6 volt electrical system, original and rare cloth upholstery and correct amber headlights.

Michelin X tyres x5

Tax exempt and no MOT required.

File containing maintenance details including bills and old MOT's.

Starts and runs well. Recently completed a 1000km trip to France with no problems.





Viewings welcome near Dover
£7,800. Please contact George Stirling for more information.
07740 283488

FOR SALE: - 1938 PARIS BUILT, RHD, 7C/ LIGHT 12.

Recent nut-and-bolt restoration with ID bottom end giving smooth 60mph cruising. Leather seats, 12v electrics and totally rust-free body. Café-au-lait with marron profond wheels. Delightful car reluctantly offered because of family's need for garage space. **Negotiations around £19,000.** History and details of restoration available by email from davidwidgery@gmail.com.



FOR SALE:

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

FOR SALE:

Number plate plinths for the curved bumper of your Slough built Traction.

Exact replica of the original, but in fibreglass, or GRP:

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



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

FOR SALE:

4 speed gearbox for sale. Believed D Series. I

paid £700 for it but then we managed to repair my old one and so it has laid unused for some time. The chap who sold it to me was Graham Bradley whom Chris Treagust had put me in touch with. Make me an offer. More Photos and further details on request.
Bradford, W Yorks, Seth Jenkinson.
contact: seth.jenkinson@gmail.com



MEMBER SERVICES

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

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

PARTS WANTED

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

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
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Email: sales@longstonetyres.co.uk

Tractions afloat during CTAB 2018



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or ring 01243 511 3780

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shop@traction-owners.co.uk



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various sizes £15.50



TOC Mug,
essential for the
workbench. £6.00



TOC Leather
Key Fob
£8.00



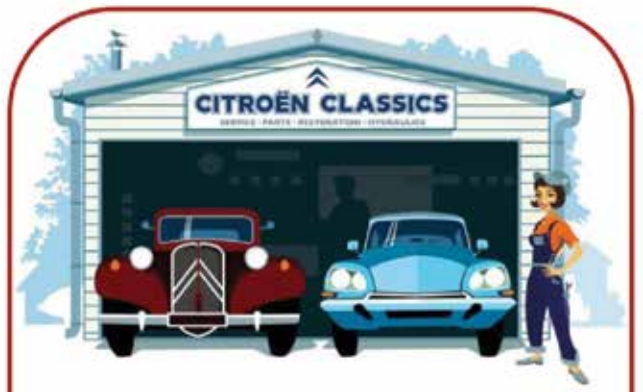
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Badge £3.99



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Chichester, W Sussex, PO20 7LQ.
Email: spares@traction-owners.co.uk

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