

Floating Power

March/April 2019



**Traction Owners Club
Celebrating 100 years of Citroën cars**



Editor's Epistle

Honorary Life Members of the Traction Owners Club

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John Gillard
Tony Hodgekiss
Chris Treagust

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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
May/June Floating Power is

Sunday April 14th

**To submit your articles, photos and
letters to the editor, email**

**Bryan Pullan on:
editor@traction-owners.co.uk**

Cover Image

*A selection of cars from the collection
of member, Hans-Peter Durr -Auster
from Switzerland.*

See item inside for further details.

A snowy image for the cover this month. I could have done with this for the previous FP, since it would have been more seasonal, and many of you will have been reading January/February's FP whilst hiding from some heavy snow. There is more about the cover cars in a piece elsewhere in the magazine.

Hopefully by the time that you read this, things will have perked up somewhat and the first of the show season should be within reach. Up here in the North West, there is quite a lot to choose from, even though, as reported in the last FP, the major casualty for 2019 has been the regular September Manchester Classic Car Show, which has been discontinued due to cost issues (I understand from the organisers) and this is a sad loss to the classic motoring community, as the only major indoor show in the North of the country. More than anything, there was potential for this show, which grew year on year, to expose ever greater sections of the North West community to the historic car movement in a weatherproof indoor environment. Now, it is no more. Similarly the Woodvale Rally, which again was historically one of the largest open air shows in the region has also called it a day, after an unhappy move from RAF Woodvale to one of the Southport parks in recent years.

There was an interesting piece in Classic Car Weekly in January, about demographics, responding to an FBHVC survey, which amongst other things, discussed the difficulties that clubs are having recruiting younger members.

FBHVC drew a number of conclusions, the most obvious being that with the continuing expansion of the classic car market, younger people are less likely to be able to afford a classic car, even if they have a strong interest in historic vehicles. FBHVC stated that they weren't surprised by the findings, especially given that we are an ageing population, but that regionality also was a strong factor. Not a surprising conclusion, I would say, given that successful ownership of a classic, particularly a pre-war one, is strongly related to having the spare cash available to indulge oneself and it is widely known that income levels drop as one travels north.

So, although interest was seen to be growing nationally, there was a big north/south gap identified in the perception of what constituted affordability, and also the increasing and worrying trend that young people in urban areas are not becoming interested in vehicles of any kind, old or new. FBHVC were cautious about this latter as a 'real' trend and say that classic car ownership is on the increase and that other indicators suggest that a wider interest in historic cars is on the increase.

Is this a contradiction, or the harbinger of a future sharp drop off of ownership of historic vehicles.

If cost is a major issue, and you are scratching an itch to own a nice art deco car, what will you need (or be prepared) to shell out to get a good Traction? Our buyers guide, now a year or so old, suggests a median of around £10k for a nice example of a 4 cylinder car. This may sound a lot to the average family man, if you think what that would buy in terms of a modern car, say 2-3 years old, but other comparable classics retail for similar amounts. An immediately pre-war Rover will cost you around £12k, a Riley RM similar. A forties or fifties MG will cost you circa £25k and if you have to ask the price of that XK140 that you always promised yourself, then you probably can't afford it.



In the back pages of FP recently there has been a wider variation in asking prices for Tractions. There have been quite appealing 4 cylinder cars at around the £7,500 mark, others at £15k and some even up to £18k. There is a similar divergence of prices asked on the various Classic Car sales websites. What prices are actually achieved, however, are rarely revealed. It would be interesting to know what members are actually paying for their cars, and what, when they sell, they actually realise. Provenance, in theory at least, helps, and so does the service/rebuild history of the car, but the costs incurred in a restoration are rarely fully reflected in a sale price, although it is tempting to try and factor in the cost of recent major work on a car. Perhaps the club should instigate a confidential survey of values actually achieved, with the view to being able to provide more realistic advice.

Finally, as you will see elsewhere in the magazine, FBHVC are recommending that classic car owners carry a letter with them which will shortly be downloadable from the FBHVC website, this being due to a number of owners being stopped by the police for not having MOT's, even though their cars are older than the deadline date, and one apparently actually being served with a summons!. Apparently the DVLA database only records such MOT exempt cars as 'MOT not available' which implies that they should have one, but haven't bothered.

DVLA say that it isn't their responsibility to record this! One would however, have thought that the traffic police would have been a bit more clued up on such matters.

Hopefully the average traffic cop will not mistake our pre 1957 cars for MOT dodgers.

Happy motoring.

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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

I am pleased to report that the TOC has been very active in supporting Citroen UK by supplying a number of cars for promotional events. The first was the Dealer Conference which, as the name suggests, was not open to the general public.

However, in February a number of our cars were on full public view at the London Classic Car Show held at the Excel Arena where the owners were invited to drive them in the daily parade celebrating Citroën's Centenary.

As the year unfolds and Citroen get more geared up for the centenary, I would not be surprised if we receive more requests for vehicles to illustrate the history of the marque so watch this space.

In addition to the events listed in the last issue we have received an invitation to join the Tour du Mené on the last Sunday of April.



It is a one-day event based at St Briac sur Mer, just a short drive from St Malo. I shall post further info on the Forum.

And, for those of us considering driving in France, there will possibly be a number of new (well, not new but previously defunct) hurdles to jump, depending on the Brexit outcome. They include the possible need for an International Driving Permit (available from the Post Office for £5.50) to having an Insurance Green Card for mainland Europe. So that is another "space" to watch!

Happy Tractioning

Green cards....Happy memories. You may also need to review your health insurance in the event of the reciprocal agreements not being in place after March 29th. Editor

New Members

Welcome to the following, who have joined since November 2018.

2670	Lyndon Taylor	Christchurch, New Zealand
2671	Jack Peppiatt	Witney
2672	Tim Greg	London
2673	Owen Edge	Ely
2674	Chris Baylis	Chipping Norton
2675	David	Ransom Cockfield
2676	Sebastian Hodges	Chippenham
2677	Clive Leach	Haywards Heath
2678	Mark Wareham	Richmond N Yorkshire
2679	Paul Kingston	Sunderland
2680	Willem Schenk	Bury St Edmunds
2681	Peter Jones	Banbury
2682	Tony Ulyatt	Wellingborough
2683	James Smith	Putney
2684	Peter Blake	Bracknell
2685	Nathan Jones	Aberdeenshire
2686	John Forth	Rotherham
2687	John Low	Leyton
2688	Carl Fuss	Aldershot
2689	Graham Kench	Folkingham
2690	Aaron Smith	Nantwich
2691	Peter Bird	Suffolk
2692	Dan Trampp	Fruitland, USA
2693	Charles Evans	Norfolk, USA
2694	Ivor Boyd	Coleraine
2695	Joseph Cringle	Liverpool
2696	Geraldine Wills	Chard
2697	William Clifton	Boston
2698	Robert Provan	Beith North Ayrshire
2699	Ken Kilsby	Kidsgrove

Where did the last two months go? I must be enjoying myself because time is zipping by.

The worst of the winter should be behind us and when you read this it will be warm enough to take your pride and joy out for a spin. If you've taken the opportunity to do some work over the winter, I hope you've got it all back together – or at least nearly.

If ever there's a year you should drive your traction this, being the centenary year, is the one.

Drive it Day on April 28 is good target for a first decent run. You have the moral support of everyone else blowing the cobwebs off their car.

Can we make this the year that we also blow some cobwebs off the car's image? Outside of the TOC it seems to be thought of as a car for the more mature owner.

Looking back at early issues of F-P, and talking to long standing members, it is clear that the Traction was a car for young families. So why is it not now?



As Bernie mentions, Citroen have been asking to borrow cars to support their own Centenary and product launch events. This may help.

This is also the year of Brexit – I'm sure you have noticed. We will soon find out on what basis we will be able to buy parts from our European suppliers. Will we be smuggling them into the country under a pile of coats in the boot? Have you been stockpiling bumpers and gaskets?

At the same time as Brexit we have another change amongst the part suppliers as one of them has acquired another. I am optimistic that the result of this union will be an organization that has the best qualities of each one and that their

combined scale will enable increased confidence that quality will be assured.

So it's going to be an interesting year, one way or another.

Chris

Citroën Centenary

Thank you again for registering your interest in the Citroen Centenary - so far, well over 300 of you have done so, and are eligible for the £35 early booking price!

Our website is now online - visit www.citroencentenary.org.uk for more information. The site will continue to expand, so please check it regularly!











The online booking and payment facility will be added shortly, and we will also be able to accept cheques.

We will also continue to update you by email; if you have any questions - please contact: citroen.centenary@gmail.com

Nigel Wild

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 765040 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. <i>Please note change in contact telephone no.</i>
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

Well, not a lot to report! Traction-wise, - nothing except a query from Henry O'Hara with regard to a problem with the petrol pump on his 6H - now resolved!

Mid-winter now, past the halfway mark, and as last year not much to get excited about. We had a couple of inches of snow which lasted about 3 weeks due to the fact that during that time, the temperature was always below zero, and night time regularly around 15 below. Some mornings, going down to work on the new house was 9 below in the morning and at finishing time, it was still 5 below! So not a lot of outside work done, laying cement and paving slabs just has to wait. The snow covering disappeared for 2 days, but was then replaced with another 6 inches of fresh snow and it is still here. Still, rain and wind are now forecast, so that should shift it!

Some snow down South too, with the telly always showing some idiot spinning their wheels like mad to get traction, the very opposite of course to what they should be doing. The TV crews seem to always focus on rear wheel drive cars, which of course are totally useless in these conditions, but probably makes better viewing, I suppose.

In the early days of motoring, up here where there can be heavy snowfalls, the traction was very quickly found to be about the only car capable of moving in these conditions, hence the fact that the Citroen agent at Inverness had disproportionately high sales of Light 15 models!!

So time for some forward planning for the Spring and onwards! I have already booked our place at Coombe Park for the centenary celebrations, also the hotel and ferry crossings to attend the (CCC) All-Ireland Rally, which this year is being held at Connemara, Galway. There Irish rallies are always absolutely great, you are always made to feel very welcome, and we would thoroughly recommend them to anyone.

Trying to convince Smithy to come with us to either event, but so far, without success!

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

SOUTHERN SCOTLAND

Further to Alec Bilney's article about Fuel Gauges in the last FP, I can add my own experiences. Following the failure of the gauge on my 11B to work properly about four years ago, I removed the sender unit and discovered, like Alec did, that the float had become 'petrologged'. I carefully pulled it off, skewered on a top quality Moet and Chandon champagne cork and replaced the unit in the tank. This worked fine for twelve months and then I had to repeat the process - the cork refusing to float any more.

It has since become a service item every spring, even though I tried to extend the time interval by coating the replacement cork with epoxy resin to seal it. Think I might try one of those plastic corks that you can find these days in cheap bottles of plonk. Don't think there is anything suitable on-line - the plastic and brass floats I have seen on eBay require a circular attachment round the outside rather than the 'brochette' treatment. Perhaps someone has found a

suitable float somewhere.....?

(photo of original float and a champagne replacement)



Events 2019

Drive it Day Sunday 28th April

In association with 2CV Ecosse - who are celebrating their 40th birthday - and CCC Scottish Section, this year's DID is being organised by Joe Cent of the 2CV club. We are meeting up at Dobbies Garden Centre Car Park just off the A84 at Craigforth, Stirling FK9 4UF at 10.00pm.

We will be stopping for lunch along the way and then continuing for a run through the Trossachs. Please let me know if you want to come, Joe needs numbers for lunch. Be nice to see some of the Edinburgh tractions.....

Stirling Car Show Sunday 12th May

Once again we will be returning to the Bridge of Allan Showground where there will be around 600 vehicles on show. This is always an excellent event in superbly scenic surroundings.

Moffat Show 29th - 30th June

Just about the biggest show in Scotland with over 1000 cars on display and a scenic run on the Saturday. It's hugely popular and always oversubscribed.

Please let me know as soon as possible if you want to attend either of the shows

Peter Fereday

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

WEST OF ENGLAND

First of all, apologies for the wrong date in the last FP. The section planning/late-Xmas lunch will be on Sunday the 7th of April, not the 4th. It will again be at the Britannia Inn in Wells. Please let me know if you are coming.

Section News

The next event in our area is the Bath Motoring Pageant on June 15th and 16th. At the Walcot rugby ground up at Lansdown. Bring a picnic. Registration details TBA.



After 4 or so years, I am not proposing to organise a club stand at the Cotswold Steam Fair in August. Last year I was reduced to solitary splendour on

the Sunday, so feel that this particular dead horse has been well and truly flogged. However, if anyone has a burning ambition to organise something, please let me know and I will forward the paperwork. It is also possible of course to attend as an individual entry.

Cheers

Terence.

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

NORTHERN SECTION

Some fairly nasty weather behind us now, particularly snow, ice and lots of salt.

However, some of us still managed to get out to the Corner House and Briar's Hall on January 1st, which was a cold but dry, bright day and also to the subsequent breakfast meets at St Catherine's Hospice in Lostock Hall, albeit we spend almost as much time in the excellent café there, as we do browsing around each other's cars.



These get-togethers are quite modest in size at the moment (due to the season), but are worth going to, even if only to give the car a bit of a blow with some purpose in mind. They are on the second Sunday of each month throughout the year.

Ian Gardner's Normale has now had its moment of film fame, dressed up as a Nazi Party car, with period number plates, pennants, etc in a scene with

Ian in suitable period attire at the wheel and behind a Wehrmacht motorcycle and sidecar escort. I have come across a few people who have loaned their cars for film shoots, not all have been happy experiences, but Ian seems reasonably pleased with his, apart from the weather, which on the day was extremely wet.



Following on from December's news of the demise of the Manchester Classic Car Show, we have recently had further news of another show biting the dust, this time the Woodvale Rally. This was originally a massive show covering all kinds of historic vehicles, held at RAF Woodvale on the Lancashire coast near Southport.

Alas its previous move was forced by the discovery of asbestos in some key areas of the site and it relocated to Victoria Park in Southport. In the last few weeks the following statement was made (extract only)

'We were informed by Andrew Edwards, the Southport Flower Show (SFS) Chairman in October 2018, that due to an incident concerning a fairground ride that occurred during the set up of the rally, the Trustees of the Southport Flower Show Company have taken the decision not to allow the Rally to be held on Victoria Park again.....'

Needless to say there is substantial bad feeling about something that was possibly outside the actual rally organiser's hands, and no right to reply has been given to the rally organisers. Consequently, there are a number of conspiracy theories around as to the true reasons for the ban.

However, there are still plenty of options around in the North West during the summer period and the Corner House started its Spring/Summer meets on April 7th, to be repeated on the subsequent first Sunday of each month through until October.

In terms of summer shows, I will be signing up for the two Houghton Tower events, and Mawdesley, and probably Leighton Hall and Stonyhurst. I may also go for the Leisure Lakes Show as well, albeit this has been a bit precarious in previous years due to poor ground conditions.

Drive it Day is upon us on April 28th, but thus far I have

received no proposals as to what we might do. Last year's effort was a drive up to Conder Green and Glasson, but the day was rather wet and attendance was limited. Any ideas for this year? Possibly a drive up the Ribble Valley?

Bryan Pullan

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

PEAK

We had a very small gathering at our February meeting in Shottle.

Our next meeting is

Drive It Day on Sunday 28th April. The plan is to meet for coffee at the National Trust property in Ilam and then have a scenic drive past Carsington Water ending up near Bakewell for a late lunch.

All members are welcome to join us in the Peak District.

Bev Oates

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

Not much to report but here goes,

Our first meeting of the year in January at the Fairmile in Cobham was extremely well attended. It was such a pleasure to see so many of our members getting together for a lively chat over Sunday lunch.

We have a packed program of events this year which can be accessed on the TOC website or contact me directly for information. Together with other events here and in France, it's going to be a busy year!

Phillipe Allison

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

LONDON

The winter maintenance months are with us but we still enjoy our monthly evening get togethers at the Hare & Hounds as well as joining Phil's section for their hugely popular Fairmile Sunday lunches.

A couple of interesting workshop jobs, first a Big 15 with a 'defective' starter solenoid that turned out to have it's cables clamped on the insulation. It's worth cleaning and tightening

all the connections throughout the starter system particularly with a 6v car.

Then, as mentioned last time, we took in Mike's Legere for welding. The rot was in the monocoque beneath the steering column port.

The most common place for Traction rot, water seeps behind the rubber seal and round the column even if it has a clip. Best seal the rubber with mastic. Have a careful look and 'explore' it with a heavy screwdriver. At first sight it looked like lifting underseal.

This was caught in time, we replaced a section 200mm wide from the seam to the port and part of the inner stiffener.

While the overhauled rack was out we investigated unusually heavy and inaccurate steering. The cause was a slack and slightly worn steering ball joint and a extremely stiff drive shaft when it was on full lock with the suspension unloaded. The inner bearing was also rusted to the shaft. After stripping, inspection and greasing, things were much better; a brake check and then back to Mike with just enough time to wash and polish it before the London Classic car show.



The show followed the Citroen dealer's conference where Martin's Taxi and Phil's Roadster dominated the display. Back home, and watching Martin's video, Ian was amazed to recognise his now washed and gleaming Legere being driven across the stage!

The London show attracted a wave of Tractionistes, once again Martin's and Phil's cars graced the Citroen Centenary stand while Bernie's Cloverleaf led the daily

Section News

Centenary Cavalcade followed by Martin's B12/24 and Mike's Legere. The Cavalcade was the main event of the show with rides in the cars for competition winners; fantastic publicity for Tractions and TOC.

Drive it Day will start with breakfast at Runnymede on the Thames before a drive to Waddesdon Manor near Aylsbury. The magnificent house was built for the Rothschilds in the style of a French Chateau and is complete with French furniture. Perfect for a Traction gathering. If you live to the North of London, join us on the way or at the house. Details and a route on the email bulletin.



Finally here's a picture that really ought to be in the 'also in my garage' section, ignore my SM and Mike's Legere, have a look behind me, it's one of seven in the collection.

Peter Simper

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

EASTERN

Drive it Day 2018

This DiD we will be visiting the **Museum of East Anglian Life, Stowmarket**. Set in 75 acres of beautiful countryside there are 17 historic buildings rebuilt on site over the last 25 years. The museum houses 40,000 objects, once everyday items of East Anglian life, it is the largest independent museum in Suffolk and a registered charity.



A few of the wonderful buildings saved, included Acton Watermill 1765, Boby Building from BSE 1850, William Bone Building housing the history of Ransoms Sims & Jefferies plus Abbots Hall, Gardens and Barn dating from the 12th Cent. Lots to see and do, various tours during the day can be booked. The Osier Cafe on site offers a quality homemade menu incorporating produce grown at the museum, I recommend the Vegan Belgian Chocolate Cake.

We have designated parking on site, to enter go to **Lockington Road IP14 1BQ** you will need to follow road through housing estate to reach the entrance gate which has a marshal in attendance giving directions to our parking area. If arriving after 12:00 and gate unattended, please call Jasmin on 07807 911 779. You will need to show your membership card to qualify for the group discount offered £10 per person, concessions £8. Dogs welcome on a lead.

Museum of East Anglian Life

Stowmarket, IP14 1BQ

Do not follow web site parking instructions if you want to park on site.

REGULAR SOCIAL MEET UP

The Compasses, Littley Green, Essex CM3 1BU 5th March - 16th April - May 28th - July 9th

The Angel Inn, Larling, Norfolk NR16 2QU 20th March - 7th May - 18th June

Jasmin Gagen

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

WALES

Again, not much to report but we are considering linking up with the Citroen Car Club to run an event in aid of the Welsh Air Ambulance, and to promote the 100 year anniversary of Citroen production.

Julian Pratt

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



CLUTCH PEDAL CLIP

First off, great article on Winter Storage, thank you.

It inspired me to go and check the old girl in the garage. It was a sunny day so I took all her covers off, let the air get to her and resolved to use her more this year,

I then had a better look at my method of clutch pedal retention, lo and behold, I have a clip, as described, on the floor pan. Rushed inside to get camera of some sort, tried to share my enthusiasm for a small bit of bent tin, with my Wife, not overly impressed, so I will try to attach said photo to this mail, if of interest, good-oh, if not, I'm a happy bunny anyway

Keep up the good work and Happy New Year to all.

Best Regards Rod Robbins.

2628 - 1954 L.15

(Mr Happy)

Pleased to be of service. Ed.

JACKING POINTS

I am sending this on behalf of Chris T, as we have worked together on this and he is now on hol in Oz. "TOC Spares has been asked if it is possible to supply replacement rear jacking points for the 4-cylinder Traction, where the original ones have been damaged or rusted away beyond safe use.

As you know, these are vertical 'appendages', just forward of the axle and provide a secure jacking point to raise each wheel. The original construction was of pressed-steel halves, welded together and riveted to the arm. They form a simple hollow structure with inherent strength but, with typical Traction design, they are prone to rust from the inside as they trap water and mud, especially on UK-cars. As a result, they can collapse in use!

It is not possible for us to replicate exactly the original construction at a realistic cost, but we have made what we hope is a strong and acceptable alternative. This can be simply bolted on if the original rivets are removed and should not trap mud. The originals were also 'handed' for each side of the car and have

a guide for the handbrake cable. Our replacements include this too, but are suitable for use on either side.



The cost should be £30 -£35 [non-levy] per side depending on your interest and the subsequent batch size we can have made. The photo shows them, with one fitted to an arm.

I suggest you check the ones on your car and if you think you need some for this year's Tractioning, then let Chris Treagust know and we'll get a batch made for TOC Spares.

Hoping to see lots of you in The Black Country!"

Tony Hodgekiss

TRACTION AVANT DANMARK SUMMER MEETING 2019

From: Eugenio Lai <eugenio@traction.dk>

Dear Traction friends!

We are proud to announce the date for our Summer meeting: it will be 16 to 18 August 2019

We found a good hotel in Viborg on the wonderful north Jutland, and has negotiated a fair price.

Reserve the date already now!

The invitation to the members will be sent in spring 2019, and as well will be to see on the website.

Best regards

Traction Avant Danmark
Eugenio Lai
www.traction.dk

CAUX RETRO RALLY

Some of your members may be interested in the annual Caux Retro rally which in 2019 (our 25th anniversary) will take place on 06 and 07 July 2019; the rally is based in the village of Allouville-Bellefosse, Seine Maritime in the delightful Haute Normandie countryside and is known for its conviviality.

On the Saturday there is a 60km run and on the Sunday there is a static display in the village. As the village is only 53km from the port of Le Havre and 60km from the port of Dieppe the rally is not far away for English participants. Participation costs just €12 per person and lunch on the two days is provided free of charge.

For more information and for an entry form please either look at our website

www.cauxretro.com or contact either John Loveridge at **jonmaglov@gmail.com** or Roger Devaux at **rodevaux@gmail.com**.

Additionally, information about ferries and accommodation can also be provided.

Happy motoring in 2019

John

CITROËNS IN OZ

Dear Sir,

As a newish member , I thought you may interested in some contact from 'downunder' .

I have attached some photos of my 1950 Traction which I restored thirty years ago. It was a basket case as they say, so I upgraded to an ID engine and gearbox. Also some French items of trim (door handles, grill etc) which also appealed to me. I also own a very original 1949 Slough Traction. Both of these cars have as original a sun roof.

In the last Floating Power, I read the article about wintering which is not such an issue in these climes but one thing relevant is the brakes. After years of frustration with brakes sticking, cylinders leaking , car pulling one way or other, I changed both cars to silicone fluid. This has been a great success. No more issues with brakes after 5 years. This was achieved by flushing the system with methylated spirit (alcohol) and blowing through the lines with compressed air. I buy the silicone fluid from motor bike shops as it is used in some bikes (Harley D s) it is more expensive than the DOT fluids but well worth it. Also does not damage paint.

Also you will note in one photo other members of the fleet, 1982 2cv and 2007 C4 also there is a C5

Regards

Robin

Thanks for this Robin. My own 2CV is in pieces at the moment, half way through a rebuild. Interesting view on silicone brake fluid. See elsewhere in this edition. Ed



THAI TRACTION

Hi Bryan.

I see you have included my Scammell in Floating Power, thanks.

Well here's one for you, I have just returned from Thailand. I found this old girl sitting outside our hotel near Pattaya. I thought that it may be of some interest to readers.

best regards

Peter Scott



TANGIER CITROENS



Happy New Year Bryan

We escaped Xmas and Brexit this year by going to Tangier but were surprised to see a DS and a Traction, looking very low at the back, at the Port. Going in or coming out? We could not get close to the cars but both looked in good nick. If you want to escape Xmas I would recommend Morocco.

All the best

Tom Evans

I wish that there was some way of escaping Brexit!

Editor

TO SILICONE OR NOT TO SILICONE

One of the letters in the previous pages highlights the use of silicone fluid to cure a sequence of sticky brakes in the owner's Traction. As a long term classic car owner, Traction and otherwise, I am aware that there has, from time to time, been a little controversy over the use of Silicone fluid . Some swear by it, others swear that they wish they had never changed to it and wouldn't recommend any owner to swap from the older style Glycol mixture.

Hailed by many, especially suppliers and manufacturers, as the ideal solution to the issue of water absorption and corrosion of brake systems by Glycol based fluids, there are others who cite that a move to Silicone fluids has been nothing short of disastrous. So what is the way forwards?

Silicone is DOT 5. DOT refers to Dept of Transport and is a US standard that is widely accepted. Oddly, there is also now a DOT 5.1 which isn't silicone and should not be mixed, so make sure that you know what you are buying.

Silicone is not moisture absorbent, unlike DOT 4 etc. which is hygroscopic to a degree. This means that it does not carry water in suspension and therefore, corrosion is unlikely. Many militaries use Silicone because it simplifies the recommissioning of stored vehicles at short notice. The moisture present in glycol based fluids is reduced by usage, in that the brakes generate heat when in use and this should help to clear excessive build up. However, classic cars are often stored undriven for months on end and the moisture content can rise unchallenged.

Silicone isn't a full cure, however. If water gets into a DOT 5 filled system, it tends to migrate to a low point as a bubble (probably a wheel cylinder or caliper) and can cause issues in terms of clearing out that bubble. This would tend to be more of a problem in an application such as a motor cycle, where the master cylinder vent may be exposed to the elements, relatively speaking, rather than a car, but it is still a potential issue.

Some say that silicone is slightly more compressible than glycol based fluid, which may be the case, certainly there are many reports on owners' club forums that say that pedal feel is different with DOT 5. What is certain is that apparently, silicone fluid can absorb "micro-bubbles" which are too small to see in the bleed jar but affect the braking system. This is because of surface tension issues meaning that bubbles won't come off the pipe surface as easily, especially if there's more pipe area / volume. You either have to leave the system unused for long enough for these micro-bubbles to coalesce or make sure that your container of DOT 5 is left to settle and then is very carefully poured into the reservoir so as to minimise the amount of air that it might take up. Even so, it appears likely that several goes at bleeding may be needed in a brake system before a satisfactory brake feel is reached. Some advocate the use of a pressure bleeder run at low pressure rather than pedal pumping, others advocate gravity bleeding over a lengthy period.

The old school still suggest that leaving the car overnight with the brake pedal wedged down and the lid on the reservoir loosened off, is a good way to improve brake pedal feel in a stubborn system.

Compatibility is another possible issue that is raised. Certainly the natural rubber seals that were fitted as original equipment will react unfavourably. Brake fluids contain an agent that makes the seals swell slightly, and this will attack natural rubber seals. It is probably unlikely that any cars still in regular use now have natural rubber seals, and you should not have issues with modern synthetic seals. Getting all of the old fluid out of a system is, however, a real issue. Any contact between the two fluids will result in sludge formation that could clog brake lines or the small drillings in wheel cylinders, etc. Getting the system clean is a real issue, you can use brake cleaning fluid and compressed air to blow everything through, and it is probably wise to flush through thoroughly with DOT 5 before even attempting a final fill and bleed.

There are also some who complain the Silicone will search out weaknesses and leak at joints. Evidence of this as a sole cause of leaks seems unreliable, however.

So, what do we conclude?

- Silicone offers distinct advantages once satisfactorily installed in the your car's system, if the car is subject to lengthy periods of inactivity.
- Although the letter that triggered this article is from Australia, much conventional wisdom is that a change is less likely to be beneficial in a hot dry climate than in a more damp climate such as Northern Europe.
- Silicone is probably easier to adopt if you are having a complete brake system overhaul, with new cylinders, flexibles, etc. Not so straightforward if you are just flushing out an existing system and you may need to either dismantle locally or use a lot of fluid to flush through all the remnants of the Glycol based stuff. Even then, you may still end up with some contamination.

It would seem that there are no easy answers to this, and the fluid may suit some cars' systems more than others, but having said that, I am aware of at least one local Traction that has Silicone brake fluid, and have heard no reports of problems. Certainly the key appears to be a meticulous approach to a fluid change. Do members have experiences with this? Good or bad, we would be interested to hear from you.

Finally, if you do change, then place a suitable label near to the reservoir, as a prompt for future users.

Bryan Pullan

Improving your RWD Experience

IMPROVING YOUR RWD EXPERIENCE

A few thoughts on gently improving your RWD Citroën by Martin de Little. Martin is happy to field questions on the topics in the article if members would like to know more.

Stopping the squeal.

While the brake drums on a Traction are of cast iron, the brake drums on the early RWD cars were made as a hot pressing from 7mm steel. They would have then been turned and trued up on a lathe. A steel drum will ring just like a bell given half a chance, particularly when on the car and the brakes are applied. Typically the front brakes (under greater load) make the most noise.

The solution is a steel band (in the r/h picture it is about 2.5mm thick and 19mm wide) put around the drum and clamped up tight. The band cancels all tendency for the drum to resonate thereby giving silent braking. If you don't have the facilities to make such a band then, a 300mm Jubilee clip makes a good (if not quite as good or elegant) substitute.



See and be seen.

You can now buy 6v halogen Marchal 3x pin headlamp bulbs for your RWD. Not cheap but they draw less current and are brighter than tungsten filament types. Not available in yellow so far as I know, but then, these cars predate the (once) legal requirement to have yellow headlamps !!



For the rear sidelights if you have "Diver's Helmet" lamps then a natty LED unit is available to fit inside them.

Besides the bright red rear facing lights there are 2x white LEDs shining through the side windows to illuminate the number plate. Note that LED units are necessarily "handed".

The downside to this LED unit is that it runs on 12v. No problem. For only a few pounds on Ebay you can get a



6vDC to 12vDC converter. Instructions on which wire does what are within the package. To wire it in series; take the 6v feed to the rear side lamps connect to the converter and take the 6v earth from the converter to ground. Take the 12v output from the converter and wire to the side lamps. Take the earth return from the side lamps and wire with or separately from the 12v ground on the converter - which you do doesn't matter.



Stopping when that BMW pulls out in front of you.

Most if not all of Citroën's early cars used cable braking, initially as a handbrake for only two wheels and later pedal operated on all four wheels !!



After 90 years or so, these cables will have stretched and when no further adjustment is possible they will require replacing. Your new cables will be shorter than the old ones !! A company by the name of "Tecni Cable" (Google them) provides a menu from which you can pick and choose all that you require to replace your cables.

Originally the cable would have been wrapped around the "thimble" and crimped back on itself typically using a copper crimp (above right). Most of us not having the machine to crimp the wire must find wire another way.

Improving your RWD Experience

Having worked out what you need, the other way is like this.....:

- 1)
4mm stainless high tension wire.
- 2)
New thimbles (although you could use the old ones).
- 3)
Double clamp unit in stainless steel (a single clamp unit is also available but I erred on the side of safety).
- 4)
Copper ferrule to go on the end of the cut wire to prevent the wire strands from unravelling.



Shown above, the wire has been formed into a loop and has been partially pressed into the clamp unit. The top plate needs to be put on and very lightly done up with the two nuts. The thimble is then put in place and the cable pulled through to grip it. The top plate is tightened up. The copper ferrule on the end of the cable can be pinched up by a squeeze in the vice or from a quick blow with a hammer.

Getting the best from your dynamo.

The older dynamos have no fan, and that is because they are not chucking out any serious current. There are still plenty of them out there. Typically they will have a "3rd brush" where the 3rd brush crudely controls feedback from the commutator to the field windings thence the rate of charge to the battery. This ancient technology inevitably leads to over or under charging of your battery. Neither state is ideal and always there is a miserable output from your dynamo.



Time to move on, get more from your dynamo and install a solid state regulator such as you see here (this example sits in our 6v Traction) and it has made a huge difference. On our RWD car the electronic regulator has been hidden under the dash while the original but now defunct cut out/resistance box still sits on top of the dynamo.

The miniature clothes peg is (of course a rare and genuine Citroën part) used to hold the throttle at a fast idle while testing the dynamo output.



Steering without slack.



Drawing upon an earlier profession as a manufacturer of gears, M. Citroën made the most beautiful steering boxes for his cars. Some were "worm and sector" and some as here "worm and wheel".

For us the interesting part is that the wheel ran in a large phosphor bronze bush and this bush was machined eccentrically. On assembling the steering box you first make sure that there is no axial play in the worm. The wheel is then introduced. The eccentric bush is rotated until all backlash (slack if you will) has been eliminated. That's it, a steering box good for another 90+ years.



MdeL.

Traction Alternator Mounting

The original article by John Osborne takes us step by step through the process of fitting an alternator. This is a well worthwhile modification, especially for the winter months where you may find yourself out with lights, wipers, etc. on at the same time. More than your poor old dynamo can stand? Editor

I finally gave in! After many years of declaring that I would never convert to 12 volts, I swallowed my pride and sacrificed originality for being able to see where I was going. The trouble was that I needed a project for the winter and, dare I say it, nothing much was wrong with the car so the evil thought gradually grew into a plan. The final straw was at the NEC show where my eyes fell upon a 12 volt alternator at a reasonable price - the Faustian pact was complete. I'm not going to repeat the already much-documented conversion itself (i.e. the electrical changes) but to describe the way that I mounted the alternator. Photographs 1 and 2 show the alternator (with the modified pulley in place — see below);



Modified Pulley in Place



Mounting Lugs

The mounting lugs can be clearly seen — note that one is tapped (M8) and a second one comes fitted with a bush. The inside diameter of the bush is M8 clearance as is the third hole.

The Problem Areas

Alternators generally differ from dynamos in the same way that TOC members differ from each other — dynamos tend to be tall and slim and alternators are short and fat. Therein lays the problem. If the alternator is mounted low down in roughly the same

place as the dynamo it is perilously close to the exhaust with consequential melting of the plastic cover and connecting cable, not to mention overheating of the alternator itself. Two solutions suggest themselves; either fit some sort of heat shield or mount the alternator in a different position. Alternators need to rotate faster than dynamos. The general rule is that they should run at about three times the speed of rotation of the crankshaft. With the Traction the dynamo and fan are run from the camshaft pulley which is rotating at half the speed of the crankshaft; this means that ideally the alternator pulley should be one sixth of the diameter of the camshaft pulley. A quick sum shows this to be impractical with a resulting alternator pulley diameter of only 30 mm on a shaft of 15mm; there had to be a compromise. Alternators also appear to have standardised on a 12.5mm shaft diameter but the Traction dynamo pulley has 17mm bore.

The Traction fan belt is 17mm wide but modern belts are typically 12mm. One solution that I have seen on the forums is to use a 12mm belt and allow it to run lower in the "V's" of the fan and camshaft pulleys. I was concerned, possibly without foundation, that there would be a danger of the belt bottoming in the V and overheating.

It is important to ensure that all three pulleys are in one vertical plane to avoid undue wear on the belt and longitudinal forces on the rotating components. So, as well as being concerned about proximity to the exhaust in a vertical plane, it was necessary to align the alternator pulley axially.

The Solutions

The solutions that I opted for were:

- Mount the alternator well above the exhaust.
- Machine a new pulley
- Retain the original fan belt

Mounting Brackets

First may I say that I am indebted to Eric Knowles, who wrote an article in the May 1992 issue of Floating Power, for the idea of the new mounting arrangement; I used the same concept but developed the idea a little further. I hope I am not infringing Eric's Intellectual Property Rights!

The requirement is that the alternator is mounted at the optimum height and is held rigid, vertically, axially, and side-to-side. Vertical and axial stability are not too difficult to achieve but side-to-side stability presents some difficulties because the 17mm long bolt, being the only fixing to the block, is liable to rotation. Admittedly the adjusting arm provides rigidity at the pulley end but there remains a twisting torque as the belt delivers the drive. The solution is to design two brackets that locate around the profile of the block and therefore cannot rotate. Easier said than done.

The shape of the block at the rear end is easy to fit

Traction Alternator Mounting

as there is a straight section adjacent to the 17mm bolt head. However, the profile at the front end is weird and wonderful and almost impossible to measure directly. This is where 6mm MDF comes in; not as a material for the finished article but as a pattern. It took a number of attempts to get it right but MDF is cheap and, given sufficient patience, the result is an accurate pattern because it is strong enough to actually assemble the alternator in its final configuration. I wouldn't recommend starting the engine though! The initial shape for both MDF brackets was obtained by pressing some paper into the profiles — a useful technique in all sorts of situations.



MDF brackets (plus a few spurious holes).



The brackets in position.

All that remained was to cut out the steel brackets in 6mm steel, he said glibly. Ideally, I suggest you get it done by a friend or machine shop with suitable facilities but I managed it with a jigsaw; if you take it slowly with the right blade and plenty of lubrication it is achievable. The holes were then drilled, the 17mm ones being the most critical in their relationship to the block profile. There was then a fair amount of filing to be done to accurately fit the pattern and a little more when finally offered up to the car. Some primer and matt black paint finished the job.

The other bracket to be made is the adjusting arm and here I was helped by an earlier modification that

I had done. When I overhauled the water pump I fitted a sealed bearing for the fan; this eliminated the grease nipple and a convenient tapped hole was therefore available. A short piece of 25x25mm steel angle suitably drilled provided the vertical support for the arm which was made from 3mm steel strip. The nipple hole was not in quite the right place to align exactly with the alternator lug but a small joggle in the arm was all that was required.

The Pulley

The only practical answer was to machine a new pulley. The diameter was the main problem and I ended up with a diameter of 78mm, being a long way from the ideal of 30mm. I could have made life easier and used a narrower belt with a standard pulley (there are some pulleys which can be adjusted to suit) but I was concerned about overheating and belt wear. Dave Hackett from Chippenham kindly found a pulley for me that could be modified to the required dimensions, so the 78mm was determined by the pulley rather than being an ideal figure. In the event, the output from the alternator is more than adequate so my fears about the large diameter were unfounded.



Alignment

The alternator I had bought turned out to be one that is commonly available for retro-fitting to a wide range of common cars such as the Ford Escort.

One of the mounting holes is fitted with a bush that can be slid in the casting to accommodate a variety of applications.

Needless to say it was not quite right for the Traction but, with a few strategically placed spacers, the alternator could be aligned such that the three pulleys were in one plane.

The Finished Article

The result is a mounting arrangement that will probably still be solid long after the rest of the car has rusted beyond recognition, over-engineering being one of my many failings. I also think it looks good, unless of course you are looking for originality! The performance from an electrical point of view has been excellent and has allowed me to fit new 60/45W

Traction Alternator Mounting



Photo 6



Photo 7

halogen headlamps. Two disadvantages have come to light. To fit the fan belt the alternator cannot be tilted quite far enough to slip the belt over the pulley rim because it (only by a small amount) fouls on the water pump. The mounting has to be slackened to allow some twist which, although annoying, is no great problem unless you like to change fan belts for a hobby.

The other feature is a new swishing noise on tick-

over which I have deduced is due to the angle that the belt now travels over the pulleys. Above about 1000 rpm it disappears and, now I know what it is, I no longer find it troublesome.

In conclusion, this is not the only solution but I offer it as one that works and one that I have no doubt could be improved upon. I am sure that others have done an equivalent mounting arrangement or decided to go the heat-shield/narrow pulley route and it would be interesting to hear from them.
John Osborne

This article was originally printed in Floating Power in 2011. The addendum below is not part of that original article.

So how do you wire up the alternator once fitted? Well, for starters your car needs to be negative earth/12v, and if it is not, then the necessary conversion work is required.

My own Slough car follows the old practise of using the now redundant (assuming that you bought an alternator with an integral regulator) Lucas regulator box as a junction box.

The two diagrams below show a standard dynamo setup, followed by the alternator setup using the same regulator merely as a junction box. If you have bought a conversion kit, then this may well have the appropriate instructions enclosed.

Fig 1: original dynamo installation (note wire colours are diagrammatic only)

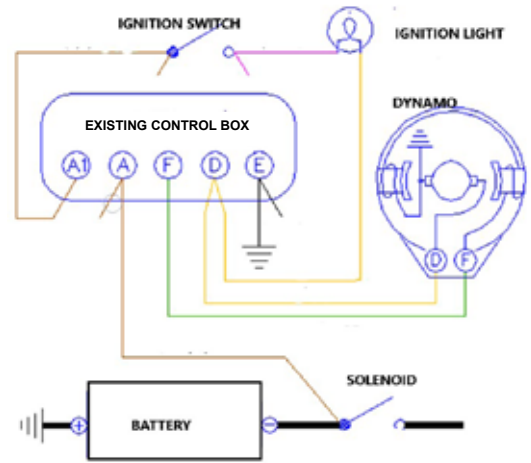
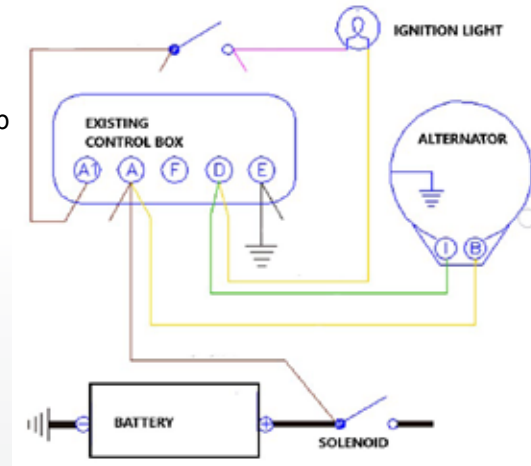


Fig 2: Alternator setup using regulator box as a junction box.



A few things to note:

The whole setup requires the ignition light to be functioning. If the bulb blows, then the alternator cannot be excited and there will be no charge. An answer to this is to bridge the light terminals with a resistor so that it will continue to fulfil its purpose even if the bulb blows. Make sure that your wiring is in good shape in terms of insulation, etc.

If your alternator is rated at over 30 amps then the ammeter, if fitted, is likely to go off the scale when the alternator initially cuts in after a cold start. You may wish to upgrade to a higher capacity unit.

Since the take off for the pulley is via the camshaft on a Traction rather than the crank, you may find that due to the relatively low revs generated, the ignition light is slow to go out at the beginning of a journey, although it performs as expected during the rest of the trip. A blip on the throttle will probably cure this if it bothers you. The real cure is possibly a smaller pulley to crank up the revs on the alternator pulley upon tickover. However, as noted elsewhere, this may not suit your fanbelt which may not be happy with the reduced radius.

You may also find that on shutdown, the ignition light stays on. You can usually extinguish this by switching on and just touching the starter button, then switching off again. The real cure, however, is to slip some insulating material between the cut out relay points inside the regulator.

Bryan Pullan



These are relevant verbatim extracts from the latest FBHVC newsletter on various subjects which are of interest to the Traction and indeed the wider classic car community. Copies of the full newsletter can be downloaded from the FNHVC website:

Legislation & Fuels Bob Owen

Environmental Issues

Work towards the introduction of Low Emission or Clean Air Zones continues to develop, though as yet the only area in the UK where the interests of our members generally are affected is London. We have generally achieved an exclusion for our vehicles which are in the 'historic' taxation class, the course favoured by public authorities as it is easy to identify these vehicles using ANPR cameras, which are the almost universal intended enforcement method.

But the Federation does recognise that a fair number of vehicles, and in particular motorcycles, which their owners regard as 'classic', but which are less than forty years old, will be affected. This will for instance, be clearly the case when the London ULEZ is extended to just inside the North and South Circular Roads in 2021.

And the use of NPR cameras does create issues for the drivers of foreign historic vehicles, which cannot readily be recognised by ANPR cameras. This is already causing concern to the authorities administering ULEZs. I have not as yet heard of an easy solution and indeed I do not know how Transport for London is proposing to deal with the matter, which I know they recognise, when the ULEZ starts up on 8 April.

But a significant number of other cities are well advanced in their planning. Some, such as Glasgow, have announced potential commencement dates.

The Federation is working hard to try to maintain a level of consistency across the country, and particularly among the nations of Great Britain. This is not being helped by each of England, Scotland and Wales producing their own templates which are not necessarily similar in their philosophy and approach either generally or to historic vehicles.

In Scotland, for instance, it is proposed that vehicles will be excluded and a penalty imposed, not allowed to operate in the Zone subject to payment of a charge.

And Manchester seems to be regarding their proposed charge as a penalty for a breach, not an

exercise of a right. This makes the issue of what is a 'historic' vehicle all the more important, as a ban makes the keeping of a non-exempt vehicle within a zone almost impossible, even if the penalty being imposed is clearly a civil, not criminal, one.

There tends to be a local consultation before any zone is introduced. But that is just the problem; the consultations are local. We have, as I mentioned in the last edition, been having some difficulty getting information about when consultations commence, and have made a number of last-minute responses which is less than ideal.

So can I emphasise the point I made last time; if any member anywhere becomes aware of a consultation commencing for a zone in their area, do not assume we already know. Please do contact Emma with the information. We really would prefer to be told a hundred times about a consultation than to miss it completely! And if you happen to know exactly the link to the consultation and can pass it to us, so much the better.

As Zones progressively come into force it may be that Governmental organisations will attempt to create a common information site or sites to enable drivers around the country to know where they are and what they cover. If not, the Federation will be attempting to establish how they affect historic vehicles, when their restrictions apply (e.g. all the time or just on weekdays) and to hold a database for members of UK Zones in force.

I am also starting to receive questions about the existence and limitations of zones, not only in the UK but around Europe.

Sadly, it really does not seem to have yet occurred to our various ruling bodies that while an LEZ is local in effect and perhaps of most relevance to the residents of the area it covers, once it exists, by the very nature of travel, there is a need to make the information available to travellers from outside the area before they come to the boundary signs.

So there is as yet no consolidated list of Zones in Europe where they are now becoming established, nor, as far as I am aware, a conscious recognition of the need for such a list to cover the zones which will, in the next two years, become established in several urban areas in the UK. I am sure this need will become recognised. Indeed there may be a

commercial opening for a sort of 'Bradshaw' Guide to LEZs and CAZs around Europe.

We tried at the outset to provide some guidance to those who asked if we knew about the restrictions in specific zones (Paris is an obvious favourite). But I can assure everyone that the time involved in establishing facts from various zones is simply not there, given our other priorities. FIVA's Legislation Commission does recognise the need for a repository of data and we will be discussing it next month. But meanwhile we cannot at the moment point members to any wholly reliable data on the various restrictions which are developing. This is frustrating.

MoT Exemption

As you know, the Federation has argued that the DVLA process for enabling declaration of a vehicle as not being significantly changed at the time of re-licensing only was one which could put drivers at risk of bureaucratic misunderstanding and leave them at risk from ill-briefed policemen.

Well, we became aware that a real example had arisen and that the driver of a historic vehicle had received a Notice of Prosecution. The Federation urgently sought clarification of the position from the Department for Transport. We are glad to confirm that they responded promptly and positively and have provided us with the statement we copy here, which we think sets out the position clearly and succinctly and will be of real use to our members. It may be that members who have concerns about this will wish to carry a copy of the DfT Statement in the vehicle.

We are still unhappy that the Vehicle Enquiry Service cannot show an accurate MOT status even after the registered keeper has filled in a Form V112 or checked the declaration page during online licensing. Currently it simply says, if the vehicle does not have an MOT, that no MOT information is

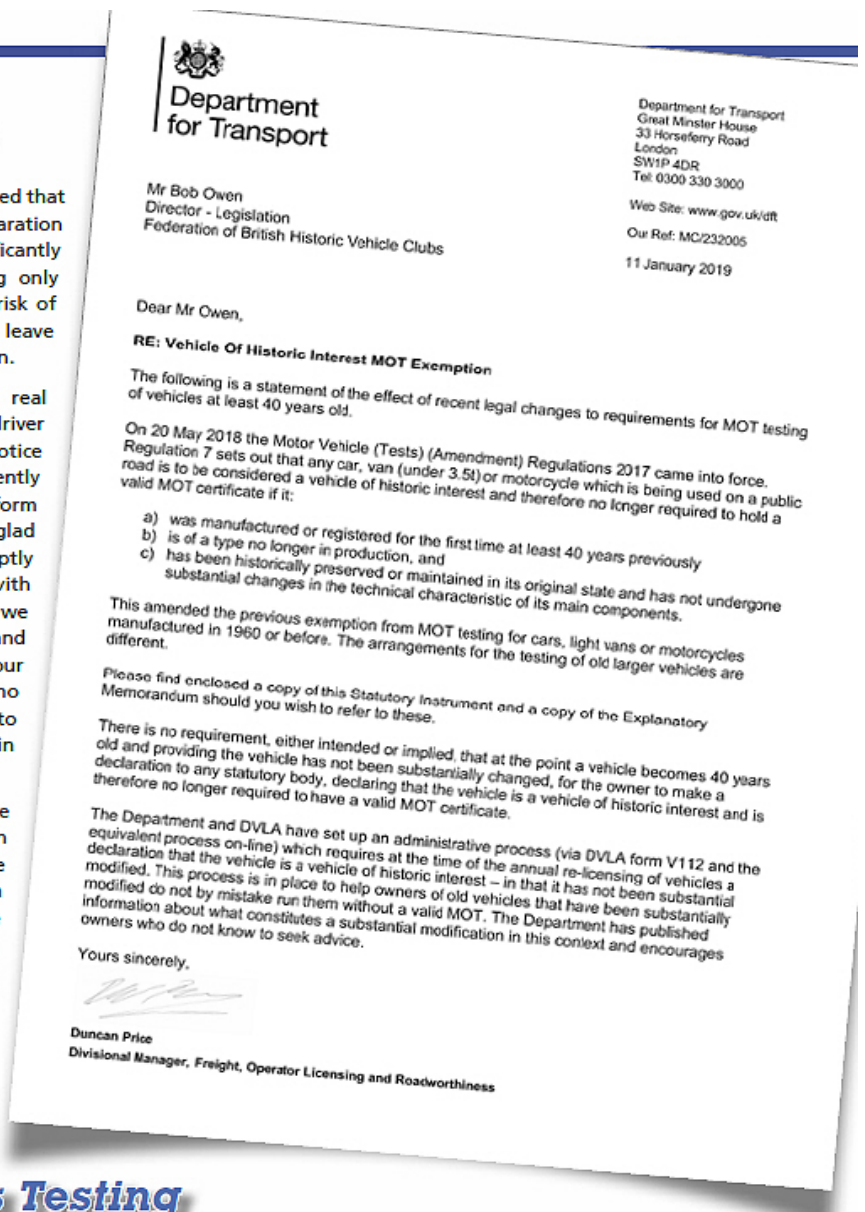
issue, that they will after all consider 'genuine' applications for substitution of a Q Plate submitted later.

As we have been arguing only for the change in cases where the actual identity and date of the vehicle is now indeed clear, this is good news, and I will be looking at establishing the detail of this offer over the next few weeks with a view to advising members who think they may benefit from this change how they should proceed.

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Registration & Licensing

We also advised the APPHVG members of our concerns at the apparent rigidity in DVLA regarding the registration of some types of vehicles. While there are probably not a great many actual cases, we are concerned that the current process in DVLA may make 'difficult' cases even harder to solve.

There is however one glimmer of hope. We have received an indication from DVLA, following extensive pressure from us since they announced at the end of 2017 that no 'appeal' against a Q Plate would be considered more than 12 months after

Insurance: The Effect of Vnuk

As this edition is going to press, we have received sight of the proposed amendments to the EU Motor Insurance Directive to deal with concerns about competitive motoring and the possibility of vehicles on SORN (and other national equivalents) having to be insured even though immobile. Unfortunately I have become aware of these too soon before

publication date to offer any useful comments at the moment, other than the fact that it is obvious our comments are being taken account of by at least some of the MEPs considering the matter.

And Finally

I would have hoped that by now it would be possible to offer some predictions as to where our legislative procedures on traffic and matters related to vehicles would be in the light of the Referendum. But at this point I simply cannot. Whatever one's views on the subject of leaving or remaining in the EU, this is very frustrating. So we must await developments before we can predict what is going to happen to the laws and regulations which govern historic vehicles in the UK for just a bit longer.

DVLA *Ian Edmunds*

For some time we have been advising that when a foreign registration document is submitted to DVLA as evidence of date of manufacture or original registration in support of an application for a first registration of an imported vehicle it must be the original not a copy and that it will not be returned. The reason for this being that DVLA has reciprocal arrangements with their counterparts in other countries for the return of their documents. However, we have recently learned that the situation is in fact a little more complex.

It is true that reciprocal arrangements do exist but not with all countries, or, indeed, in one instance, not with all of a particular country. Where such arrangements exist, it remains the case that the relevant documents cannot be returned to the applicant and all the applicant can do to preserve the historic record of their vehicle is to take a copy before sending the original to DVLA. Conversely with documents originally issued by countries with whom no such agreement exists DVLA have stated that if requested they will return registration documents to the applicant.

There are two lists, one is of countries with whom DVLA do have reciprocal arrangements and the other is of the States of the USA with whom such arrangements exist. Note, this is not all of the 50 States.

On a related subject we have been receiving reports that DVLA were refusing to accept original Polish registration documents in support of first registration applications. DVLA have assured us that this is not policy. Originals of Polish documents continue to be acceptable but as Poland is one of the countries with a reciprocal agreement they cannot be returned to the applicant.

It is unfortunately the case that we have several apparently straightforward issues that were raised with DVLA towards the end of last year to which we have not as yet received reasoned responses which

fully address the issues raised. I will of course report on the outcomes as soon as I am able. Additionally some longer standing matters such as the registration of vehicles originally supplied in CKD form remain unresolved. All I can add at the moment is that the Federation has not given up and neither will it!

Drive it Day

As usual we rely on our clubs to organise participants for this incredibly popular event, with individual runs mostly managed within clubs at section level.



We offer support and advice from Drive it Day coordinator Ken Coad (coadspeed@btinternet.com or 01923 262960), who would appreciate being told of individual events, including the estimated number of participants. This information enables us to respond to the media with real facts!

Advice is also available on our webpage here <http://www.fbhvc.co.uk/heritage-culture-and-museums/drive-it-day/> which includes a downloadable poster and a link to enable rally plates to be ordered.

Again, we would encourage use of social media to promote and record the activities.

For example, see <https://youtu.be/E1VBRUqfCeA> which shows a clip of Commercial Vehicles in action last year.

Major venues participating include the National Motor Museum at Beaulieu, the British Motor Museum at Gaydon, Brooklands Museum, Lakeland Motor Museum and of course Bicester Heritage.

The event celebrates the start of the Automobile Clubs 1000 mile trial which started in April 1900. It aimed to show that the automobile was a practical machine. Participants included Charles Stewart Rolls, who set the fastest time in the Welbeck Park speed trial at 37.63mph driving a 12 hp Panhard. The 2nd Lord Montague also completed the trial driving one of the 11 Daimlers that finished. The legal speed was 14mph – not unlike the M25 at times now!

For more details see the Grace's guide to British Industrial History webpage (https://www.gracesguide.co.uk/1900_One_Thousand_Mile_Trial)

Bailey's Banter

What did you get for Christmas? Following my earlier ramblings about options for filtering the oil in a Traction's naturally filter-less engine, an "anonymous well-wisher" sent me a magnet for my sump plug. Whoever sent this – thank you very much! I will install at the next oil change and we'll see what it picks up. I hope I can put the oil change off until the weather warms up a bit.

Some time ago I wrote about the automatic



gearbox that nearly became part of the Traction Avant package. The source of much of my information was the book "Dimitri Sensaud de Lavaud: an Extraordinary Engineer". The author was Alain Cerf who owns the Tampa Bay Automobile Museum which he built next to his factory in Florida, USA. I had the opportunity to visit this place over the Christmas break and I thoroughly recommend it to you.

The theme of the museum is front-wheel-drive and rear-engined cars although a few 4-wheel drive examples and one or two more (or less) conventional vehicles are included. Alain Cerf is a Frenchman and many of the vehicles are European. Not all though; they have a few American cars including a Cord 812, a 1929 Ford Model A with a Gasogene and a 1922 battery-powered Milburn Model 27L.

All their cars are runners and very well presented and the staff are only too pleased to have a chat.

Citroën-wise there are 3 2CVs including a Sahara, an SM, a Kegresse and 2 French

Tractions – a 7CV and a 15/6 with Gregoire suspension. To the embarrassment of my family I enjoyed a few minutes crawling around



underneath the 15/6 showing museum guide Gary Lasasso where the standard car stopped and the Gregoire kit started (well, he did ask). Otherwise both Tractions are completely standard – no sign of a Densaude Lavaud gearbox. A notable omission from the collection is an example of a DS although the staff did say they are working on Mr. Cerf to rectify this omission.



Gary Lasasso is a very skilled man, having made a 3D relief panel of Gregoire racing his Tracta in the Le Mans of 1929. It looks like it's cast in bronze but is actually carved from



polystyrene and hangs on the wall behind the actual car. Another of his skills is scrumbling – the painting of metal to look like wood. The dashboard of the 1952 Delahaye is a fine example. If you need anything like that done – for your Slough window frames for example – you could ask him for a quote.



Gregoire's work features strongly in the museum with a motorized display of his Tracta driveshaft joints (and the alternative offered by Rzeppa) that were considered originally for the Traction. Gregoire and Citroen fell out badly over that. As well as the Tracta cars the museum also has two 1953 Hotchkiss-Gregoire – I've never before seen one in the flesh. The aforementioned Gary told me a story of Gregoire loaning a Hotchkiss-Gregoire to Chevrolet leading to its Impala logo becoming the inspiration for Chevrolet's next model name.

Other front-wheel-drive cars on display include Alvis, Ruxton, BSA and a Mathis prototype. The museum also features those with engines at the back, including a Mercedes and several Tatras. There's a Kubelwagen Type 82 but no actual

Beetles – because I suppose they are so common (there are no Minis either), and no Tuckers because “there are more museums than Tuckers”.

Although it is yet not on display in the museum, they have the prototype 1929 Gerin Aerodyne which is described as mid-engined in that the engine is mounted ahead of the rear axle. It's a



long car and so is mid-engined in the same way that a Traction is. It's technically very expensive to commercialise. Also featured is the Dymaxion – the rear-engined, rear steering and yet front wheel drive car designed by Buckminster Fuller. Gerin made no further cars although several Dymaxions were built. On technical merit it should have been the other way around.

Also displayed are a couple of cars with Formula Ferguson 4-wheel drive – not the Jensen FFs you might have expected but a 1965 Ford Mustang and a 1968 Ford Zephyr police car.

Whilst there are only a couple of Traction there, the museum places them in the context of all the other contemporary developments in vehicle and drivetrain design. If they had a Dymaxion they would have every possible combination of engine position and drive configuration.

Bailey's Banter

Back in the UK the Brooklands Museum had its regular New Year's Day meeting. As it was a lovely sunny morning it was very well attended. As far as I could tell the Traction was the best represented Citroen there with 4 of them including mine. I also counted 2 DSs, 2 2CVs, 2 H vans, 2 SMs, a single GS, a CX pickup and of course Martin's 1926 Taxi. This was another chance to tell complete strangers my version of the truth about driving Traction until their eyes glazed over and they found an excuse to walk away.

The coldest theoretical temperature possible is -273.15 degrees Celsius – absolute zero. Interesting things happen when things get close to being that cold. One way of achieving it is with liquid helium which is not that easy to handle. I reckon you can experience something very close to absolute zero by grabbing hold of a Traction's black bakelite steering wheel on a cold and frosty morning. Note to self – must get some gloves – and a heater. Elsewhere in this issue you should find Philp Vesey-Holts' description of the heater arrangement in his car.

Last week I made a quick expedition to the USA where the Polar Vortex was freezing everything in its path. Hertz found me a huge four-wheel drive GMC Yukon. I didn't need the capacity but I did want the 4WD – in fact Hertz insisted on that. I saw minus 11° F on the car's outside thermometer which is minus 24° C and very cold indeed. Fortunately, the Yukon had a heated steering wheel – it was the first time I have used such a thing and I liked it a lot. It turns out that heated steering wheel covers are available as aftermarket items – but not in size that suits the Traction's bus-like 45cm wheel. Those that are available are not supposed to be used while driving – which rather defeats the purpose if you ask me – I guess that's a "may contain nuts" type of disclaimer. One can of course make a heater oneself with a few feet of heater tape and a cover – and of course a fuse. Easier though just to get a cover made.



After a week standing outside under a cover to protect it from what little snow we had in West Sussex, the car started fine. Before I left it I noticed a squeak developing which needs investigating. I heard it only when the car is moving so it is nothing to do with the engine. It was coming from the front. Applying the brakes didn't affect it which makes me think it is neither them nor the wheel bearings (although I found I do have some play in the offside front). That seems to leave the differential and the driveshaft CV joints. Or maybe it's just the speedometer cable. However, this particular ailment has responded well to being abandoned and neglected for a few days and it squeaks no longer.

I'm not sure I can leave it like that. Some serious investigation up front looms. I do hope the weather warms up soon.



I have never really done anything to the Traction's rear suspension, in fact I've hardly ever even looked closely at it. That seems to be fairly normal for Tractions. It did get new dampers a few years ago but the front gets all the attention partly because its grease points demand it and partly because it is just more visible. There are some special tools required to work on the rear suspension but, as there is not much demand the TOC doesn't currently have them.

Almost all Tractions have the same set up. Exceptions are the very early cars where the cross-beam is tubular rather than cruciform (with a few other differences), and of course the 15H which is very different.

Like the front, the rear suspension uses torsion bars. These however run across the car rather than along it. Both are anchored to the body at the centre which makes them rather short. Some Renaults had torsion bars that overlapped leading to a different wheelbase on each side. The Traction doesn't have the same comedy roll angles and wheel travel of those Renaults so doesn't need the additional length. Attaching the torsion bars at the centre puts all the loads in one place which is to my mind a very elegant design. Ride height is adjustable using a screw thread adjuster but it acts at the moving end of the torsion bar rather than the fixed end. The suspension arms pivot on silentblocs and there are no grease points so it's essentially a fit and forget system. My car is 68 years old now and there's no sign it has ever been touched (but how would I know that if I haven't looked at it?).

Any failure will be in the silentblocs which are available at varying prices. They're a press fit and you have to expect that after being left undisturbed for decades a few other bits will not survive the replacement operation. So maybe the best route would be an exchange of the whole suspension arm at 285 euros each side.

Having said that, I don't know how you'd deduce that the silentblocs need replacing. I guess you could attack them with a pry bar to see how much movement there is but what symptoms would you get on the road? The wheels are attached to a beam axle and will therefore remain upright (eat your heart out CX and BX

owners) and there's a Panhard rod to control the lateral movement. I imagine the only way you'd notice a problem would be audible clonks and some increase in vagueness or wander.

Torsion bars are an extremely space efficient way of providing springs. The only design problem with them is that they inherently have a constant spring rate. Ride comfort and load carrying capacity both benefit from progressive spring rates which you get with leaf springs and some coil springs. This is the problem that Gregoire was addressing with his add-on kit that adds a coil spring to the system which results in a progressive spring rate.

The hydropneumatic suspension at the rear of the 15H was Citroen's solution to both the ride height and spring rate issues. I have experience of neither, but a comparison would be interesting.

The 15H rear suspension is independent and does without the beam and the Panhard rod. Instead it relies on roller bearings. Presumably these do need maintenance to fend off seizure and/or the Bambi-like stance.

Since as far as I know my car doesn't need any work in this area, and clearly does in others, I won't promise you any updates.

On the other hand, I will let you know the cause of the squeak, assuming I ever find it.

Chris Bailey

There is a piece elsewhere in the magazine by John Moon on the topic of rear silentblocs. Ed

LIGHT TWELVE TRACTION? THERE WAS NO SUCH MODEL!

If a misnomer is repeated often enough and remains unchallenged it somehow becomes accepted as being factually correct. Certainly this seems to be the case with the smaller engined Traction, produced from 1934 up until the Second World War which, in recent years, people insist in calling "LIGHT" Twelves (and that includes even the owners of such cars who should know better!)



early in 1935 and the model was known as the "Fifteen", that being the horsepower for tax purposes.

Very soon, the Paris factory offered the option of a "7" powered by the engine of the "11". Initially, it was called the 7 Sport and when the Slough factory followed suite, the British-made car logically enough became the Sports Twelve.

For whatever reason, the marketing people at the Quai de Javel soon changed the name of the car to the 11 Legere or Light Eleven. Slough responded by calling their smaller car, with the larger engine, the "Light Fifteen" in order to distinguish it from the larger model which became known as the "Big Fifteen"!

The "Twelve" was never described as "LIGHT"-why would it be when, after all, there wasn't a "Big Twelve" Traction to distinguish it from?

In France, they were known as the Sevens. Here in Britain for tax purposes under the old R.A.C. Formula, they were rated at 12.8 h.p. and marketed simply as the Citroen Twelve.

Shortly after the launch of the "7", Citroen announced the introduction of a longer and wider version of the Traction -the 11A, with an engine capacity of 1911cc. At the Slough factory, production of the bigger cars started



LIGHT TWELVE

The SALOON DE LUXE

This model represents the acme of Citroën achievement in the light car class. It embodies all the new 1934 improvements including Synchronised 4-speed easy-change gearbox combined with free wheel, flush-fitting "Trafficators," and, in addition to the equipment of the lower-priced Saloon described on the opposite page, it has the following luxury items:—

Commodious all-steel luggage trunk, sunshing roof with one-hand control, leather upholstery of the best quality, Rudge Whitworth wire wheels, twin-bladed electric screen wiper, two interior visors, ash trays, pillar pull cords, parcel net, ignition lock, improved remote control for rear blind, large Lucas Chromium-plated head-lamps of improved design, stop-light at rear. £218



And now, just to really confuse the issue, be it known that there WAS such a model as a Citroen Light Twelve and-wait for it- a Big Twelve to boot! -but they weren't Traction .

In 1932, Citroen launched the final range of rear-wheel -drive cars .In France, these became known as the "Rosalie" models, named after "Petite Rosalie"- an 8cv version that hurtled around the Autodrome at Montlhery day and night for weeks on end, breaking several motoring endurance records in the process.

The "Rosalie" models offered by the Slough factory included a 10 h.p. And two 12 h.p. Cars. The smaller of the 12 h.p. Cars had the same body as the 10 h.p. And it was marketed as the LIGHT TWELVE! The larger 12 h.p. Car, virtually a luxury limousine, was called the Big Twelve!

So there you are then; unless you actually own a 1767cc Rosalie, you should simply describe your 7A,7B or 7C Traction as a "Twelve".

Walford Bruen (owner of a Twelve for 48 years!)

Thanks for the clarification. I wonder if any Light or Big Twelves survive? (Editor)

Walford replies: I have a not very up to date copy of the Citroen RWD register which lists a total of nine 10 and 12 h.p Rosalies but their owners in most cases do not specify which engine they have. The late TOC member Dave Hackett had a Light 12 - whether or not this has been sold on, I do not know. There is a Big 12 in Conway and another in Yate which is used as a wedding car.



The SALOON DE LUXE

Exceptionally roomy and comfortable, it is a luxury car in every sense of the word. Its equipment is most comprehensive and includes flush-fitting "Trafficators," commodious all-steel luggage trunk, sunshine roof with one-hand control, leather upholstery of best quality, centre folding and side arm-rests, two interior visors, individual adjustable bucket-type front seats, pockets on

doors and in dash, interior lamp, rear blind with remote control, ash trays, pull cords, parcel net, door locks with remote control, driving mirror, twin electric screen wiper, two electric horns, "Triplex" toughened glass throughout, Chromium-plated bumpers, thermometer, stop-light. £245

A tale of a cold Traction

Giving in to my family's lack of enthusiasm for a cold car I decided to try and upgrade the heating of my 55 11BL. CTA in Sweden sell a compact heat exchanger with electric fan for about £140. This consists of a small in line radiator with an electric fan, which they claim produces up to 2.2 kw of heat. The in line unit has tapered cones either end which can be made to fit into the Traction heater tube. It's a neat unit and I wonder what its original use could be. Demon Tweaks sell a similar unit for £87.50 but with only one tapered connector.



In addition two metres of 15mm diameter rubber hose, two 35x35x15mm copper end feed plumbing fittings and a few jubilee clips are required to connect the heater to the cooling. To turn the unit off, a valve and cable is necessary, I used one designed for the London taxi. All these parts are available on EBAY. An additional heater tube rubber is available from CTA or the TOC.

Fitting the heater is fairly simple, the existing heater tube needs to be shortened to accommodate it and this secured using the two heater tube rubbers. The new hoses can be run neatly to and from the unit.

With a 6volt car the fan runs at half speed, but still provides a flow, however I bought from Amazon a 6 to 12 volt transformer which greatly increases the flow of air. In line fuses should be used. The big drawback is the lack of a thermostat in the cooling system. Without one the water temperature can be low providing therefore little heat, especially on cold days, when you most need it. CTA do make a heater connector with a thermostat, for £120, which keeps engine temperature at 75 degs C.

This is a neat solution to the lack of heating but so far limited in its output. My 1959 ID has a similar set up as standard, without an electric fan, which works very well, but the cooling system has a thermostat. To get this to work at its best you really need the thermostat which will bring the cost of parts to nearly £300. I wonder if there is a cheaper solution to providing cabin heating out there?



Philip Vesey-Holt

A nice compact solution. As an alternative to a thermostat, you could try a radiator muff or a blind for cold weather driving, as long as you keep your eye on temperatures. These were quite common on cars of the period, I remember using a piece of thick cardboard on my first car, a Morris 1000. I have seen the odd Traction tailored one for sale on Ebay. Another alternative would be to remove the fan and substitute an electric one, thermostatically controlled. Editor.



Drive it Day is coming up on April 28th this year and the following notice may help you plan something, if you are at a loss for suitable car club friendly locations.

PRESS RELEASE – Introducing Petrolheads Welcome- Car-friendly venues for Petrolheads

What is Petrolheads Welcome?



Petrolheads Welcome is a web portal (<https://www.petrolheadswelcome.com/>) designed to help car lovers find venues that their cars would enjoy. There are plenty of sites to help people find and rate hotels and restaurants, but only Petrolheads Welcome checks the suitability of venues from the car's perspective.

Who are Petrolheads Welcome?

We are a group of car fans who have wide experience of travelling nationally and internationally in classic and sports cars. We are active in many car clubs and have a wide range of contacts in the industry.

Having had to cobble together information from various sources to plan trips in our cars, we thought "why not create a site that

provides all of this information in one place?" – thus, Petrolheads Welcome was born.

Why Petrolheads Welcome?

We aim to bring together Petrolheads and venues that really appreciate and support cherished cars. We'll also suggest good places to visit, good driving roads and good places to stop en-route.

Petrolheads Welcome already works with a number of UK Car Clubs (e.g. representing car owners of Aston Martin, Jaguar, Lotus, Mini, etc.). They are delighted that we've created Petrolheads Welcome as it will help them to more easily organise car tours, etc. We'll be delighted that such groups will benefit from our experience.

Why rate venues on Petrolheads Welcome?

Our experience of travelling in our cars has taught us that some venue owners go the extra mile to welcome our cars as much as they welcome us as their customers. This is our 'gold standard'. Consequently, we have rated every hotel on our site as Gold, Silver or Bronze:

Visit: <https://www.petrolheadswelcome.com/>

Big 6 Restoration Down Under

A few setbacks in Kev Taylor's project since the last report, but a start on the bodywork is now made.

In the last article the engine rebuild was described as a marathon. That would be an understatement. After several weeks and lots of excuses I decided to reclaim my engine back from the engine reconitioner as they had done nothing in that time. I'd tried a local company as the block is so heavy and difficult to transport. The crank had been sent to a company in Nowra and I drove a 5 hour round trip to pick it up. In fairness this company had only just received the crank despite the original company having had the crank for the best part of 2 months. The only thing left was to hire a ute. I drove through to Canberra a 2.5 hour drive and picked up a ute at 12 noon before driving back to the coast. I loaded the engine onto the back. Luckily the engine hoist would rise sufficiently before driving back to Canberra the next day. The journey is over the Clyde Mountains and I was worried that the block would shift as the trip includes three hairpin bends and a few twist and turns uphill. I think I used three ropes and two tie downs and thankfully nothing moved. The machine shop who also did the cylinder head now have the engine and crank but I needed the gaskets for the new liners. These I ordered through Chris and these arrived this week and I posted them to the machine shop. I rang the machinist today and he is recommending that



I replace the conrods. The originals are white metal and I have been told that conrods from a ID19 are a straight swap. The problem now is finding a set and then I will still need to get the oversized shells.

Whilst all this has been going on I started to strip the front suspension and brakes. As many of you are aware Citroens seem to have an endless range of specialist tools that are required. For example I removed the large castellated nut followed by the 6 bolts that hold the brake drum on. The stub axle can then be knocked back out of the way but the drum can remain fixed to the brake back plate. It then transpires



that a mandrel is required to drift the drum off.

I had to borrow this from Bob in Queanbeyan and the right tool

makes life so much easier, thanks Bob. I am amazed at how over engineered the front brakes appear to be. To remove the brake shoes it is necessary to completely strip the whole mechanism. I have also been trying to clean up the engine bay ready for paint. It is important to remember that here in Australia we are in the middle of summer and temperatures and humidity have been high. During my last visit to Canberra the temperature



was 41 degrees plus. The Citroen is in a double garage made of metal and the temperature inside is more akin to a sauna. It gives a whole new meaning to wet and dry sandpaper. I opted



to remove the front windscreen so that I could sand everything back. The screen is held on by two hinges and the screws refused to budge. I tried several different methods to remove them and eventually had to drill them and use a reverse screw extractor that worked a treat. The screen came out easily once the screws were removed and I was pleased to see the condition of the screen surround.

I've ordered new rubbers for the screen from Chris as they are all brittle. There are a few spots that need patch welding on the driver's side jambonneau.



With the brake drum removed I could see the condition of the brake shoes which need relining and the pistons will need to be stripped to see if they are serviceable. If the rubbers are any indication they may well need completely replacing. The next job will be to get the brake shoes relined.

Kevin Taylor



Replacing Rear suspension Silentblocs

I am changing my “Slough” hat for an “all models” one in this edition as a result of carrying out this job. Although the manual describes the job clearly with good diagrams and drawings of most of the special tools, I encountered a few problems which caused delays and aggravation. I am writing this with two aims in mind:

- To ask if other members have found a way round these issues, so that we can publicise them for the benefit of others doing this work in the future and
- Although I managed to borrow the required tools off several friends in the Club, I have proposed that the committee considers procuring a single set for members to borrow when required, in a similar way to the tools already available. Thus, I need to be able to recommend what exactly should be made or bought, and advice is needed on this. There is no doubt that 2 tools that are required are the clamp to disengage and replace the torsion bars and the 2 jigs to suspend the axle from the shock absorber mounts and set the correct position of the torsion bars, both of these are fairly straightforward.

The issues I encountered were:

- 1) The Silentbloc assembly on each side is clamped together by large ring nuts, which are similar to those found on old bike bottom brackets with 2 slots machined in. It is obvious from my own experience and others I’ve spoken to that it has been common practice to undo and tighten these with a hammer and chisel! The manual states these nuts be tightened to “at least 250NM with an adjustable spanner” which is not very helpful! I borrowed a purpose-made socket type tool, suitable for use with a torque wrench with notches to engage the slots, but although it fitted very well, it was made of rubbish steel and had needed to be repaired on it’s previous first use. It survived my job just, but can anybody recommend the source of a better made tool that is up to the job or we could organise the manufacture of a better tool of this type if not. An alternative used by Andy Burnett is a specially made long handled C Spanner. Suggestions please.

- 2) When reassembling the Silentbloc assembly for each side, the manual describes the angle setting fixture MR 3336, which bolts to the Silentbloc housings, using the holes that attach them to the tubular cross member, and picks up on the holes for the adjusting rod to keep the link arm and levers in the correct angular position. I borrowed a tool to do this, similar to that in the manual, but the problem was that although I could insert a rod through the link arm holes to keep it fixed, I could not do this through the holes in the levers as the trunnion for the adjusting rod had to be in place. With the help of a friend, we had to use G clamps to hold the levers in position, which was very fiddly and difficult. Andy Burnett tells me he gets round this problem by bolting up the whole rear axle assembly on the car, suspended by the 2 previously mentioned jigs, and tightening the ring nuts up in-situ. In the interests of brevity I will not detail this procedure here. What is the experience of members tackling this work?
- 3) When using the fixture MR3336, tightening the ring nuts tended to “wind up” the Silentblocs so that when the fixture was removed, they unwound a little opposite to the direction of tightening on each side, so that the housings did not line up properly with each other. We had to repeat this operation several times before getting an acceptable result. I struggle to imagine how this was dealt with in the factory and wonder if anybody out there has an answer?

Unfortunately, none of this will help me! As a postscript I should say I was glad I tackled this job as the old Silentblocs, which were probably replaced during the mid 90’s restoration, were in an advanced state of de-bonding and the restorer had omitted to fit the circlips which secure the Ring nuts! No wonder my rear end was looking a bit low. The lesson to be learned is that the rear Silentblocs do not last forever and you will probably need to do this job sometime!

John Moon: slough@traction-owners.co.uk

January Update for 'The Black Country Experience'

Planning for the Black Country Experience is well underway and I am pleased to say we now have 36 cars booked in. Although I have set a target of 40 cars I am sure there are a couple of members still tempted, so I will leave the numbers open for now. I am still awaiting one or two to confirm provisional booking but I'm sure these will follow shortly.

As we all know its our 100th Centenary this year for the Citroen mark so we are trying to follow a local theme so who better to introduce but the Shelby Brothers who returned from the First World War in 1919. Tom Shelby and his brother Arthur set up their business empire all around Birmingham and the Black Country and the Black Country Living Museum have now famously adopted them as the centre of their 'business empire'. So for the Welcome Party on Friday Night a Peaky Blinder Cap, Waistcoat, and period timepiece should be the order of the day. Our good ladies could look the part and we will not object to a few 'Flappers' joining the festivities. I've had a note from the Shelby Family so I will hand over with an extract.....

Mr Thomas Shelby here, one of the Shelby Brothers, better known as the 'Peaky Blinders'. I have been informed that you have been invited to my hometown and headquarters at the Black Country Living Museum on May 10th and 11th. I can assure you that you are going to be well looked after and cared for by the notorious Peaky Blinders of the Black Country. Our fleet of cars includes a 1920 Citroen 10hp Torpedo. Were putting you all up in one of our local Village Hotels, near Walsall. Some of our boys are checking out the catering and we'll see if 'faggots and pays' are available with a little 'growty dick' on the side, a famous Black Country dish. We'll have plenty of 'Sedgley Supprise' from the Bull & Bladder on standby to quench your thirst.



A three course meal to remember followed by some surprising entertainment till midnight on Friday, will start the weekend. I recall at one of your previous events we had both the "Spice Girls" and "Il Divo" performing, TOC Style, hopefully the entertainment doesn't get any worse..... We will require your attention whilst we demonstrate a little Peaky Blinder etiquette on the Friday evening.

An early rise and we'll be off to Bridgnorth and the Severn Valley Railway. We will meander through Shropshire, Wenlock, Ironbridge, Bridgnorth and take a lunch break at the Ship Inn, Highley alongside the River Severn and the Severn Valley Railway. After Lunch we will press on through Arley and onto

Bewdley, Kiddy and then to the Black Country Living Museum for 5pm. Our cars will be scattered throughout the village, and all in period attire can participate. The rest can form an orderly queue at the 20's Chippy and prepare for the mandatory 'School Lesson'. At 10.00pm the Peaky Blinders will bid you farewell and you will leave for a short drive home to the Village Hotel along 'The Black Country Route'

Ok, Sunday is another Special Day and an early rise. Settle your drinks account at the hotel, your hearty meal Friday was all inclusive and we assemble in the car park for 2 or 3 convoy drives into the centre of Brum and parking in the 'Red Cage'. Something new, I don't recall doing this before. There are 7 or 8 places of interest, all walking distance, within a kilometre radius of our parking. You will be able to relax the last 2 hours with afternoon refreshments. We strongly recommend a canal walk to the 'Coffin Museum'. I have arranged special concessions and discounts for any orders, a special rate of £5 entry and they will measure you up..... So a brief selection of other places of interest are;

- Grand Central Station – New St
- Mail Box – leading to
- Brindley Wharfe – Canal side
- Convention Centre – Symphony Hall
- The Coffin Works – 19th Century Museum

Finale – Between 2.30pm and 5pm Entry to the Electric Theatre (Oldest Working Cinema in UK) for Tea/Coffee and refreshments.

There are many other areas of interest, however 4 hours on foot will end in the 1920's Electric Cinema to view some period news clips, cartoons all in relaxing recliners. The Cinema is for exclusive TOC use from 2pm till 5pm. We are only 400 mtrs from our parking at the Red Cage.



For a late Booking Form please email Steve@imperial-cars.co.uk. All those who have apologised and can't make it... well please think again. Cheers for now

Steve Southgate

07747633329

IN COMMITTEE

Brief notes of the first Committee meeting of 2019, held in Millbrook Village Hall on 27th January, 2019.



FP Editor – good feedback from members on our use of a recyclable envelope for FP.

It was agreed to use a 100th anniversary logo on Floating Power covers for the rest of this year.

Please keep sending in articles plus photographs for the photographic competition.

Finance – we are considering using QuickBooks online in the future so bringing together the Spares and general accounts – a subgroup is working on this.

Spares – sales are slightly down on last year. Prices are increasing in buying from Europe, mainly due to exchange rate fluctuations, so Chris is trying to source as much as possible from the UK. Franssen is now part of CTA so hopefully able to access more Traction parts from one supplier. There will be a full stocktake on 7th April.

Shop – sales are low and it was agreed not to stock any 100th celebration clothing unless we can find a supplier who will print individual orders.

Social – Steve Southgate attended the meeting to give details of the Black Country Rally. So far there are 34 cars booked on so there are still places available.

The Brittany tour is almost full.

Next year we have the Jersey Rally and our Annual Rally in the Lake District. Details will be in FP later this year.

Membership – we currently have 640 members. Since the AGM we have had 29 new members and 10 rejoiners.

We are looking at a new publicity leaflet to use at events such as the NEC which is GDPR compliant and doesn't mention fees, so not time specific.

AOB – Cleve has produced guidelines on **GDPR**. Members information will be held in encrypted form in the cloud and access via password. There should be no data held on any members' personal computers or in printed format.

AGM – very poorly attended last year so need to look at other ideas, such as combining the AGM with the annual rally and having a proxy vote for those unable to attend.

Communications email – well received by members but the general opinion was that it needs to be more concise and focus on news and dates that need publicising before the next FP is due.

Bev Oates

Club members are always welcome to sit in on Committee meetings and see how the club functions, with a view, perhaps, to taking a more active role when the opportunity arises.



This picture and the cover picture for this edition, shows the collection of Citroens belonging to Hans-Peter Durr -Auster from Switzerland. Alas this is possibly the last time that all of these will be seen together, since Hans is shortly selling the collection.

On the cover picture the car on the extreme right is the only pre-war Big 6 from Slough, in the picture above, the little grey Traction with black wings and her 1934 UK plates is 1 of 2 of the earliest Tractions supplied from Hammersmith.

Both photographs are courtesy of photographer 'C' Antoine Pascal, Paris 2019'.

CTAB Brittany Rally 11 to 14 July 2019

Hi all

I have received more information, for your urgent attention...

1) The Camp site has been reserved by the CTAB. It will be "Camping de Lanven" near Plomeur (Finistère). This will be the rally base.

Website <http://www.campinglanven.com>

2) If you will be camping (pitch only, included in rally fee - you bring your own camping equipment).. No action required at the moment.

3) As in previous years; Mobile homes are available for rental. These are detailed on the website. If you wish to book a mobile home, this should be done **immediately**.

Booking for the rally is for the nights of 11; 12; 13 July. (unless you wish to stay extra nights).

You must make the booking yourself, either on-line, by phone or post. Four or six berth units are listed (No two berth),

USE THE FRENCH VERSION OF THE WEBSITE ONLY, THE ENGLISH VERSION IS NOT UP TO DATE

Please ensure that you understand the pricing system; and have carefully read and understood the terms and conditions.

Note particularly, the additional costs for; taxes de séjour; bed linen; 30% deposit required; balance on arrival at site; 300€ (refundable) security deposit; and cancellation charges.(This list is not exhaustive).

Please note on your booking form that you are a "Membre du Club des Traction Avant de Bretagne".

4) No further information is yet available on Hotels. I would suggest that if you wish to book a hotel or a B&B; that you check what is available in the vicinity on Booking.Com or one of the other websites, and book something on a cancellable basis in case we get no further info. Make sure you look for **Plomeur** and NOT Ploemeur, which is many miles away!!

5) No further information is yet available regarding the rally entry fee; nor the start or finish venues.

6) Can I remind you that there is no reduction in the rally fee if you choose not to camp and instead rent a mobile home or book a hotel.

7) Finally, if you have changed your mind and do not wish to join the rally, please let me know by return.

All the best.

Martin N



La Vie en Bleu

This year La Vie en Bleu at Prescott is on the 25/26 May. After some discussion Brian Drummond (Chair of CCC), who coordinates the arrangements for our joint stand at La Vie, and, I have come to the conclusion that a club stand at La Vie would not be viable this year because it is only 4 days before the start of the centenary celebrations being organised jointly by TOC, CCC and 2cvGB at Coventry. We have also been told that the mobile exhibition unit that Citroen lends us for the weekend, which provides us with excellent facilities, will not be available because of commitments elsewhere.

We hope that this does not disappoint anybody who normally attends and expects to see the Citroen stand. It is, of course, a very worthwhile event even without the Citroen display!

I hope that we can resume normal service next year.

Simon Saint

CAN YOU READ A CAR REGISTRATION NUMBER FROM 20 METRES?

*This first segment is an extract from a piece originally published by **mycarcheck**, who were promoting the desirability of having your eyes tested regularly, particularly in*



relation to road safety. Given that we are by and large a mature community, this is probably particularly relevant to Traction (and other Classic Vehicle) drivers and the recent accident in which Prince Philip was involved in Norfolk, will add more shrill cries from those zealots who seek to ban those of us in advanced years from the road, solely on the basis of age.(Editor)

- Following the worrying police report that 5% of drivers can't read a number plate from 20metres, mycarcheck.com has highlighted key facts about the basic eyesight test... and confirmed that its own staff can all pass it.
- Between 1 March and 20 August 2018, West Midlands Police checked the vision of 81 motorists as part of Operation Close Pass, a campaign to protect cyclists from dangerous overtakes. 4 of the 81 couldn't read a car registration from approx. 20m.
- UK law requires drivers to be able to read a post-2001 number plate in good daylight from 20m (just over 65ft), about the length of two and a half Routemaster buses or four to five family cars. This check is a mandatory part of the driving test and there have been calls for drivers to be re-tested at 70.
- Since 2013, police have had the power to request a licence be immediately revoked under Cassie's Law, named after 16-year-old Cassie McCord. The student

was killed in 2011 when an elderly driver swerved onto a pavement – the 87-year-old had failed a police eyesight test just days before, but refused to surrender his licence.

TOC have no connection with **mycarcheck**, but endorse the need for regular eyesight tests for all drivers.

According to the BBC News website(Sept 2018):

'Three forces in England are planning to test every motorist they stop in a bid to clamp down on drivers with defective eyesight. Police say data from the tests will be used to improve understanding of the extent of poor driver vision. The forces taking part are Thames Valley, Hampshire and West Midlands. Officers can request an urgent revocation of a licence through the Driver & Vehicle Licensing Agency (DVLA) if they believe the safety of other road users will be put at risk if a driver remains on the road. Under current rules, the only mandatory examination of a driver's vision takes place during the practical test, when learners must read a number plate from 20 metres. After a person has obtained a licence, it is up to them to inform the DVLA if they develop vision problems. The DVLA said if a licence has been revoked because a driver has failed the eyesight test, evidence must be provided on reapplication showing that the driver's vision meets the required standard. If the evidence provided is acceptable, the agency will require an additional eye test.'

Your Optician or GP can also contact DVLA if they are of the view that your eyesight is inadequate for driving purposes, cannot be corrected, and you insist on continuing to drive.

EVENTS DIARY 2019/20



This is just a selection of the events on offer . 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.

Can we also be clear that there is no separate TOC National Rally this year, this is being absorbed into the Centenary Rally on the weekend of May 31st. The next TOC National Rally will be on the weekend of June 26th, 2020, in the Lake District.

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. Further details below
June 16th	Beamish Run.
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
May 2020	Jersey rally. See Laurence Acher for more details.
June 26-28 2020	TOC National Rally, Lake District: see Bryan Pullan (Editor)for more details.

Citroen Centenary - 1919 – 2019

31 May – 2 June 2019 - Coombe Park, Warwickshire

As we enter the Centenary year, here is an 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: Event costs will be £45 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.

The early bird bookings closed on **January 31**; there will also be a higher on-the-gate rate for anyone not pre-booked.

How to book: The website is live, www.citroencentenary.org.uk and you will soon 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!

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. External horn and 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)**

NOW SOLD

FOR SALE: - .Légere 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: - 1953 Light 15 For Sale

This car was exported to New Zealand when it was made and imported back to the UK last year. There is no salt on the roads in New Zealand, so the body has no corrosion at all. The upholstery and carpets are like new. The mechanical side has been gone through from end to end last winter. New clutch, overhauled gearbox and gear change. All suspension bushes and wear components replaced, new back axle, brakes and steering checked and replaced as necessary. The car was then fully undersealed. The car is very good to drive. There are very few Tractions as good as this one. Any inspection welcome.

£18,000 or vno.

**Robin Hamilton
Birdham PO20 7QL
07834 039585/ robin.hamilton@btconnect.com**



FOR SALE: - 1956 Paris built LHD Normale.

Off road for 8yrs. Due to health problems, unlikely to reinstate for road use. Requires driveshaft repair and general overhaul to make good. Vehicle was in regular use until SORN and is solid and in good original condition both internally and externally. Considerable maintenance file available together with parts, tools, period roof rack, original towbar etc.

Open to reasonable offers. Car located Heywood, Lancs. **Contact David Martin on 01706 369173 or e-mail david.martin677@ntlworld.com**

PARTS FOR SALE

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

FOR SALE:

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

FOR SALE:

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

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

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



FOR SALE:

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



FOR SALE:

Entire large stock of traction gearbox parts for sale, casings, lids, gears, etc, plus the good remains of some 20 other gearboxes, plus some new parts mixed in. Perfect to start a gearbox overhaul business, as the gearbox is the weakest bit in our cars. If interested email me at sheilandyb@gmail.com for a full list by return. and make an offer! Delivery possible to Coombe park?" "Lucas 12volt starter motor for sale. Stripped, fully checked, armature recut, component parts replaced where necessary. Tested, good condition and ready to fit 140

pounds. Tel Andy on 01339 886290 anytime"
Andy B (1379) 01399 886290 (Aberdeenshire)

FOR SALE:



(emblem)
Boot emblem
new old stock
£25 +postage
Front grille
emblem light
fifteen new
old stock £30
+postage
Instrument panel

frame new old stock £25 +postage
Pair rear spats £30 + postage
1 big six carburettor 30PAAI £45 + postage



(horns)
Pair of Lucas
horns, new old
stock £70 +
postage
2 ignition control
dashboard
mechanism £40
each + postage



(grille)
Slough big 6 front grille,
chrome plated 25 years
ago and kept in storage
protected with tectyl oil
£350 +Postage
All items based in
Lisbon, Portugal

**Contact: Mario Monteiro
+351 91 4567052
mariojmonteiro@hotmail.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
steve.thompsonmotors@rocketmail.com**

PARTS WANTED

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

Wanted , the following parts for my 53 Big 6 project :

Gearbox, Carburettor, Distributor, Starter
Master cylinder, Driver's door card
Driver's door outer handle, Wing support
brackets, Stone guards , both front and o/s/r
Clutch operating lever on pedal shaft
L/h bonnet to wing closing panel with vent
Front shock absorbers, Air cleaner
Front wheel bearings
Andrew Tweed Tel: 07891870499

TOC SHOP

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

A selection of items are now available from the TOC Shop.
Contact **Vanessa Plumpton** for details of sizes, availability etc:
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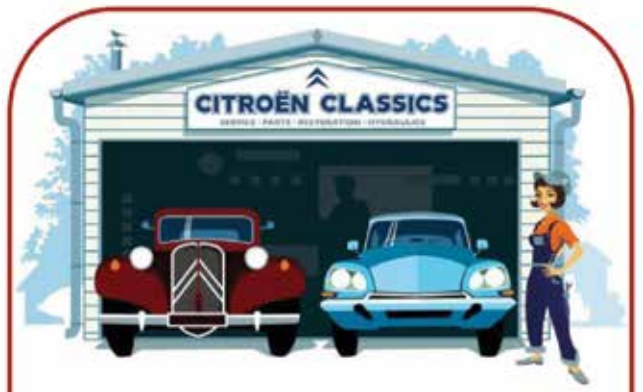
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TOC SPARES HOTLINE

01243 511378

Chris Treagust,
98 First Avenue, Batchmere,
Chichester, W Sussex, PO20 7LQ.
Email: spares@traction-owners.co.uk

Please note, a full spares list

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

www.traction-owners.co.uk

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