

Floating Power

November/December 2020

Honorary Life Members of the Traction Owners Club

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Missing Magazine?

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

The closing date for input for the January/February Floating Power will be earlier than usual due to Christmas holidays

Sunday, December 6th 2020

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

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

Cover Image

by Veronica Diamond

Editor's Epistle

Well, just when it seemed that things might be coming back to life again, we have further restrictions, and the question remains as I write this (in October) what is Christmas going to look like? Well quiet, I would suggest. We shall see, and I won't dwell on possibilities!

As a consequence of events, (or rather the lack of them) no doubt some of you will now possibly have left your cars untouched for almost 12 months, and they will be suffering the consequences, with sticky brakes and clutches, flat spotted tyres, etc. My own cars, I have tried to keep mobile, although most trips have been local, but ironically the most well travelled one this year, my 1964 Volvo PV, is the one that has developed sticky brakes, not sufficient to stop it being driven, but definitely something that needs further investigation over winter.

In this magazine: an article from David de Saxe about his first Traction encounter, more news from Oz about Kevin Taylor's marathon Big 6 rebuild, and, again from Australia, an article originally from Front Drive, the magazine of the CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA, which reviews the iconoclastic status of the 6H in France, cataloguing its rise and fall, and rise again over its lifetime. Peter Fereday has also produced a nice piece on how the technology of the Traction was copied, as an adjunct to his Section Report.

Looking forwards, I note that Drive it Day in April 2021 is sponsoring **Childline**, via the purchase of Rally Plaques from FHBVC. This is a well worthwhile charity, and the details of how to purchase a plaque can be found on the FHBVC website. Further details in the following pages. Looking even further forward, we hopefully have the 2021 Jersey and National rallies to look forward to.

But aaagh: I am also told that we cocked up the dates for the 2021 Jersey Rally in the last copy of Floating Power. This is always a nightmare possibility, that you get dates wrong for an event and half the club turns up a week too soon at the venue! Fortunately there is plenty of time to correct the situation on this occasion, odd though that both Bev and I missed it in the number of times (between us) that we must have read through the various drafts of the magazine. Corrected dates are on the Events page, where there is also an invitation to book into the Jersey Rally, for those who have not already done so.

Of course, editing is mainly perceived as being about punctuation and spelling (although in reality this is just part of the job). It does seem to be a fact that spelling is becoming something of a lost art in some areas of life, and it is quite good fun to spot some of the howlers that appear, sometimes even on official documents or signage, and even occasionally on the BBC, in short in all sorts of places that you would have thought would aspire to a higher standard. Obviously there is a lack of editorship here and there, or their proof readers are similarly as dazed as myself at the end of each magazine production run!

One of the hazards of editorship is that you tend to read a piece of text so many times, that ultimately you don't always see exactly what is in front of you on the page, but read what you think that it ought to say. That is where the proof reader comes in. I gather that one or two members still suffer rises in blood pressure over the odd floating piece of punctuation that slips through the net, but most of you seem happy with what we print. I haven't had any significant comments on spelling, grammar or punctuation from the readership during my tenure as editor, so I conclude that generally speaking, Bev and I do a pretty decent job of ironing out any anomalies during the proof reading phases.

Of course children often spell words phonetically in the early stages of their education, and this can be seen in the current pandemic with some hilariously spelled tributes to key workers posted in lounge windows about the land. However, this is not just confined to children, and there is a move in some quarters towards what many feel is more sensible phonetic spelling. I see that the English Spelling Society has just published six versions of Hamlet's soliloquy, each with alternative phonetic spellings, and invited people to pick their favourite. For example, as an alternative to 'sea of troubles' they offer 'see ov trubles', or 'see of trubels'.

So, as you can see, there are complications even with phonetic spelling, since there may be numerous different ways of spelling a word. Perhaps we could offer a few alternatives in FP, 'Secshun noos', maybe, 'Yor Lettas' or how about Bayliz Banta.....? Perhaps I should start to slip in the odd one here and there and see if anyone notices!

Nitemayr

Oh, and a Merry Christmas



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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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Volunteer sought

Please contact the President or Chairman if you would like to take on this role.

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Because of nuisance phone calls, if you are ringing from outside the UK or you are ringing from an undisclosed telephone number, I will monitor the call and will only answer if you start to leave a message

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President's Ponderings

"..... tea break over, back on yer 'eads". Yes, the Classic Car Show is off again – and this time it is definite. I expect the news will come as no great surprise to most people although, understandably, many are likely to be disappointed. I do not doubt this is the correct decision as I had been wondering how the organisers hoped to manage the event. I can envisage how exhibitors could probably be controlled (relatively) easily, but visitors would present much more of a challenge, especially when the actual rules governing their presence and movement are often unclear and likely to be changed with little, if any, notice. Anyway, see you there next year.

Disappointment aside, what good news is there

Oh yes, Condor have now published a timetable and are accepting bookings for their ferries between Poole and Jersey for next May. I had accepted a voucher for this year's aborted trip so that has now been converted into a new booking for 2021 (with a discount negotiated by our Chairman). You will see elsewhere in this issue, there are still places available at the hotel and the prices are unchanged so I urge anybody who might be interested in joining this event to contact Bev Oates to register their interest and get details of the Ferry discount as soon as possible.

It now looks like the 2021 Annual rally is probably going to be the earliest opportunity for many of us to meet again. I am therefore pleased to confirm it is on stream for the same venue and time as this year's cancelled event.

Meanwhile, please don't hold your breath for news about the CTAB's Brittany rally in July. On past form, we are unlikely to learn more before the early part of next year so there is plenty of time yet. Interestingly, I believe there have been far fewer cancellations of events in France than we have experienced here, especially at local level. Nevertheless, I think I would be wary of such gatherings myself.

Particularly while we can't all meet face to face, don't forget the Forum presents an excellent platform for seeking advice and locating elusive parts. If, like me, the plague has meant more time to sort through your own stock, the Forum can also be a good place to advertise any unwanted bits that have come to light (and you can post as many supporting pictures as you like too). Of course, it can't replace FP – especially for vehicle ads - but it is an additional outlet worth considering.

Here's looking forward to the return of "normalcy", and the sooner the better. In the meantime, keep safe (and sane, if possible). All the best.



Fame at Last!

The following extract is from the latest FHBVC newsletter, in the Clubs section, relating to MDL's article on the 'Exhauster'.

The Traction Owners Club had a fascinating article on the 1920's Weymann L'Exhauster, a solution for automatically moving fuel from the tank to the engine. The English equivalent was the Autovac. The weakness was, as with vacuum operated wipers, the faster you went the slower they got – drivers of racing cars with such systems learnt to keep lifting the throttle to ensure enough petrol was coming through!

New Members

Welcome to the Traction Owners Club to the following:

2787	Mr Alan Mills	Ticehurst, Sussex
2788	Mr Peter Lund	Coos Bay, Oregon, USA
2789	Mr Tom Renshaw	Groby, Leicester
2790	Mr Mike Hickman	Connahs Quay, Flintshire
2791	Mr Matthew Rea	Edinburgh, Scotland
2792	Mr Ian Robins	Morganton North Carolina, USA
2793	Mr Vinnie Walton	Ballymoney Co. Wexford, Ireland
2794	Mr Andrew Middleton	Glasgow, Scotland
2795	Mr Paul Savage	Morpeth, Northumberland
2796	Mr David Davis	Godalming, Surrey
2797	Mr James Crooke	Southport, Lancs.
2798	Mr John Cullis	Deal, Kent
2799	Mr Marc Allum	Chippenham, Wilts.
2800	Mr John Moulds	Bramhall, Manchester

What can I tell you this time?

Well the TOC is ticking over as usual – Chris is still very busy selling parts for our beloved Tractions. Tony & Cleve are looking after our Finances and keeping the Club solvent. John is dealing with new members – it is encouraging that people are still interested in buying Tractions and joining the TOC. I was pleased to hear that Colin Gosling is in good health and has now passed his Traction on to a nephew who has subsequently joined the Club - hopefully we will meet at future events.

Thank you to Martin who has produced our Calendar for 2021 – don't forget I have extra copies if you wish to sort out your Christmas presents.

As you will know the NEC Classic Car Show at the NEC has been postponed – thank you to Julian, Laurence and Ian for all your work planning and preparing for the event – let's hope life gets back to normal next year!

Floating Power is still arriving on your doorstep every other month thanks to all the work of our Editor, Bryan. Please help Bryan by sending in articles – anything you think will interest other members. As you will see on page 15 there is an update on our, well John's, 2CV project. Thanks to the lockdown and the lack of holiday opportunities it is progressing really well and is now a lovely Fernmist green colour.

On the Social side we are going ahead with our plans for 2021. Apologies for confusing some of you as we printed incorrect dates for the Jersey Rally in the last issue of FP (my fault as I even proof read the magazine... duh).



The Jersey Rally is on Thursday 13th May ending with breakfast on Monday 17th. More information is available on page 34.

Our Annual Rally in the Lake District runs from Friday June 25th to Sunday 27th.

There are still places available on both Rallies so please come and join us.

May I take this opportunity to wish you all a Happy Christmas and I sincerely hope life returns to normal in 2021 so we can all meet again. Best Wishes for a Happy and Covid free New Year.

Beu

PS:– John & I managed to complete the High Sheriff's 39 mile walk as mentioned in the last issue of FP. Tony, the High Sheriff, was delighted to raise £8000 for his local Charity.

Club Events and Coronavirus

At the moment there are no further club events planned for 2020, and all events proposed for 2021 are, obviously, subject to the status of the pandemic at that time in the areas concerned.

At Section level, if local requirements ease, it may be possible to organise local events, or to attend events organised by others. If organising something, please ensure that all measures are in place in line with local and national recommendations as regards hygiene, social distancing, etc. and particularly ensure that you are familiar with and comply with the law, especially if you are near an area which is in some form of additional local lockdown and may attract visitors from that area, who should not, strictly speaking, attend. Make sure that you also fully comply with the requirements of Track and Trace in terms of recording contact details of all attendees.

If attending an event, make sure that you comply with the organiser's safety measures and if you feel that these are inadequate, then you should consider not remaining at that event.

In terms of overseas events, you are recommended to heed all government warnings regarding travel to the areas concerned.

It is regrettable that the club has to take a view over these matters but we are keen to promote the well being of our members and also to ensure that no club or club related activities contravene the law. Much of what is required is common sense and we urge all members to keep safe, obey the law and follow the guidelines.

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 	David Selfridge Tel: 7729 518992 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events. Please note change of coordinator.
Kent/ East Sussex	John Barsley Tel: 01892 722749 Email: johnbarsley@googlemail.com	See section report for coming meetings/events.
London 	Mike Willcock Tel: 07761608656 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, Lakes and Borders 	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. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.
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.



SOUTHERN SCOTLAND

So, as with Andy's North Scotland report, there is very little to say with regard to social activities. It was good to welcome – if only by email – two new members from this area to the TOC – Matthew Rea from Edinburgh with an 11B and Andy Middleton from Glasgow with a newly acquired 11BL. I look forward to meeting them and their cars when the current madness subsides.

On a fine day last week, I went out for a further recce of the route for next year's Drive it Day which I had planned for last April and never took place of course. At a time when we really need something to look forward to make a note in your diaries – next year's DID is Sunday 25th April. At the moment the traction slumbers in the garage – all dressed up and nowhere to go.

I was in touch with local member Richard Larter recently to see how he was getting on with the restoration and modification of his Light 15 – there were some photos in the last FP. Richard is a motor engineer with a wealth of experience and has an involvement with other marques including Triumph and Swallow Doretti – he is currently restoring one of the latter. In the conversation he mentioned the similarities between the engines of the traction and the Swallow and so I asked him to expand a bit. This is his response:

"The engine of my Swallow Doretti project is very similar to that of my Light 15 being a 2 litre wet liner design but the similarities do not end there as the camshaft, carbs and distributor are in the same place although the Traction engine is reversed, well it is a Citroen. This is not a surprise as Ted Grinham, the Technical Director of Standard Triumph admitted copying the engine of the Traction Avant. Standard was working on a new post war family saloon, the Standard Vanguard, a new engine was required and he chose to copy the tried and tested Citroen engine. This simple and robust engine was suitable for the colonial markets the Vanguard was aimed at and could be modified to power the grey Fergie tractor which Standard were building for Harry Ferguson. The engine was further developed to power the Triumph TR range and consequently raced at Le Mans in the 24 hour race and was used in some Morgans as well as the Swallow Doretti. Harry Webster, the chief chassis engineer at Triumph confirmed in an interview that the design of the Vanguard engine was strongly influenced by the Traction Avant engine."

This was not the limit of the plagiarism. The chief engineer at Jaguar, Bill Heynes ran a Traction Avant and copied the front suspension for the first post war Jaguar saloons, the torsion bars and ball joints were a novelty on a British car at the time. The system was carried on to the later saloon and sports cars like the XK series and the E Type. So the Le Mans 24 hour race was won by cars using a derivative of

the Traction Avant front suspension, the Jaguar C Type and the D Type competing against cars using a derivative of the Traction Avant engine.

Riley bought a couple of Light 15s in 1937 and after the war they grafted a Citroen front subframe on to the Riley chassis and with the help of Bob Aves, an engineer recruited from Citroen at Slough developed a suspension system for the Riley with torsion bars, ball joints and rack and pinion steering. While at Armstrong Siddeley their new front suspension was so similar to the Citroen it was assumed it was made under licence, although there is no documentation to prove this.

Lastly W.O. Bentley ran a Light 15 as an everyday car and reported very favourably about it in his biography. He thought this was the future of small cars, much like Issigonis but his front wheel drive design with torsion bar suspension was not taken up by Lagonda, perhaps the 5 cylinder radial engine was a step too far!"



Swallow Doretti and Jaguar cars



Swallow Doretti Engine RHS



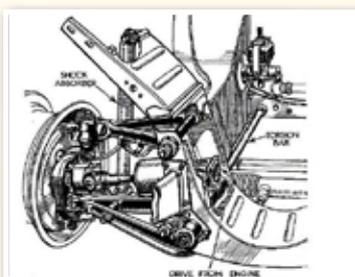
Twin carb Traction Engine RHS



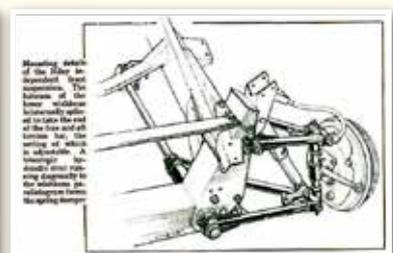
Swallow Doretti Engine LHS



Twin carb Traction Engine LHS



1939 Traction 6 cyl front suspension



Riley 12 front suspension

Section News

I well remember the first time I looked underneath a friend's Riley RME in the 90's whilst he was in the process of restoring it. I did a double take when I came to the front suspension. Subsequently, as Richard explains above, I came to realise that this was not coincidence. The similarities between the Motor August 1939 cutaway diagram of the Traction 6cyl double wishbone front suspension and that of the new Riley 12, as it was called then, in the Feb 46 Autocar are more than obvious.



And finally, to bring it all together, my friend's daughter's wedding, after the successful restoration of the Riley.

Peter Fereday

Cooper also used modified traction gearboxes for some of their racing cars....shows how revolutionary the design was.
Editor

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

NORTH SCOTLAND

Well, what a disaster year really with regard to getting out about and enjoying our special cars! One after another, all the competitions, meetings, country runs, absolutely everything, all cancelled. My Light 15 serviced, polished and ready to go, but only done a couple of short "village" runs to keep things in order and check all is as it should be, and back into the garage again! No phone calls from other members either, as they will probably be in the same situation!

Strange world indeed at the moment and really not sure when we will get back to "normal" indeed if ever. Can only hope that our national rally goes ahead and from a personal point of view, that the All Ireland one goes ahead too, as both are usually very good indeed. Same with Smithy, can't even visit due to rules meantime, but lots of people asking after him and on the phone, usual answer, "doing fine" but being restricted indoors and apparently still a bit dizzy at times - not good! Had intended to post a few traction photos too but found they were on the previous laptop so that's all for now! Picture is of WKX 153, now owned by John and Bev Barsley, but



here being used as a wedding car when owned by me.

Andy Burnett

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

NORTHERN SECTION

As is the case across the country, there is not a lot a lot to be said really.

Many of the remaining local meets of summer were cancelled and now the few surviving breakfast meetings have also been discontinued. A few local car clubs are still holding informal runs, but it has become increasingly difficult to manage the social element of any meeting and many venues have declined to become involved, being in fear of prosecution for incorrect interpretation of the law. So driving is okay, it is when you all meet up at the other end that the problems can start, since most of our areas, even the rural ones where infection risk is almost nonexistent, are under additional measures. There are probably more than six of you and certainly from multiple households.

Ironically though, although the news media likes to portray the North West as something of a war zone, you would be hard pressed in this particular part of it to spot many signs of a severe epidemic, apart from a profusion of face coverings of various colours and types.

Another problem that is starting to raise its head is the consequence of lack of use. Many cars have probably lain idle for most of 2020, since the window for social gatherings was extremely brief. We have already a couple of instances of problems arising on cars that were okay when last used, but they haven't run since March in some cases. One particular issue that I have had, (albeit not with the Traction) is one of sticky brakes, even though the car concerned has been run every few weeks. The Traction has had a sticky clutch at one point, when I neglected to hook the pedal down onto its anchor on the floor when it was due to be stood for a few weeks. I would suggest, therefore, that even if you have not really got anywhere to go, you do take your car out for a spin for a few miles on any fine days. It may save problems next Spring

Onwards.
We do have a new member who is looking for a car, not a project but one in decent and usable condition.



If you are thinking of reducing your fleet or are aware of someone somewhere with a Traction for sale, ideally but not essentially in the North West, then please let me know and I will forward details on.

Finally Christmas. Well nobody really knows what Christmas will look like this year, and since, due to copy deadlines for printing, etc. I am writing this in October, it is even less clear than it hopefully will be when you eventually read this. However, whatever the form is, I hope that you enjoy yourselves, and let's hope for a better New Year.

Bryan Pullan

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

"Some of you may be aware that Hans-Peter Durr-Auster is reducing his collection due to changes in his personal circumstances. He has a few cars that he would like to dispose of to true enthusiasts, they are a 2cv Sahara, a 1934 Hammersmith Super Modern 12 and a 1939 15-6 G (Left Turning Engine).

If you are interested please contact me, Philippe Allison at surrey-hants-sussex@traction-owners.co.uk initially and NOT Hans-Peter, I will be able to give you all the information you need."

We were invited earlier in this year to enter our Roadster in the Concours Elegance at Hampton Court Palace on Saturday 5th September. Surprisingly this went ahead and we had a lovely day in the sunshine admiring a vast array of cars. Unfortunately we were beaten by a



Messerschmitt (! Car not aeroplane) however we received lots of compliments and spread the Traction Word.

Sue Allison

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

KENT / EAST SUSSEX

Little to report here in KES TOC!

The National Trust have closed Sissinghurst Castle restaurant, so that idea for Christmas is off. I'll look out nearer the time for a last minute Festive Lunch depending on the prevailing Corona rules.

One function that worked very well, and could be adopted by any TOC Section, was that of a 'Semi-virtual Treasure Hunt' as run by The Maidstone Historic Vehicle Group, whose social secretary is TOC member Hugh Thompson.

You register your car online and are then sent the route map with clues, you drive the course at your leisure during a given week, at the end of the route you may purchase refreshments and food at a local hotel where you must hand in your answer sheet.

A lovely 44 mile route from Ashford across the Romney Marsh ending at the Flackley Ash Hotel in Peasmarsh, memorable for the 'Cosmic Sausages' performance at the TOC Rally in 2016.

We took our Big Fifteen and came 10th with 2.5 faults.

As always if you are in the KES area and have not received an email from me ever, do let me know if you would like to be included in KES TOC emails.

John Barsley

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

LONDON

A busy couple of months for London and our first get together of the year at Salisbury Hall, the De Havilland Museum. It's the perfect country museum centred around three early Mosquitoes but with examples of many of their engines and other aircraft from a Comet racer to a Comet airliner. I hadn't noticed before that their early engines were fitted sump up with the head and valve gear at the bottom. This improved the view for pilots but involved a total loss lubrication system. Imagine flying a doped canvas and wood aircraft while hot oil was sprayed past the exhausts. The museum is well organised, secure and welcoming, a great way to spend a sunny afternoon.....

.....and it was decorated to welcome TOC's Secretary.

Since last year's visit substantial progress has been made with their Dragon Rapide restoration. The starboard side and wings were finished so they stripped the 'plane, removed it from the shed and turned it round to work on the

Section News & Your Letters



port side and wings. Good to see that the 'modified' roof trusses are still keeping the elements from the Rapide. Now the technical

stuff, setting initial timing. In September's FP Bryan reviewed setting the timing to 8° before TDC with a 6mm rod through the bell housing but wondered how to achieve a further 4° without reference marks.



A pair of French gangsters at Salisbury Hall?

First, remember that the rod (I use a 6mm twist drill, shank first) is not intended to lock the engine, on rotation it drops into a groove across the

flywheel at 8° and must then be removed to avoid damaging the housing, or you, if you inadvertently engage the starter.

Now you need some Blutac, your granddaughter's smart

phone and a can of Guinness.

Ask your young assistant to show you how to work the 'phone's compass, it's in there somewhere and is very accurate. Blutac it to the top of the distributor, slacken the pinch bolt and turn the distributor 4°; tighten the bolt, check the drill is in your toolbox and you're done. Now drink the Guinness.

After many happy summers in France, Peter and Sue are selling their lovely Normandy cottage. If you fancy an indecently fast Familiale speak to Peter, for a high enough sum he'll throw in a magnificent garage/workshop, a ride on mower and a pretty granite cottage.

At the time of writing our closing rally at the Shuttleworth Collection, Old Warden has been cancelled. Unlike most events, not as a Covid 19

precaution, but because after so much heavy rain the paddock and flying field are waterlogged and unusable.

My 'jump' from the Royal London helipad was however a Covid casualty and is put back 12 months. Meanwhile, thank you for all your support. What a year, stay safe.

Mike Wilcock



I like the solution to the timing. Trouble is my granddaughter is only six months old and hasn't quite got to grips with her Smartphone...Editor

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

MORE ON RWD

Morning Bryan

Another excellent magazine, thank you, some very good articles, especially MdL's, Peter Jones Odette. and Chris's excellent contribution including the photograph of Dick Dastardly in the rotating helmet visor.

How about an article on the pre-Traction cars, I believe the club also represents them, one or two of us have examples, Walford Bruen has a really nice one that he bought up to Coombe Abbey for the 100yrs, (was that really only last year!)

Didn't MdL do an article on the Autovac a little while ago, the follow on from that might be the Bijur lubrication system, I have it on one of my cars and it seems to comprise mainly leaving large

deposits of oil on any clean surface. That handbook says to operate it after 100 miles, when you are safely away from the owners garage floor.

Pity about the classic car show, but hey ho, such is life at present.

Hope all good with you and yours

Stephen Prigmore

We do endeavour to include as much on RWD cars as possible, because, as you say, they are also supported by the club. However, there aren't that many about, and consequently suitable material from you, the membership, is fairly sparse. If anyone would like to contribute an article about their own RWD car, or some other aspect of Citroën Pre-war RWD cars, then I would be delighted to hear from you. Editor

YOUNG ENTHUSIASTS

Start 'em young I say.

My youngest granddaughter Remi, getting to grips with the Traction.

Please excuse the mess on the floor.

Regards

Tom Evans



Good pictures Tom, the club is always trying to attract younger members. (Editor)

DOES ANYONE KNOW WHAT HAPPENED TO MY WEDDING CAR?

Hi Bryan

The reminiscences in the latest Floating Power have prompted me to pose a question I've had in mind to ask since (re) joining the TOC a couple of years ago. Does anyone know what became of our wedding car ?



Although I come from Birmingham and my lady wife hails from the railway town of Crewe, in the early 1990s, we were living in Leeds.

We'd been engaged for a year or so and we'd set a date of Saturday, April 23rd 1993 for our wedding. I'm proud to say that I played the male role in exemplary fashion, I undertook two duties.

Task (a), I turned up on the day, looking suitably clean and tidy and.....

Task (b), I arranged the wedding cars.

I was flexible on all matters wedding-related, flowers, menu, guest list, even the venue. I had only one stipulation; the bridal transport had to be a Traction.

I can't remember who introduced me to Harry Howard, possibly Nigel Wild. At the time, Harry was reasonably well known in northern Citroën circles, having a 2CV as his daily driver and a lovely Traction for special occasions. It turned out he lived not far from us and was a very nice chap. He kindly agreed to act as chauffeur on our big day. He also shared some sage advice - on the way from the church to the reception, I was to sit in the back with the bird in the frock and not sit up front and talk about camshafts.....

The car performed faultlessly both during the rehearsal and on the day itself. I think Harry had a son, John (?) who restored Citroëns for a living, which obviously helped keep it in top form.

As the reception was winding down, we took leave of our guests, driving off in my 1973 D Super, a car I still own.

Twenty seven years later, we're still happily married, which is a tribute to my lady wife's unending reserve of tolerance. These days, aside from the DS, I have.....another DS.... a GSA, HY, a clutch of Xantias and my biggest indulgence, a C6.

In the fullness of time, I will rationalise this fleet down to



more manageable proportions, and I hope, make space to accommodate a Traction.

We relocated to Leicestershire in 1998 and I lost touch with people I knew in Leeds. I did manage to contact John Howard, Harry's son. He found a note in an old diary that he and his father took the car to Harrogate in October 1995, where they sold it to a man called Geoff (or Jeff) Tweddle. Thereafter, the trail goes cold.

When MOT records eventually became available on-line, and suddenly we could find out a car's status without writing to the DVLA, I checked the registration number – VLY 67. Alas the vehicle to which it corresponded at the time wasn't a Traction, but it was a Citroën, a C5 I think. When I checked today, the site denies all knowledge of that registration – which is strange given the bonkers prices people pay for such things. I guess it must be on retention and hence cannot be matched to a vehicle.

So, getting finally to the point, I wonder if anyone knows what happened to the French-built Traction, VLY 67 after 1993 ?

Andrew Cox

The club was last aware of this car in the NE about ten years ago. The registration is no longer on a car according to DVLA, so it may well be on retention somewhere, inferring that the car has either been scrapped, exported, or has simply lost its original number. Has anyone out there any new information? Editor

TRACTION AND ZZ TOP CONNECTION

I thought you might be interested in a picture taken in Atlanta Georgia during the 1990's.

Living and working in Georgia USA, my daughter and I went to a car show in Atlanta.

We spotted this smartly turned out Traction, if my memory serves me right this car was powered by a Chevrolet V8 driving the rear wheels.

The ZZ Top connection? Remember them? Apart from being a prominent rock group were car enthusiasts of the highest order. Remember "Eliminator", the red 1934 Ford with the Citroenesque radiator grill? Funny how cars from the same era look similar, who copied who, who knows!

Best wishes

Clive Hoskins



Wake Up Your Car

Some of you will probably not have used your cars at all this year. Winter layup in late 2019 was followed by almost total lockdown in early March, and even the so called lifting of the restrictions, left few opportunities to actually take a car out, so many classic car owners across the UK will simply have left their cars in the garage for the duration and may be considering leaving them in that place, now that winter is upon us. Cars do not like to be left idle, and will develop all sorts of faults. We would encourage use of the car all year round, keeping an eye on the salt situation of course, but this is not always possible. The following article is a compilation from a number of sources, edited to make it relevant to our particular cars.



If you laid up your classic properly late last year, then waking it up from its hibernation at some point should be a formality. We have produced several articles on winter layups over the years encouraging some basic precautions to be taken, so you did it, didn't you? No? Ah well, here's how to recommission your classic safely. The following can also be applied to those cars which have, for other reasons, languished unused for a year or more in storage, or simply left at the back of the garage due to the owner's inability to use them for an extended period.

If you haven't used your classic for a while, and didn't make a point of regularly turning over the engine during the lay-up period, then your first problem may well be persuading the motor to start. If you ran it during its hibernation, then that may have solved the problem for you, at the cost of filling the silencer box with condensation, unless you ran it for an extended period. (A better technique is to take the plugs out and spin it on the starter until the oil pressure comes up). You didn't do that either?

Firstly make sure that the battery is fully charged. This in itself could be a problem, because batteries which totally discharge and are not replenished, can go down beyond the point of no return. There are chargers which claim to be able to reclaim a totally exhausted battery, but the real answer is to keep them charged up, ideally with a maintenance charger that will ensure that the cells are topped up and in good order.

Right, the battery is okay, but then don't just jump in connect it and turn the key! Before even trying to start the engine, ensure that it hasn't seized. Insert the starting handle, use it to carefully rotate the motor beforehand - slowly does it. You could remove the plugs to make this easier (and clean them whilst they are out)

If the engine has 'lightly' seized whatever you do DON'T force it. You may well break some piston rings. Instead, remove the spark plugs and run a little penetrating (or diesel) oil into each of the cylinders. Allow this to soak in, before trying again, or GENTLY rock the car backwards and forwards with top gear engaged (and the ignition off). Hopefully the motor will free up and be fine. An alternative way is to jack up a front wheel and with the car in gear, rotate the airborne wheel.

If you had to use penetrating oil (diesel fuel, or any other freeing agent such as WD40), it is advisable to change the engine oil. However, if the car has been sat for almost twelve months anyway, then an oil change is an inevitability. Spin the engine on the starter with the plugs out to clear any excess material in the combustion chamber. Cover the holes with cloth in case you end up with a geyser of diesel fuel all over your clean engine bay.

If the engine proves to be 'seriously' seized, then alas a stripdown is the only safe answer.

Assuming that the engine now turns freely, see that the spark plugs and contact breaker points are clean and correctly adjusted; and that the rotor arm, distributor cap and high tension leads are dry, clean and in good condition. Wipe out the distributor cover to get rid of any condensation. Check coolant levels and condition of hoses.

As you may have seen from the previous copy of FP, your petrol may have lost something of its urge over the time off the road, and so a can or two of fresh stuff decanted into the tank will help and there are also aerosols designed to spray into the carburettor intake, to provide some initial encouragement, although these should be used with care, and are more intended for smaller machinery engines such as lawn mowers. Check condition of all fuel hoses.

Once the engine is up and running (in a well ventilated garage) let it warm up in its own good time.

Before you attempt to move the car, you need to be certain that the brake system is okay. Start by checking the fluid level; if it has dropped, check why and rectify the problem before driving. If all seems well in this department, slowly apply the brake pedal and release, repeating this several times. Make sure that the pedal feels normal in operation.

If the pedal sinks to the floor, there's a hydraulic problem that needs fixing (or a malfunction in the mechanical linkage), and if the pedal refuses to budge, one or more of the hydraulic cylinders have almost certainly seized meaning that a total stripdown and inspection of the brake system, plus the fitting of replacement cylinders (in axle sets to be safe) will now be required.

Seized handbrakes are another possibility and you should release the handbrake now if you have not already done so and chock the wheels or leave the car in gear.

The Traction has grease points galore, and if you didn't lubricate them when the car was laid up, attend to them now.

Inspect the tyres, especially if they have been carrying the weight of the car during its time off the road. Ensure that they are still sound and round, with no evidence of perishing or cracking, and that the pressures are correct. 'Flat spots' can develop where the car has been standing on its tyres (some are affected more than others by this phenomenon). Normally such flat spots should disappear after a few miles of gentle driving, but in the meantime they will cause vibrations through the car. If the problem continues, seek advice from a tyre supplier; in extreme cases you may require new tyres! The cure here was to move the car occasionally during its storage to relieve the pressure points, put it onto axle stands, or to pump them up to a higher pressure.

The clutch. If you had done your laying up properly and kept the clutch pedal wedged down, or regularly pumped the pedal, there should be no problems. Condensation, or a drip from the water pump can lead to surface rust bonding the clutch plate to the flywheel, thus making it impossible to declutch in order to engage gear.

Initially, try gently pumping the pedal up and down several times, then try the clutch. Next trick is fully warm the engine by letting it idle and hope that the heat generated will percolate through to the flywheel, which should expand sufficiently to break the seal..

If all else fails, and you have space, engage first or reverse gear with the engine switched off. In a Light 15, you should be able to lower the driver's window and with that side of the bonnet open lean forwards and with the clutch

depressed, push down the button on the starter solenoid. The car will lurch forward but after a single revolution of the engine the clutch plate should free with something of a clonk. If you can't carry out these contortions and/or the solenoid is out of reach, then disconnect the ignition coil lead (so no spark) and then turn on and press the starter in the usual way. This will avoid you ending up driving your car through the back of your garage! If this fails, then it is gearbox out and some dismantling. Of course, common sense says you might as well install a new clutch assembly while you're at it!, This latter process is not without risk, so it should be a last resort.

Some owners have successfully freed seized clutches by simply holding the clutch pedal down and 'force-engaging' a gear, The synchromesh on a Traction will not stand this and there is a high risk of damaging the gearbox, and/or drive shafts, so we don't recommend it. Some also suggest that you start the car in gear and then with a few revs on in first gear, brake and depress the clutch. Again, a little brutal and not really recommended.

Bodywork. Unless it's been undercover, an accumulation of layers of dust will have formed – wash it off using plenty of water. Examine the body for damage to the paintwork, including 'cobwebbing' and obvious rust, and rectify.

Even if you polished the vehicle before laying it up, another layer of polish will help preserve it, as well. If the brightwork has deteriorated, use a non-abrasive polish for starters.

Finally, before driving off make sure that the vehicle is totally legal (lights, washers, wipers, horn and so on) with all the documentation correct. In particular, If your car is the subject of 'SORN' ('Statutory Off Road Notification'), it needs to be taken 'out of SORN' and re-taxed before it can be used on the road.

Finally, even after all these actions, you may still experience teething troubles. Rusty patches inside brake drums are common and may cause the brakes to snatch or pull to one side, or create rubbing noises. Even if your hydraulics have survived, this may still mean that brake drum removal and inspection is needed if the problem does not clear itself up after a few miles.

Watch the temperature gauge on your first outings. Sediment can settle and inhibit water flow, and if you have a car fitted with a thermostat, then these can jam after a lengthy period of non use.

Happy motoring. Bryan Pullan

What else do you have in your garage?

1: Commercial and Friends

Photo of my Comerciale (formerly owned by Mick Holmes as many of you will know) taken a couple of weeks ago in Norfolk, think it looks good against the flint . We had been planning to go to Brittany in it in Sept, but UK seemed more feasible due to you know what.

Also a couple of photos for the "what else is in your garage" feature a 1971 DS20, 1943 WLC45, 1947 Indian Chief and a 1955 Cadillac Fleetwood (been undergoing restoration for many years) and up to a year ago, a 1944 Willys Jeep.

Cheers
John Low



2: This is what's in my garage.

If you have been following the story of our 2CV you will know we bought the car from David Cubbon, a TOC member who lives in N Wales, in 1998. It was in need of a complete rebuild but it was worth investing the time in it as it is a rare Belgium 2CV AZL built in 1957.

We always knew that it would be a long-term project as at the time of purchase we were both working full time. Also there was our Traction to maintain, which we have owned since 1989. Then in 2005 we bought an Austin Sprite as Bev's daily car – this needed a complete engine rebuild and interior sorting amongst other things, so again, the 2CV was ignored.

The current Covid Virus has meant more time at home – both retired and no chance of any travelling so at last, time to really focus on the 2CV. We were so pleased to buy two 400mm wheels from Wiljan Cats in Holland to go with the three that we had, so it can eventually be driven on the correct tyres.

What else do you have in your garage?

As of today the engine is running smoothly – of course it is an original 425cc engine – ideal for the Peaks of Derbyshire! All the body panels are painted and fitted. We have even taxed it with DVLA and hope to purchase an inexpensive age-related number plate as it is currently on a H plate – the year it was imported.

Next is the interior and hopefully getting a roof made for it as the Belgium cars do not have a standard roof. We will send photos when it makes its first run.

John Oates



3: Petits Avions

I don't actually have another classic car in my garage. In fact, when I was looking to buy a Traction and said that I would sell my 1978 Triumph Spitfire 1500 as I didn't need to have two classic cars, wife Mary commented that I didn't actually "need" one classic car! I refrained from making reference to her two horses.

I do however have other stuff in the garage apart from the usual bikes, lawnmower and sundry petrol garden machinery. I have remote control planes. The fleet has rather grown since I started in 2006. They are a mixture of 2 stroke glow, 4 stroke glow and electric power. Four of them are floatplanes which mostly fly off grass but on occasion I use the water-ski lake where my son keeps his ski boat.

Since I started, another four have met their end owing to "uncontrolled flight into terrain" as they say in aviation circles.

Roger Gullen



15/6 Iconoclast?



When it first appeared, it only represented a consolation prize to those Citroënists frustrated by not being able to try the mythical '22' at least once.

The 15/6, when launched, was supposed to offer roughly what the '22' had represented four years earlier. What it had lost in panache, it had gained largely in handling, economy and simplicity. In 1938 it was one of the rare production cars which could average more than 100kph on a

15/6 Iconoclast?

Members of longer-standing, and those of you who enjoy Julian Marsh's **Citroenet** web-site will be well aware of his series of columns entitled Iconoclast. Iconoclasism [is there such a word?] is rare amongst motoring writers. The only professional motoring iconoclast who springs into my mind is the awesome, sadly deceased, LJK Setright.

While the English 'get' iconoclasm, it typically eludes the French. In my experience French motoring writers see everything through rose-coloured Francophile glasses. But, all is not lost. Here is an article from a few decades ago where the author, Didier Lainé, is happy to take a swipe at what might well be the ultimate French motoring icon. (Leigh F Miles)

It is hard to judge a car that was ranked as highly by the public in its time as the 'Queen of the Road'. The 15/6 is more than a great touring car, it is a national institution such as the French make from time to time to prove to themselves, and to the world at large, that they have a touch of genius. And the 'Queen' achieved that position on the vote of the motoring population. It established its title over constant opposition and never let its reputation down.

That is why it can be considered the greatest of the French popular cars, even though nobody's perfect, and the 'Queen' was no exception to the rule.



Delahaye 180 saloon

trip. Performance such as this was normally reserved for cars such as the Delahaye 135, Bugatti Type 57 or Talbot T23.

But at the time, the public's attention was being more drawn to other things. Although a champion when launched, the car would not be recognised as the 'Queen' until peace had returned, France had returned to normal and an escapist demand had emerged.

After 1946, the French were anxious to forget the dark years, and wanted to be able to indulge themselves more, perhaps to remember a meeting with "those that had one". So little by little, the legend grew, not without some exaggeration along the way. Before long, fantastic figures were being blushing quoted, such as 'clocking 150 without even trying'. Soon after, claims that no other car had comparable performance were circulating. Such claims were not really untrue, they were only a trifle optimistic. It was certainly true that, on a highway, a Delahaye 135 could beat it, and that its 130kph effective top speed was not quite so impressive after the war.

But all the same, one could not admit too many weaknesses in it, when all of France and abroad had their eyes fixed on it.

A group of enthusiasts became established who were having far too much fun driving their cars to be truly objective, and who, even more than the factory, boosted the reputation of the 'Queen'. In just a few short years, it became the preferred transport of leading citizens both in the country and in Paris. It was just as likely to be used by

MODEL	FISCAL CV	1952 PRICE [FF]
SIMCA ARONDE	7CV	725,000
PEUGEOT 203	7CV	636,900
CITROËN 11BL	11CV	585,000
RENAULT FRÉGATE	11CV	795,000
CITROËN 11B	11CV	620,000
FORD VEDETTE	12CV	895,000
CITROËN 15/6	16CV	840,000

doctors, lawyers or wealthy businessmen as it was by politicians right across the spectrum, including the Socialists of the Rassemblement du Peuple Français [with the exception of Maurice Thorez, who displayed himself in a Delahaye, no doubt so that he could represent the people better.]

(Thorez, the Secretary-General of the French Communist Party, then at the height of its popularity, splurged on a pair of Chapron bodied Delahaye 180 armoured saloons in 1949. These cost well over F3 million each, at a time when most politicians were content sitting in a F840,000 Citroën 15-Six, causing much derision in the non-Communist press. Who bought Delahayes? The Reds, not the Americans. Ed.)



The Traction served both German Army and Resistance during WW2 with equal fervour.

The sober black sedan was perfectly suited to the needs of the time. It was at the same time luxurious and discreet, profoundly French in appearance, respectable and economical, and effectively hid from people's sight, wealth that been acquired more or less honestly.

The 15/6 could not be taken as an obvious sign of wealth. It cost just F840,000 in 1952, less than a Frégate or a Vedette. A moderate degree of luxury, in short, which suited perfectly those who wanted to travel comfortably without attracting too much attention.

And for the price it gave well-made velour seats, plenty of room in the back [even the General was comfortable], a middle class appearance without ostentation, and, above all, exceptional handling on the road. [Ed. The author is being economical with the truth, as the data table shows the 15/6 was more expensive, by 6%, than the Frégate. Maybe it depends on which particular models you compare.]

But it did not only interest the middle-class, conservative or progressive. Since the War, it had been discovered by the thieves of Paris, Lyon and Marseilles, and they continued to employ it for some time to come. Its exemplary discretion and indisputable efficiency were real arguments in its favour. It was regularly associated with the most spectacular hold-ups and boldest getaways, and it achieved those tasks with incomparable vigour. All the leading lights of the underworld in their thousands used it for their foul deeds...

The 15, always black and always stolen, took a malicious delight in nimbly eluding French police all over the country. 'Peirrot le Fou' [Mad Pete] and his famous 'Traction Avant Gang' used it regularly for three years, with boundless confidence, which was amply justified by the results. Quai de Javel could hardly be displeased that 'their' car made the headlines frequently, or deny that the various events with which they were involuntarily associated were worth ten times the amount of publicity gained by the most spectacular publicity campaigns.

The 'Queen' served the crooks as well as it had served the Gestapo or the FFI, without ever



protesting. Later on, it would win the hearts of

civilians as well, so that production boomed.

By the beginning of the fifties, it had quite naturally taken over all the French roads that were ready for it. And even new generations found it hard to beat...

Where the Vedette would be likely to upend itself, where the Hotchkiss 1350 would run out of breath, where the Frégate would fail on power, and where an American car would end up in a field after flying beautifully through the air, the 15 would go effortlessly, as it was known that it would always stay on the road.

It was untroubled by unmade roads, and its tyres were equally at home on treacherous and slippery cobblestones and mountainous hairpins, where it left the rest for dead, leaving nothing more than the sight of the simple sign on the right rear, how symbolic.

It effectively reigned over all kinds of roads, and its manoeuvrability, superior to all of the French production cars of the immediate post-war period, enabled it to overtake in an instant, even when approaching dangerous bends. With it, car travel lost much of its adventurous and hazardous nature. It could recover from a good number of human errors, correct clumsiness, forgive mistakes and bad judgements... and if at times, it actually refused to help, well that was ample evidence that the driver had really overdone it.

Theoretically, it could enter a curve far too fast and still leave it as though nothing had happened, its four wheels still stuck firmly to the road. It could be driven quite brutally and still hold on. In most cases, it fell on its feet like a cat, and continued on its way with the unconcern of a thoroughbred. This is why, for many years, its chronic faults remained forgotten. It had to be admitted that it could have done with at least 15kph more speed to really lead the rest. It was often forgotten that its comfort over bad roads was

15/6 Iconoclast?

rather less than legendary. It was seldom acknowledged that its fifteen fiscal horses were rather too thirsty at speeds over 100kph. It often irritated its owners on account of its lack of synchromesh on first gear, the heavy brake pedal pressures needed, without mentioning its very 'standard' finish and its poor visibility. And it has to be said that the steering was reluctant, and needed a lot of effort, particularly when manoeuvring in tight spaces or at rest.

The 'Queen' was perhaps a little too concerned with roadholding and did not pay enough attention to the smaller pleasures of life. And as she was proud and somewhat arrogant, she refused to make the necessary improvements, considering that her lead placed her beyond the reach of threats from others. But eventually it had to be admitted that she had had her day, and that it was becoming urgent to go on to the next stage of the Citroën revolution. By 1952-53, she was no longer really current, even though many would deny the evidence before their eyes, and shut their ears to criticism.

To some extent, the Hotchkiss Gregoire had already lost its supremacy, and the new Dyna Panhard with only 850cc was the only one which could fill the gap. Sooner or later, the Queen's reign had to finish, especially as everywhere people were talking about the secret Princess which was to succeed her.

The new pretender was very promising, according to gossip and the grapevine; but Citroën preferred to play for extra time, by keeping the old Queen in the running by making the most of her past record, so that the customers would take no notice. Unconquered until about 1950, the 15 should perhaps have stopped then so as not to lose its reputation but it continued to carry on, with its noisy gearbox, truck-like steering and performance which had not changed since its introduction in 1938. It had been revolutionary only at the beginning of its career, and in the next seventeen years, had

remained permanently deaf to any calls for change. [While the author is suggesting that the 15 should have abdicated in 1950 or '51, it was in 1951 that production numbers actually peaked. Ed.] From being revolutionary, she had become fiercely conservative and unchanging. In short, she could not believe that she was only mortal...

By 1955, many of those who would have chosen it in the past, only had eyes for her daughter, the DS. This car, more than anything else, shook the throne of the 'Queen' with its revolutionary concepts and its regicidal ways. The fallen Queen withdrew from the Grand Palais where she had so often been greeted by crowds of admirers, and retreated with dignity. A number of respectable middle-class families meanwhile, refused to admit that the coup d'état had taken place.

Against all expectations, they continued to place their confidence in the old monarch, leaving the daring show-offs to take the risks with her descendant, which had not yet been properly sorted out. For quite a few years yet the exiled queen would display her familiar silhouette on the tranquil roads of the countryside, as if nothing had changed.

And during this twilight period, the gates of certain aristocratic old dwellings still opened to allow its gleaming bonnet through. But the peak years had passed.

In general, the death of grandfather [who had decreed that the 15 was the ultimate car] was followed almost immediately by its expulsion from the garage to where it had beaten a happy retreat. The 'Queen' then entered a period of total decline, and rejoined the '11' at the bottom of the social pyramid. It often ended up in the hands of heavy-handed drivers who were too broke to maintain it in the condition it deserved.



VEDETTE

Große 8-Zylinder von FORD

Der 2.2 Liter Vedette ist unter den europäischen Personenkraftwagen der einzige 8-Zylinder. Die 66 PS seines elastischen V8-Motors geben ihm ein hervorragendes Antriebsvermögen und eine hohe Geschwindigkeit. Als repräsentativer viererter Wagen hat er gut Platz für 5-6 Personen. Sein Kofferraum nimmt das große Gepäck für lange Reisen auf. Im Vedette versetzen sich die Erfahrungen der weitverbreiteten Fordorganisten.

Den amerikanischen Ford soll ihr Vorbild sein für die so neue Produktlinie. Viele Karosserien (insbesondere Grandtour-Modelle), Motoren, Geräte, Felgen usw. lassen ihren persönlichen Charakter erkennen. Spielzeug mit FORD

FORD WERKE AKTIENGESELLSCHAFT KOEN

Even in the 1950s the new generation of cars found the 'Queen' hard to beat. The Vedette would upend itself after flying beautifully through the air and the Frégate would fail on power as the 'Queen' continued to control the roads of France.



Six qualities which COUNT...



- 85 m.p.h. with ease.
- Overdrive fitted for economy — 28 to 30 m.p.g!
- Plenty of room for 6 adult passengers and all their luggage.
- Magnificent roadholding, as a result of independent 4-wheel suspension.
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- Many luxuries fitted as standard, including soft furniture hide upholstery, heater, air-conditioning, windscreen washers, and white wall tyres.

Contact our nearest agent for a demonstration ride and let the Frégate's performance speak for itself.

THE 2-LITRE

RENAULT Frégate

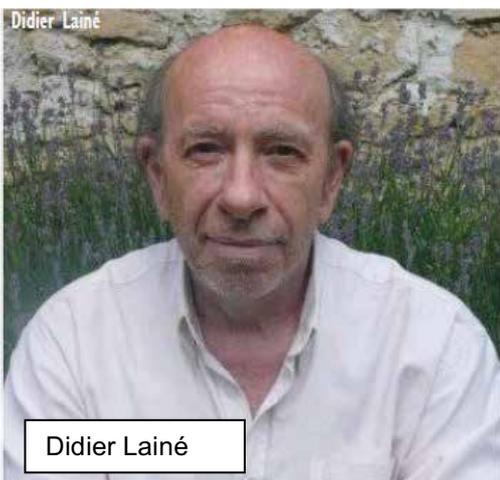
Manufacturers in Great Britain since 1899. Distributors throughout the United Kingdom, all of whom carry full stocks of spare parts.

RENAULT LTD., WESTERN AVENUE, LONDON, W.3. SHOWROOMS: 21, FILL MALL, S.W.1. (1957)

For the next fifteen years, 15/6s were re-sold to impecunious students and the like for less than F500, and some were even given away. However at the beginning of the seventies, young people rediscovered them and took them up, as being consistent with their ideals. They started to revive the legend and restore its faded colours. The 'Queen' had never been more popular, wherever she went, people would be heard to remark 'A 15!' admiringly, and the stories about the cousin who 'never had to open the bonnet in ten years' started to go the rounds again.

The 'Queen of the Road' had become the 'Queen of the New Collectors'. It really had to happen sooner or later.

Original article written by Didier Lainé and translated by Peter Simmenauer. Didier Lainé, who died in 2015, was a contributing writer to the magazine 'AutoRétro' from its foundation. After a stint on television he became the editor of 'Retroviseur'. While the Editor does not know the original source of this article, he presumes that it is taken from the pages of 'Retroviseur' from about 1983.



A different and interesting perspective from a French Motoring writer. It is interesting to consider the post war decline of the Traction as the rest of the motoring world began to catch up. We tend to think that classic cars disappear from sight after production ends and emerge twenty or thirty years later as collectible, as a result of having been abandoned and parked up in barns or, more rarely, cherished by an enthusiast owner. The years of providing budget transport to those who would rather have had something more modern, had they the funds, tend to be overlooked. Alas, during this period of a car's life, many more exotic motors are finally discarded due to running costs, when their (originally) less regarded economy models soldier on.

*I am indebted to the **CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA** who printed this article in a recent copy of their club magazine. My apologies to any of our Australian members who may also be members of that club and have already seen this item in their magazine 'Front Drive'. The editorial comments, other than those in italics at the end of the article, are by Front Drive's editor Leigh F Miles, and are thus part of the original article, and not my own comments. FP Editor*



Here is one that we found earlier!



Bryn Hughes' rather dusty Big 6 receives some expert attention on its recovery to Waterloo, circa 1980.

Profile Phare headlamps?

Bailey's Banter

I wouldn't normally mention a day out in the Traction but these days such a trip is quite an adventure.

We had a nice time puttering around the Sussex lanes accompanying some friends in their Triumph Vitesse. We found lanes, and even villages that I did not know existed. Other than that, a few shopping missions is all the Traction has had to do.

But soon it is going to be a wedding car. It performed such a duty once before, about 20 years ago. My concern then was that it might not start and I remember slipping out of the registry office before the proceedings were finished so as to get it started in plenty of time. Those were the 6-volt days. Now it identifies as a 12-volter I have no such qualms.

This time the distance the bride has to travel is about half a mile, and then another half mile to the reception. But the event is in Devon which is a long way from Sussex. We therefore have a proper drive to look forward to.

I can tell you that the wipers I ordered from Renel arrived, are fitted and do indeed work. I haven't yet got used to the looks though. The originals were much more discrete.

I can also tell you that I have finally replaced my front bumper supports. The originals, if that is what they were, had become rather rotten. Whilst I don't think there was any chance of the bumper falling off, they did look rather unsightly. I ordered a pair of replacements several months ago but have only just got around to fitting them.



Why so long? Well, part of it was my concern that a small job may turn into a big one. To remove each support requires removing two small bolts and one big nut. The latter is one of the fixings attaching the cradle to the rest of the car. I expected some resistance and I got it. I have a 42mm socket which is a sloppy fit but, with the help of a substantial 5-foot-long breaker bar I got my way.

I also expected trouble refitting the bumper as I remembered the fight I had lining up the holes last time. Once again though, brute force prevailed.

At the same time, I took the opportunity to clean up my indicators and relocate them to a more discrete position. Whilst on the subject of front lighting, a while ago I clumsily cracked one of the headlight



glasses. It's been working perfectly well since but the crack has allowed water to get in. Now the reflector is going rusty. The new headlights take different bulbs than mine so, without putting too much effort into it I have been on the lookout for a decent secondhand replacement. Recently a Belgian was advertising one on Leboncoin. In other times I would probably have been able to find myself passing close enough to go and pick it up but as things are, I transferred the money and he posted it. Of course it arrived with more cracks than the one I have. The seller thinks that's just the luck of the draw and



nothing to do with inadequate packing. A fool and his money etc.

So, instead, I ordered some new headlamps from Renel and they are now fitted with LED bulbs.

I had previously been running 12V halogen bulbs which were fantastic. So why change? I had to replace the glass in one headlight and I needed to replace the reflector as well. Since I had failed to find a direct replacement that matched, I needed to change both sides. The new headlamp units took bulbs with P45 fittings which were different to what I had, so I needed new bulbs. And if I was buying new bulbs why would

I not buy LEDs? Well, cost would be one reason. I had been planning for a while to fit relays to reduce the load on the switch and wiring – but, of course, I had not got round to it. LEDs take only 25 Watts, about half the power of halogen bulbs and therefore obviate the need for relays. I know relays don't cost much but not fitting them makes me feel a little better about the cost of the LEDs.

I ordered them from *Classic Car Leds* (www.classiccarleds.co.uk) and they came in a beautiful cardboard box which was as good as anything that an Apple product would come in. Apple are the Gold Standard for product packaging so that was a very good start.



The LEDs are direct replacements for H4 bulbs but come with adaptors for P45 fittings. However, the LED's H4 flange sits sub-flush in the adaptor and the spring clip was having trouble accommodating that. I had to make up some packing pieces so that the clip held them firmly in place.

The wiring colours looked the same as the original Citroen scheme – but in fact they're not as the main and dipped colours are transposed. Something else to note is that the LEDs have their own power supply unit which needs a bit of space behind the reflector.

The new headlights have a hole for the sidelight bulb below the main bulb – like an old Mini – whereas the old units used festoon bulbs mounted outside the reflector. These would shine through a slot in the reflector but also illuminate the red tell-tale on the top of the headlamp housing. I'm sorry to have lost that feature with the new arrangement but I'm sure it provides a better sidelight function. Again, since I needed new bulbs I invested in a couple of LEDs.

Are LEDs legal replacements for incandescent bulbs? This has been discussed before in *Floating Power*. My new LEDs have CE markings but they don't have E marks. The new headlamp units themselves don't have E marks either. Do they need E marks? Some web sites say that bulbs fitted to any vehicle of any age are required to comply with current standards and carry E marks. Furthermore, they say, since the legislation does not refer to LEDs, any LEDs that do not have E marks cannot be used. I'm no lawyer but I have looked through the Road Vehicle Lighting Regulations 1989 and, as far as I can see, a vehicle first used before April 1986 does not need its filament bulbs to carry E marks and therefore, by extension, an LED without an E mark would therefore be not be illegal. The key requirements of the legislation, irrespective of the age of the car, are that the light shall be bright enough, not dazzle and not be blue. I believe my set up to be good on all three points. To ensure I complied with the "not blue" requirement I chose the "warm white" colour option, rather than the "pure white". If you are a lawyer and have a more informed opinion, frankly, if it is different from mine, I would prefer not to hear it.

As yet, I have not driven the car in the dark so I can't yet say whether they are better than the halogens but the nights are drawing in and I'm sure I'll test them soon, if I can think of somewhere to drive to.

The car has a République Française tricolor badge – does this imply it was owned by someone official and therefore has an interesting background? Anyway, it's a very nice car and I'd be very happy to own it but I would never use it. I need the brighter lights and more modern wipers that would spoil such an original specimen.

I mentioned *AEAT* and thought I'd try to learn a little more about them.

AEAT stands for *Anciens Établissements Ansart & Teisseire*. It was originally founded in 1922 by *Jaques Ansart* and *Henri Teisseire*. *Ansart* had started in the coachbuilding profession in 1907, at the age of 31, when he joined *Belvalette Freres* in Boulogne. In 1920 he moved to the *Audineau* carrosserie in Neuilly sur Seine in Paris. From 1920 to 1922 the company was called *Ansart-Audineau* but then *Ansart* set up a business close by in partnership with *Teisseire* who already held a number of patents for convertible hood and window mechanisms.

Belvalette and *Audineau* both built bodies for chassis from all the main French manufacturers but *Ansart & Teisseire*, whilst not being exclusive, seemed to focus more on making "torpedo" bodies for Citroëns, using *Teisseire's* patents. Torpedos are streamlined bodies with convertible soft tops and straight waistlines. The chassis of choice was the Citroën B15 which was the truck version of the B14.



Ansart & Teisseire introduced their own model, the Toimobile, in 1926 which then became the Toipliant. These were convertibles based on the B14 and then in 1930 they introduced a Citroën-based van. *Ansart & Teisseire* bought the *Audineau* company but then *Ansart* sold out to a Citroën dealer called *Luchard*. The main focus of the business was then making convertible versions of mainstream Citroëns. A convertible version of the Traction Avant was introduced as early as 1935 and naturally enough, for the 15-6 as soon as it was launched. It is not clear when they started offering the boot conversions.

Obviously, this line of business was interrupted during the war years. An attempt to restart was made in 1948 – when Jay Leno's 15-6 was built - but soon the company was bankrupt. The company was relaunched as *AEAT (Anciens Établissements Ansart & Teisseire)* putting windows in H vans, 2CV vans and such like. In 1957 they introduced a sliding soft top for the ID/DS which continued to be available until 1969. *AEAT* was wound up some time in the 1970s. The premises have been redeveloped leaving no trace of *Ansart and Teisseire*.



Bailey's Banter



I am grateful to **Bernie Shaw** for sending me photos of the semaphores on his 15-6. You can see what they should look like from the still from Jay Leno's video and you can see what they look like without the lenses in place. Bernie would very much like to hear from anyone who could help him locate a couple of lenses.



Chris Bailey



As noted above, in the latest episode of TV series, **Jay Leno's Garage**, Jay profiles the Citroën Traction Avant, crediting features such as; front-wheel-drive, monocoque construction, hydraulic brakes, and rack & pinion steering as the basis for the development of the modern automobile, including advanced Citroëns like the original DS and the SM. In this case, Jay's Traction is a 1949 six-cylinder model that he had his eye on for some time in the Los Angeles area. The video can be viewed on line via the **YouTube** page of **Jay Leno's Garage**, <https://www.youtube.com/channel/UCQMELFIXQL38Kpm8kM-4Adg>, and gives a nice summary of the car's features and a well filmed drive with Leno at the wheel, around the streets of Los Angeles. Some of the history of the Traction and André Citroën that he recounts in the video is as Chris says, a little off kilter, but the driving impression Jay conveys is spot-on and it is an enjoyable watch. Editor



FBHVC Survey into the effects of Covid 19. A summary of the results of the FBHVC Survey undertaken in May 2020

What are the effects of Covid-19?

Clubs are rising to the challenge. More are providing email magazines, most are making special efforts to engage with members.

26%

The number of Clubs who have made or are considering special arrangements concerning subscriptions.

10,000

The approximate number of Club events cancelled as a result of the Coronavirus

53%

The number of Clubs reporting that their finances are hardly affected

40%

The number of Clubs seeing a decrease in membership

69%

The number of Clubs who have cancelled their annual rally. There is a significant increase in the use of social media and online meetings and gatherings. Many Clubs are making special arrangements to keep in touch with older members. Indications from tech advice lines and spares groups are that members are undertaking restoration projects.

61%

The number of Clubs hoping to hold events this year

50%

The number of Clubs who are planning to hold all cancelled meetings next year

30%

The number of Clubs who will be specifically focussing on future events which enable their members to stay safe

35%

The number of Clubs not taking special action to support their membership.

Some Clubs are having to hold on-line AGMs. In others, office holders will remain in post for a further year.

Evidence that some Clubs are finding members have time to work on stalled restoration projects

What are clubs doing during the pandemic?

- Communication e-newsletters, regular updates to social media, daily Facebook articles.
- Special efforts to maintain contact with older members, 1-2-1 phone calls.
- Increase in size of newsletters, more informative articles.
- Entertainment, meetings and quizzes on Zoom.
- Virtual events, broadcast talks, podcasts.
- Income issues: For some the loss of income from the annual Club day is important.
- Some charities will suffer as fund raising at events has been restricted.
- Planning for the future.
- Holding cancelled events in 2021, but concern for older members.
- Focus on members who are concerned about attending large gatherings.

Editor's comments: The main text is verbatim. This survey was carried out in May of 2020, so some results have been overtaken by events, in terms of the outcome of the lockdown, especially with regard to future events in the remainder of the year. In retrospect, many of the events that were anticipated as going forwards over the summer of 2020 have been cancelled, in a lot of cases because the actual venues themselves, rather than the organisers, have decided that they might be unsafe. The survey summary doesn't state how many clubs have found the use of social media beneficial. A lot of single marque clubs for older vehicles have an ageing membership, many of whom are not media savvy and therefore certain clubs may not be readily able to reach out to them via social media. Some of the older members who are suffering from isolation are therefore more likely to be the ones who slip through the net as regards keeping in touch. Exactly what will be do-able in 2021 still remains to be seen. As the year draws to a close, the virus is still out there and takes a hold whenever we, as a society, relax our vigilance. Only a successful vaccine will restore anything resembling the previous normal, and I suspect that many future events, including possibly our own, may need to have their format revisited to suit the circumstances of the day.

IN COMMITTEE



The Committee held a Zoom meeting on Sunday 11th October.

Editor – thank you to members sending in articles for the magazine. Please keep these coming as there are no social reports to include at the present time. Bryan is currently seeking quotes for the production and mailing of FP to ensure we are paying a competitive rate.

Spares – still very busy. There was a lot of discussion on the relevance of the Levy Scheme. It was agreed to have a small working group to look at this issue and whether it is time to change the system.

AGM – it was agreed we need to hold a “virtual” meeting to have the Accounts accepted before sending to HRMC. This has been arranged for 15th November – all members to be invited via this issue of FP.

Rallies – at this time we are hoping that both Jersey and the Lakes will go ahead next year – places are still available for both.

SWOT – it was agreed that this can be postponed for now due to the difficulties in meeting. However, we are currently looking at the Spares operation particularly in how we manage second hand parts – both purchases and sales.

Newsletter – Julian Pratt has agreed to continue producing this when necessary. Thank you

AGM

Due to the Covid 19 pandemic we are unable to hold a physical AGM of the TOC Limited Company this year.

Instead members are invited to a Zoom meeting on Sunday November 15th at 11.00.

The Accounts were printed in the September issue of Floating Power – these need to be accepted at the AGM. Also we need to vote in our Directors – Steve Reed, Cleve Belcher, Ian Harvey and Andrew York.

If you wish to join us in the meeting please contact the Secretary, Ian Harvey, for Zoom access codes. You are also welcome to have your say outside of the meeting via email or letter to the Secretary.

It is hoped there will be an informal AGM of the TOC at the annual rally in June of next year.

Julian.

Why a Traction?

It is strange, perhaps, how vividly one's early motoring experiences may be recalled. From about the age of 4, I could usually recognise the make of any passing car or bus by the sound of its engine or gearbox. Though not as familiar as many cars, the rising scream from its gearbox identified a Traction as it pulled away from rest. It was (is still!) a unique and instantly recognisable sound, but it wasn't until I was 14 that I was hooked for life on the model. My cousin Buster and I boarded at the same school. Sonia, his much older sister, had married a man of some distinction, being a founder member and principal cellist of the London Philharmonic Orchestra. Sonia brought Boris to our school one Sunday to take us out to lunch, and our respect for him - already at a pretty high level - reached the sky when he appeared at the wheel of a Light 15. Whether his musician's salary provided him



with the means to have purchased it new didn't occur to us, but in 1947 - for such was the year - you had to sign a covenant with a new car's supplier not to dispose of it within three years of purchase. So it probably was new. I am not the first to comment in these columns on what immediately strikes one on one's first ride in a Traction as perhaps its outstanding feature, and that is that it takes corners with almost no roll, so that when Boris rounded sharp bends he didn't need to reduce speed. Whether cousin Buster was as struck as I was escapes my memory, but I just thought that this Citroën was beyond magnificent. From that moment I resolved to have one. On subsequent holidays in France I was in love with every black Traction with its ivory or cream wheels as it sped away from the "feux rouges", accompanied with that glorious first gear music. When at 18 I left school I put my name

down on Slough's order register, knowing that it would take a number of years before I had risen to the top of the list. I even wrote to Peebles County Council asking them reserve for me the registration DDS 1, but their response was that they had reached only DS 8000-and-something and the likelihood of them ever registering sufficient cars to arrive at DDS was remote in the extreme (they never did - until prefix letters came in 1963). Citroën Cars wrote to me about three years after my order to say that my car would be ready soon, but of course as a still impecunious student under articles, I had no option but to request them to cancel my order and pass it on to the next on the list.

Far too many years passed, principally because company cars were made part of one's remuneration, with the proviso that if you had a choice at all, the car had to be British. Thus a series of British Motor Corporation and British Leyland and Ford and Vauxhall carriages were at my personal disposal - but a foreign-made car? Perish the thought.



So it was not until the mid-1990's that I could consider satisfying my craving. Someone into classic cars told me about an array of Tractions for sale displayed on the premises of the old Spitalfields Market east of the City of London. I took the train up to view them, but none really caught my eye. And then I heard about Dennis Ryland and his sons, whose workshops were not so very far from home, though the final part of the journey involved lanes of ever-increasing bends and ever-decreasing width, causing doubt as to whether any sort of Citroën could be at their termination. But happily I was wrong, and my first visit to Traction Renaissance Services revealed an unsullied Light 15 bodyshell in etch primer. Martin Ryland said he was

restoring it for himself, though he might be open to offers, and he hadn't got all the bits. He had rebuilt the steering gear and the front suspension, and there were doors and some other panels. Offers and acceptances ensued, and I then spent many happy days fetching most of the missing parts from various, seemingly uncharted parts of France, which items the skilful Martin then blended into a Light 15/11BL hybrid (mainly the former). In June 1998 his finishing touches had been made and the car was mine, ready for a trip to Monte Carlo - successfully undertaken. In the 22 years since then MKM 366 has seen competitive rallies, some completed with distinction, social foreign and British trips, the odd TOC Rally and other TOC events, wedding conveyance duty and much local errand running. There has been fettling and there have been repairs and replacements, but I am glad to say no major surgery.

The sound of the rising whine that accompanies first gear acceleration is as much a joy to me today as it was when I was only 4.

David De Saxe

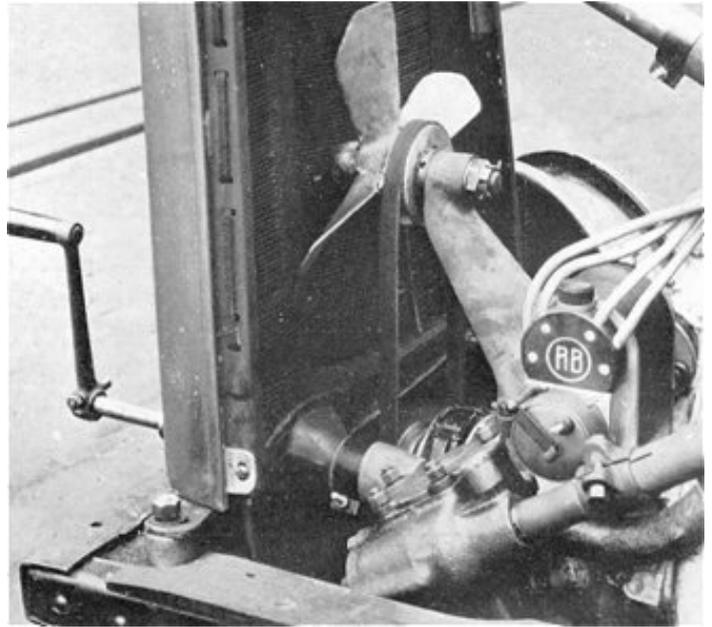
An interesting tale, have any other members similar stories to tell? Editor

Copper cored plug leads with magnetos

Why you should only use copper cored plug leads with magnetos.

Following on from the excellent piece by Bryan in the last edition of FP, I offer these idle thoughts for anyone who has a magneto ignition system in their RWD Citroën, or indeed any other car they may possess that boasts magneto ignition. A single magneto generates electricity, produces a very high voltage and delivers it to the plug(s). Ordinarily very reliable (they have been around for 90 plus years), they can though be damaged. Given a choice of plug leads for a conventional ignition system, it is between carbon or copper core, but with a magneto the choice is critical.

Imagine if you will a child on a swing; if that child keeps her feet up as she swings to and fro, she will swing freely with nothing to hinder her. If though she drags her feet on the ground with each cycle (of swinging to and fro) her feet will dramatically damp down her swinging action.



In a conventional coil/points arrangement, when the coil discharges across a plug gap, electrons are flowing. Electrons are current and at any time that there is current flowing, there will be a magnetic field. Furthermore, with each opening of the points, current will oscillate to and fro in the plug leads which with the magnetic field, creates a very high (radio) frequency. It is that frequency that can be heard through an AM radio – also known as radio frequency interference (or RFI). The analogy in this instance is of the child on the swing with her feet up – where nothing impedes (her or his) current flow.

If the plug leads are carbon cored, the analogy becomes that of the girl on the swing dragging her feet on the ground. The high frequency magnetic field (aka harmonic oscillations) are suppressed (damped down if you will) by the resistance within the plug lead. Unfortunately, damping these oscillations down for a magneto is a particularly bad thing. This is because with carbon cored leads the resistance in the high voltage circuit is raised and two things subsequently occur (a) the voltage at the plug(s) is reduced and (b) the voltage developed across the magneto coil will as a result be higher.

In your Traction system this increased coil voltage is of no consequence but if the coil within the magneto is subjected to a much higher voltage than was ever intended, typically what will happen is that the ageing insulation within the coil will break down quite quickly. In due course, the HT will take the line of least resistance, it will discharge deep within the magneto coil and consequently the fault will be invisible and nigh on impossible to trace. After much faffing around, the inevitable conclusion arrived at is that the magneto is dead - but you do not know why.

In conclusion, any one running a magneto ignition system **must** use copper cored plug leads if they do not want to run the risk of reducing their magneto to the status of “large paper weight”. Repairs are not cheap; a spare magneto that I recently had refurbished cost me deep in the purse @ £600.00 (inc vat).

The plug lead can terminate at the plug top as a simple brass fitting or, you could use a plug cap that has **no** resistor within it. If RFI is an issue for you or the neighbours, find some co-ax cable braiding, slide it over the plug leads and ground one end to the block.

Final thought.... If you are using carbon cored plug leads on your Traction – it is worth noting that they do not last forever – a few years usually. As they break down, starting can become ever more difficult and performance becomes a case of; “not as I used to remember it”. If they are really old then if you run the engine at night and open the bonnet, you may see blue flashes in the leads indicating that they are definitely past their best and the “use by” date. Conversion to copper leads with a 5K resistor in the new plug cap is easy and cheap enough - and all will be well again.

MdeL

All Gas and Roof Racks!

I thought it might amuse those thinking of converting to LPG for eco and economic reasons, to be aware of certain drawbacks

My car was purchased with this modification and whilst in theory at least works well (once I had figured that the switch marks B and G meant Benzol and Gas not Butane and Gasoline) the drawback is loss of luggage space, hence the need to purchase a roof rack in anticipation of the (subsequently postponed) Jersey Rally.

The pictures tell the story

Incidentally the article in the October 2019 edition on LEDS has led me to a simple and effective self-flashing unit from Classic Cars LED. Just replace the bulbs!!

And only £12.50 the pair!

Although to be fair it was on another car of mine with a 12v system

Bill Ranson



I have had two LPG powered cars, both Subarus. Generally the experience was good, fuel was cheap, but variable in quality, some rural suppliers were very cheap, but mileage was noticeably less. However the cars generally ran well without any noticeable drop off in performance and transition from petrol to gas was similarly unnoticeable. However, there was always the nagging fear about valve seat recession. Subaru got around this by means of a Dutch (?) conversion which supplied the LPG in liquid form and didn't require the addition of an upper cylinder lubricant via the injection system. Allegedly this meant that each charge of fuel, being liquid, cooled the valve seats. The only downside was, as you say, boot space, in both cases the use of the spare wheel well for an annular tank led to the need to have the spare floating around in the boot itself. Probably not a problem these days, when so few modern cars have a spare as such. The 2.5 litre Subaru Legacy was a superb car, but thirsty and the LPG conversion was aimed at making running costs a bit less of an issue. A couple of years later they brought out a diesel and the LPG conversions became less appealing.

I have rarely come across LPG conversions since, especially on classic cars, although I can see the appeal, particularly if you have a big V8 gas guzzler. Editor

Drive it Day 2021

The FBHVC has announced that, in 2021, Drive it Day will be run in support of the nationally important charity, the NSPCC's Childline®.

The Federation of British Historic Vehicle Clubs introduced Drive it Day in 2005 with the aim of getting the nation's transport heritage out on the roads and seen by the public. Since then, the national celebration of Historic Vehicles has successfully increased public



awareness of the historic vehicle movement whilst bringing a sense of togetherness to the thousands of owners and enthusiasts who attend events and runs up and down the country. Those events, held by over 500 member organisations and clubs that make up the Federation's membership, are as varied as the vehicles taking part and often include Drive Outs, Rallies, and meetings at local beauty spots or historic sites.

The Federation sets the date each year to coincide with the anniversary of the 1,000 Mile Trial. At the turn of the 20th century, when most considered the motor car as nothing more than a passing fashion accessory, the Automobile Club organised a demonstration trial for the spring of 1900 to prove them wrong. The trial was to prove motor vehicles on a route from London to Edinburgh and back again. The participants covered the 1000 miles in 20 days, but proved to the public that the motor car had a future as a reliable mode of personal transport. As the role of the FBHVC and of the historic movement evolves and we become ever more aware of all our duties to contribute to wider society, the Federation has been exploring ways to develop National Drive it Day and re-position the event so that, as well as fulfilling its aims to raise awareness of the historic vehicle movement, we can also use it as an opportunity to contribute to society.

Therefore, it is with great pleasure that the FBHVC has announced it will run the 2021 Drive it Day, scheduled for April 25th in support of the NSPCC's Childline® service.

During the current pandemic, vulnerable young people have been less visible to professionals and their safety nets have fallen away. Home isn't always a safe place for a child. Children have also been exposed to more potential risks at home as parents and carers have come under increasing pressures from the current challenging times.

The NSPCC's Childline® service – 0800 11 11 – has remained a vital lifeline for those children who feel they have no one else to turn to, holding 19,000 counselling sessions a month since lockdown began.

The number of posts on Childline's message boards from children and young people reaching out to each other for support since the lockdown began has doubled, with the Childline® website receiving three times as many visits per week than before the pandemic, particularly to the advice pages and the Calm Zone, with tools and activities to help children let go of stress.

Childline® has also seen a worrying change in the nature of concerns and the age of children they have supported, with over half of all conversations related to mental and emotional health (including suicidal thoughts and feelings and self-harm), and more children under 11 contacting the service.

Childline® will continue to remain a vital resource for children as they adjust to returning to school and the effects of the pandemic continue to be felt by children and families. But they need our help to fund these vital resources.

Peter Wanless, NSPCC Chief Executive said, "I wanted to thank everyone at the Federation of British Historic Vehicle Clubs for your commitment to work in support of Childline®. Childline® is an extraordinary service that is here for children with nowhere else to turn. Your time and your fundraising efforts are going to make an incredible difference in helping us train and support volunteers to be there for the very many children who deserve better during these incredibly challenging times. Really looking forward to building an important partnership with you that is going to make a great difference. Thank you."

Individuals can donate simply by purchasing a Drive it Day rally plate for their vehicle which will be available to purchase shortly online. Clubs can help by organising an event or rally to raise money and by donating the proceeds to our JustGiving fundraising page, the link for which can be found via www.driveitday.co.uk.

David Whale, FBHVC Chairman said, "The COVID-19 pandemic is the greatest challenge that the world has faced in a generation. So, the FBHVC asks all historic vehicle owners and enthusiasts to join in with us on Drive it Day, Sunday 25 April 2021, to not only continue our work to raise awareness of the freedoms needed by the historic vehicle movement, but also to contribute something special and help ensure Childline® is still there for those children who need help. Our passion can make a huge difference to his hugely deserving charity."

There are all sorts of ways you can get involved and more information can be found via www.driveitday.co.uk where you can also submit your event to our directory to help enthusiasts find what's happening nearest to them as well as view the options to donate, raise money and purchase rally plates.

Of course, the FBHVC accepts that many clubs already raise money for charity through their Drive it Day activities and so suggest this as an optional addition to any existing fundraising relationships that clubs may have.

Verbatim from FHBVC

Photo Competition!

We have held a photographic competition over the last year, judging of which has been frustrated by a number of things, not least of which has been the Covid 19 outbreak which has led to everything going on hold for a further twelve months. Thank you to those who sent in their photographs.

However, just to show you that you are not forgotten, here is a small selection of images taken from the entries (in no particular order of preference). It is probably the case that there will not be an award now until the next National Rally, so please also take this on board as an invitation to those of you who have not yet had a go, to send in your pictures. which can be of anything Traction related. I appreciate that there hasn't been much happening to record in the first part of 2021, and so there will be a second category, **'You and your car under lockdown'**. Send your entries, as ever, to the Editor at editor@traction-owners.co.uk. All images must be your own and not previously published elsewhere.



Three reflective images from Terry Gest, (top), David Faulkner (top right), and Veronica Diamond (right).

Atmospheric night time shot from Jim Close, (below).



Big 6 Downunder

Things have slowed recently as getting parts is a bit of a hit and miss affair. I ordered a distributor cap, condenser and points from the UK and they arrived within 10 days which is exceptional. Rubber gaskets for the petrol tank were ordered in June from Europe, but as of the end of September they still have not arrived.

I have been trying to put the dash back together and to establish what switches go where. There appear to be several add-ons which were screwed under the dash but these are obviously not original. I still need to find a starter switch and interior lighting switch as well as one for the horn and lights. On a recent trip to Canberra Bob supplied the cover for the electrical connection on the dynamo and a cover plate for the clutch, as one was missing.



Some time ago I bought a set of plug leads advertised as being for a Big 6 but when I ordered a replacement distributor cap it was obvious that the fittings were totally different. The leads came with a more modern push on connection, whereas the original uses a screw fitting. Looking at the originals I can remove the end cap and re-attach to the new leads. The only issue appears to be that the leads are of a slightly smaller diameter. What is more annoying is that I could have bought a set from my local auto shop and saved the postage from Europe.



Having remade the plug leads it was time to put the new parts back in to the distributor. Either I have fat fingers or the small screws are just fiddly, but it did not take too long to put things back together. Another job I can cross off the list and the distributor can be installed in the engine.





I have sewn the headlining and it is ready to go back in to the car as are the four door cards. I have also remade the two wings that fit at the back of the car interior. These use cardboard as a backing but the only one I had was warped and mouldy. Utilising 3mm ply I used the original as a pattern and covered both in the same material as the headlining.

Kevin Taylor

2021 Calendar

Enclosed with this magazine is the 2021 TOC calendar.

Would you like extra copies for your family and friends????

Additional copies available from Bev Oates -£5 each which includes UK postage.



ORGANISED CHAOS



If you thought that your workshop was a mess, have a look at these. George Halsall took these a couple of years ago in France, when visiting a Main Dealer (that's right a Citroën Main Dealer) who had a Traction on display. The front area looked fine, but when George looked closer he found this totally chaotic setup!

Events

General:

Well that was the year that was. Increasing anxiety amongst organisers over infection rates closed down many of the Autumn events, and so that is clearly the end in real terms as regards going out and about in 2020. Hopefully 2021 will be more productive.

The annual **Lancaster Insurance Classic Motor Show** at the NEC has, alas, also bitten the dust. Visit their website if you have tickets already, in order to see whether you can select either a refund or carry your ticket over to next year.

The **Brittany Rally** is now rescheduled and will be "re-run" in 2021, same venue; same dates, 11 -14 July. The CTAB have informed that the rally in 2021 will be a "re-run" of the event that had been proposed for 2020.

The main venue will be the same camp site; that is; Camping du Lac, 76480 LE MESNIL SOUS JUMIEGES; and the start will be in/near FOUGERES.

Martin has retained the 2020 list of TOC participants (and guests) and will be in touch with all when further news arrives. He will also contact those members who cancelled.

In the meantime, if anyone else is interested in participating, please let Martin Nicholson know, We don't expect any more news from the CTAB until the end of 2020..... and of course everything depends on the virus!

Contact vicmarnic@gmail.com for further details.



TOC Rallies

Our own rescheduled rallies are set for 2021, the Jersey rally is to be held on May 13th-17th, 2021 and the National Rally is programmed for June 2021. In both cases the majority of you who applied in early 2020, have opted to retain your original bookings. Those of you who have already booked do not need to re-book and you will be contacted in due course to confirm arrangements and any supplements needed.

There is a page on the Jersey rally which follows, and if you find this appealing, then now is the time to contact Bev Oates and book a place.

The **TOC National Rally** is based at the Damson Dene Hotel, in the Lyth valley, near to Windermere.

We arrive at the Damson Dene on Friday afternoon from 3.00pm onwards for a briefing and a buffet evening meal.

For Saturday, you will be given a road book with a choice of routes of varying lengths and destinations, which will cover the South Lakes area and which will include opportunities such as a cruise on Windermere or Coniston, a ride on the Lakeside and Haverthwaite steam railway, visits to various interesting NT and English Heritage properties or just a tour to take in the fantastic scenery. Dinner in the evening back at the hotel preceded by the informal AGM.

Sunday commences with a visit to the nearby Lake District Motor Museum, which, in addition to the more usual exhibits, has a very good exhibition in a separate building dedicated to Sir Malcolm and Donald Campbell's attempts on the world speed record on land and water, complete with full size replicas of some of the cars and boats involved.

Lunch is then taken at nearby Leighton Hall, followed by the usual prize giving, etc. after which the rally will disperse. There will be scope to book for additional nights either before or after the rally.

For fuller details/ application form, contact Bryan Pullan at tocnorthern@gmail.com, or editor@traction-owners.co.uk We will provide fuller information in the January/February edition of Floating Power.

It is quite possible that some form of social distancing will be in force for both 2021 events, and so certain details of the rallies may have to change. This will be kept under constant review.

TOC Rally to Jersey 2021

The postponed Jersey rally of 2020 is now, hopefully, going ahead on 13th – 17th May 2021.

We intend to follow a similar itinerary to that agreed for 2020.



Thursday – arrive at the Hotel, receive your ‘goodie’ bag and meet everyone in the evening at the Welcome Reception and meal.

Friday Morning – we will visit the **Pallot Steam, Motor and General Museum**

“There is something in our museum to excite the interest of everyone in this fascinating collection of steam, farm and other machinery, motor vehicles, vintage bicycles, a variety of organs and so much more”. Unfortunately, the steam train does not run on Fridays but there will be lots to see.

After lunch we move on to the **Jersey War Tunnels**.

“The true story of life in Jersey during the German occupation. The hardship, the heartache and the heroism, in the words of the people who were there” and an opportunity to explore the tunnels. In the evening we will relax back at the Hotel with a BBQ.



Saturday Morning – we are honoured to be allowed to visit the grounds and gardens of **St Ouen Manor** which is not normally open to visitors.

“A Grade 1 listed building surrounded by gardens, meadows and woodland, this is the oldest Manor on the island. It has been the ancestral home of the Malet de Carteret family for almost 1000 years”. This will be a wonderful photo opportunity and hopefully will feature in the 2022 TOC calendar.



After lunch we will visit **Jersey Zoo**

“Created by Gerald Durrell in 1959 to specialise in breeding endangered species from around the world.”

In the evening we have our **Gala Dinner** and will be joined by the CEO of Citroen Jersey, plus members of the Jersey Old Motor Club. Between courses we will be entertained by French accordionists. This is a chance to put on your party clothes – dress code is simply smart/casual. The wine is kindly donated by Citroën, Jersey.



Sunday – a free day so members can choose where they wish to go and what they wish to see. However, Brian Follain has organised a beautiful route to drive around the island. I have “driven” this via Google maps and Google Earth and it is a real opportunity to see lots of the Island, so I would highly recommend spending the day in this way.

Sunday evening will be our last Dinner – we will hold our raffle at this time. Brian has been gathering donations and buying prizes so something to entice us all.

Monday – after breakfast the Rally will end. I know some members will be heading home whilst others will stay on to explore Jersey further.

Costs – the Hotel is £400 for a single room or £640 for a double/twin room. This includes half board.

The Rally fee is £48 per person to cover admission tickets, route book and plaques.

Condor Ferries are offering a 10% discount if you quote **TOC21** and your dates of travel.

We still have places available so please contact me asap if you would like to join us.

Bev Oates



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: - 1955 Traction big boot.
Slough built. black, complete. Original reg. VVT 191.

Car in very good order. Garaged at my address in Boston, Lincolnshire . Replacement engine /gearbox from Steve Thompson. Previously owned by Fred Annells. Needs finishing.
asking £10,000 Ono
Details contact Will. on 01205 353682 or williamclifton@live.co.uk.
Membership no.2697



Two Cars For sale.

Car 1: 1939 Light 15 Roadster. Slough built, dark blue, original registration FOF 899.

I have owned this car since 2002, and had it restored by John Gillard. It's blue with a matching Bridge of Weir leather interior. I'm about the tenth owner, although the last driver sold it, having driven it to Cannes, in 1966, to a gentleman on Clapham Common for £5. It has been owned by Fred Annells, and after that it was in a heated storage barn in Newcastle for fifteen years, the body fully restored, but unpainted.

I zeroed the odometer, upon delivery, and it's covered 13640 miles since then.

This Roadster is exceptionally rare, the last came up ten years ago and the previous one was mine, in 2002. The price is £90000.

Car 2. 1957 Onze Normale. Sold on 1/10/1957, so it's the very last. Faded black, refurbished interior. British registration VSU 502.

I bought this car in March 2008, and took it to France where I had a house. It's been under cover for most of the time since then, only coming out when the sun is shining! It's very faded black, and it has five inertia reel seatbelts in it, being the only alteration to it. However, it goes and stops, and has a new MOT. It was Paris registered originally, and I had it registered in France as 5659 XE 50. It's done 72271km, or about 46000 miles, which is not warranted!
I want £7250 for the car.

Tim Walker (mem no 1319) T: 07859 009861
E: timwalker2@gmail.com

FOR SALE:

Citroën Traction Avant 11B Normale
I've known Simone since 1992 when she was only 35 years old. Born in 1957, she was one of the last Tractions to leave the Quai de Javel, Paris.

She is an original car with 11D engine, stainless steel exhaust, new clutch and in good condition throughout. Original interior with factory fitted covers over grey striped cloth door panels and armrests.

Less than 75000 km recorded and believed to be true.

Price: £8900.00

Location to view: Worcester

Contact: bcplant8@gmail.com

Membership no.: 1112



FOR SALE:

Further reduction - "CITROËN TRACTION AVANT 11B" - Paris built in 1954.

£7995 + offers welcome

- Purchased & registered in UK six years ago by us.

- Approx £5k spent (many receipts can be included)

- Petrol, 1998cc LHD.

- Used daily until placed on SORN 2019.

- Will be a 'Tres Bon' example with a little more TLC.

- Another Avant taken priority hence space needed. (N.B Roof rack in pic now on other vehicle)

- Genuine viewings welcome at our convenience in Berkshire.

TEL; Rebecca 07798 838887



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

GARAGE CLEAROUT - PARTS FOR SALE

Lots of Traction parts for engine, suspension, gearbox/transmission. Some new, lots of second hand/used.

Bonnet LH & RH, Radiator, Front Ali Wing Spats (Pair)

Original Manuals including Traction Spare Parts and Repair Manual. CITROEN DS19 Spare Parts and Repair Manual.

Workshop Tools: Front Brake Puller, Lower Ball Joint Breaker, Upper Ball Joint Breaker, PLUS...

Too many to list, more photos available...



Please call or e-mail for details and prices. Tel: 01384 273428 or jim.fox1@btinternet.com

PARTS FOR SALE:

As I now own only one Traction, a 1937 Paris built RHD 11B,, I think it is time I reduced my store of parts. As I have a considerable number of parts would it possible to put an entry into Parts for Sale section listing Gearboxes, Gaskets, Grilles, U/J's, carbs, bumpers, points, plugs etc. **Just email your requirements to bryndhughes@yahoo.co.uk**

PARTS FOR SALE:

Traction 12v starter motor.

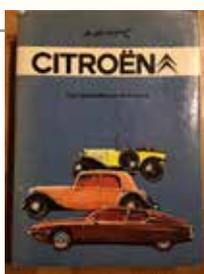
My local classic car garage has tested it and informs me all is working. Numbers are V25 435. ELB 10 87. Manufacturer uncertain but probably Lucas. £150 Sidmouth, Devon. Collect direct if possible. Otherwise plus postage.

Have a coffee in beautiful sunny Sidmouth. 01395 515132 07806801055.



BOOKS FOR SALE:

Citroen Great Marques of France £25 inc pp



75 years of Citroen in the UK £20 inc pp

clive.hoskins@yahoo.com
07526 913710



MEMBER SERVICES

Traction bodywork and servicing/repairs Club member. Newcastle.

James Geddes 07783 259874
james.geddes62@tiscali.co.uk

Classic Citroën Specialist.

Mark Harding, Devon Tractions For servicing, repairs and restorations. Contact: [fb.me/DevonTractions](https://www.facebook.com/DevonTractions) or ring Mark on 07973 192 198

Traction bodywork and paintwork.

Club member. Hull area.
Steve Thompson 01964 533433
stevethompsonmotors@rocketmail.com

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

TOC SHOP

Contact Vanessa Plumpton
for full details on
shop@traction-owners.co.uk
or ring 01243 511378

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



Polo shirts with new logo:
various sizes £15.50



TOC Mug,
essential for the
workbench. £6.00



TOC Leather
Key Fob
£8.00



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



TOC Grille badge
£20.00



TOC Brooch/Lapel
Badge £3.99

Second Hand Parts

Did you know that the TOC Spares Shop has lots of second hand parts?

Over the years we have bought stock from a number of places including our own members. The aim eventually is to catalogue and produce a list so that the membership knows what is available.

Do you need: Radiator for a Normale? Bell Housings? Front Cradle? Front Link Arm? Driveshafts? Ball joint sets? Front or rear Brake Drums? Front or rear backplates? Wooden dashboard for a late Light 15? Wings? Doors? Valances? Boot or front panels? Wheels?

Also lots of smaller parts such as valve pushrods, specialist bolts, lock washers, castellated nuts, brass wheel nuts, door handles and springs, etc.etc.etc.....

If you are looking for a part for your beloved Traction then give Chris a ring- don't forget the best time to talk to Chris is before midday any week day morning, or Email him any time. Contact details at the front of the magazine.



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