

# Floating Power

January/February 2021



6DN44

12-13-14-15 juillet 2018  
XXXIVe édition

Le Puy du Fou

Couéron  
Vendrennes  
Maulevrier  
Bain sur Oust

CLUB DES TRACTIONS AVANT DE BRETAGNE

club-tractions-avant-de-bretagne-jimdo.com  
facebook/Ctab35

## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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

### Registered Office:

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

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

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

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

## Missing Magazine?

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

## Be a part of Floating Power...

The closing date for input for the March/April Floating Power will be

**Sunday, February 14th 2021**

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

### Cover Image

*After such a grey year, lets have some colour on the front of FP for a change. Image is of Traction lined up in Brittany during 2019 rally.*

*Photo by Judy Ives.*

# Editor's Epistle

## Happy New Year.

Like most of you, I am hoping for a better 2021 than we have just experienced in 2020. I have the distinct sense of just having had a year of my life taken away from me. Of course, as I am writing this in early December 2020, it is difficult to say where we will be exactly by the time that you read this, in January 2021. However, we proceed into 2021 with optimism, and we are once more taking bookings for both the Jersey Rally and the National Rally in the Lake District, which as most of you will know, were both cancelled in 2020. There is a detailed section on the National in the following pages.

What will you be doing with your car in 2021? Hopefully you will get out and drive it, and show the world that such cars are still usable and affordable and worth preserving.

Alas, I am aware of at least one member who has recently sold his car because he has sunk considerable amounts of money into it in order to keep it in good condition over several years, and now it needs yet more. There does sometimes come a point when you have to let go. For some that point does come when they have taken on a project that is just too major in its scope, or their car needs extensive overhaul...and they have neither time nor the skill to carry out the work economically. Sadly for some that point also comes when their health gives out. I have had several conversations recently with owners who feel that they are approaching the end of their motoring careers, at least as far as cars with non assisted brakes and steering are concerned. Well this comes to us all eventually and it can be delayed with modifications, power steering, servos on the brakes, etc. but these measures for many, removes the charm of the antique motorcar, and is a certain no go area for the enthusiast who values originality above all else.

So where are the young members who are coming into the movement to replenish our dwindling numbers? Where indeed? As I have said on numerous occasions, if you pick up a classic car magazine nowadays, you won't see many cars with running boards and starting handles. We are now in the world of the fast early 70's Ford and its kith and kin, because those who now aspire towards a classic car are the generation that remember them fondly from their youth. Well, many of us also fondly remember our first encounter with a Traction. The articles that you have sent me under the banner 'why a Traction?' all reinforce that point. The problem within the movement is that many of those who remembered these cars from their youth are all likely to be, let's say, of mature years, the Rupert Davies/Maigret generation. The current incomers are more likely to hark back to 'The Sweeny', which probably explains why Mk 1 Granadas fetch such silly prices now!

The longer term future is now, of course, seriously altered by an announcement last November saying that the Government are seeking to terminate the sale of new petrol and diesel cars in 2030, with a further date for the end of hybrid cars set at 2035. More is said about this elsewhere in the magazine, however, a more imminent threat, to my mind, is that of the Chancellor's apparent attempts to revisit that old chestnut, regarding road pricing, ie: paying a mileage toll to travel on main roads.

This came up years ago under Tony Blair and was dropped as a result of a public outcry, as well as expert advice that the satellite navigational systems upon which it relied were not sufficiently accurate and would lead to endless claims. ANPR now allegedly overcomes some of the technical problems, but there then comes the civil liberties issue. The black box tracking device that was once proffered as a way forwards is a certain 'no go' area now it would appear, but is ANPR any better? This probably has some way to go before it can become policy countrywide, but some cities already have this one up their sleeve. Apart from London, they haven't put anything in place as yet, they were probably originally scared of the public and business reaction, and now that many of us are used to working from home, may in any event see their commercial zones increasingly deserted (and their business rate coffers depleted) as companies realise that they no longer need to keep several hundred employees in an expensive high rise office block in a town centre. Councils may be worried that key areas both geographical and economic, will be further deserted if the perceived cost of commuting and business travelling escalates further and the gaps in high street retail increase as more of us resort to mail order. Crowded and sometimes unreliable public transport is far from being up to scratch in most areas, and is a no-no in many conurbations at the moment anyway, so a road charge on top of car parking fees and the lack of quality retail at the destination is even more likely to obliterate some town centres. You could argue, of course, that this is progress, and appears to be what a lot of the (spending) public wants. But not everyone enjoys progress! Not at first, anyway.

But enough of all this speculation!

Let's try and enjoy 2021, stop polishing, and get driving while you can!

<b>Editor's Epistle</b>	<b>2</b>	<b>Why a Traction?</b>	<b>24</b>
<b>Contents / Committee</b>	<b>3</b>	<b>Slough Sunroofs</b>	<b>26</b>
<b>President's Ponderings</b>	<b>4</b>	<b>Pre- War Traction Register</b>	<b>28</b>
<b>Chairman's Chat</b>	<b>5</b>	<b>Wedding Car</b>	<b>29</b>
<b>Section Details</b>	<b>6</b>	<b>In Committee</b>	<b>30</b>
<b>Your Letters</b>	<b>10</b>	<b>Events</b>	<b>31</b>
<b>Carb Issues!</b>	<b>12</b>	<b>National Rally 2021</b>	<b>32</b>
<b>What Else is in Nigel Orchard's Garage?</b>	<b>14</b>	<b>FBHVC Position Statement</b>	<b>34</b>
<b>LED Indicator</b>	<b>16</b>	<b>The World Goes Electric</b>	<b>35</b>
<b>Sidelights</b>	<b>19</b>	<b>Classified Advertisements</b>	<b>36</b>
<b>Bailey's Banter</b>	<b>20</b>	<b>Display Advertisements</b>	<b>38</b>

## Committee

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

### **PRESIDENT**

**Bernie Shaw**

01933 274382 • Email: [president@traction-owners.co.uk](mailto:president@traction-owners.co.uk)

### **CHAIRMAN**

**Bev Oates**

01629 582154 • Email: [chairman@traction-owners.co.uk](mailto:chairman@traction-owners.co.uk)

### **SECRETARY**

**Ian Harvey**

01462 711248 • Email: [secretary@traction-owners.co.uk](mailto:secretary@traction-owners.co.uk)

### **TREASURER AND COMPANY SECRETARY**

**Tony Malyon**

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

01495 763239 Email: [treasurer@traction-owners.co.uk](mailto:treasurer@traction-owners.co.uk)

### **MEMBERSHIP SECRETARY**

**John Oates**

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

01629 582154 • Email: [membership@traction-owners.co.uk](mailto:membership@traction-owners.co.uk)

### **SOCIAL SECRETARY**

**Volunteer sought**

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

### **HELPLINE - VALUATIONS AND AUTHENTICATION**

**Steve Reed**

0115 911 0960 / 0044 115 911 0960

Email: [helpline@traction-owners.co.uk](mailto:helpline@traction-owners.co.uk)

*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*

### **CLUB SPARES**

**Chris Treagust**

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

01243 511378 • Email: [spares@traction-owners.co.uk](mailto:spares@traction-owners.co.uk)

### **CLUB SHOP**

**Vanessa Plumpton**

98 First Avenue, Batchmere, Chichester, PO20 7LQ

Email: [shop@traction-owners.co.uk](mailto:shop@traction-owners.co.uk)

### **EDITOR FLOATING POWER**

**Bryan Pullan**

07513 362202 • Email: [editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk)

### **MARKETING & PUBLICITY**

**Chris Bailey**

07768 325924 • Email: [enquiries@traction-owners.co.uk](mailto:enquiries@traction-owners.co.uk)

### **REAR WHEEL DRIVE & CALENDAR GIRL**

**Martin de Little**

07951 417148 • Email: [rwd@traction-owners.co.uk](mailto:rwd@traction-owners.co.uk)

### **NON-DESIGNATED**

**Peter Riggs**

**Cleve Belcher**

**John Moon**

### **SOCIAL MEDIA**

**Andrew York**

Email: [social-media@traction-owners.co.uk](mailto:social-media@traction-owners.co.uk)

### **NEWSLETTER**

**Julian Pratt**

Email: [communications@traction-owners.co.uk](mailto:communications@traction-owners.co.uk)

# President's Ponderings

I am sorry to have to report the recent death of long-standing member, Colin Gosling (see Chairman's Chat). Colin had been unwell for some time but had previously served the Club for a number of years as a Company Director and Committee Member and, prior to his illness, was a regular attendee at events in his very tidy - and distinctive - two-tone green Normale.

As you will read elsewhere, the virtual AGM was held on 15th November. With all the time in the world, a last-minute domestic glitch caused me to miss the first part of the meeting so, by the time I joined in, the official business had already been concluded. I therefore offer belated apologies to all for my early absence.

Something good had to come out of the renewed lockdown situation and for me that is the time and incentive to tackle more of the small (and some bigger) jobs which had hitherto been put on the back burner and, in some cases, all but forgotten. Something totally unplanned was a quick - but exceedingly fruitful - exercise to check a small stock of car jacks accumulated over time. This was actually prompted by a member's forum request for jacks for a Big 6, triggering pound signs to appear before my eyes.

I deflated one front tyre of the 6 and got the jack from the boot. It was only then that I discovered, even at minimum height, it would not fit under the designated jacking point. I had been carrying a jack that would have been useless for a front wheel puncture but, having a trolley jack for garage-based jobs, I was blissfully ignorant of any such potential problem.

I then tried the other two car jacks in my "stock". Both did fit under the front with the tyre deflated but one had very little clearance. Had that tyre been shredded, leaving the rim on the road, I think it might not have fitted. However, both did have enough lift to raise an inflated front tyre clear of the ground.

Both "spare" jacks also fitted easily under the rear points but one had no initial manual screw section and would not quite raise the back enough to lift the tyre clear so, the one I had been carrying was much too big and one of the others was too small. The big surprise was that, of the three jacks I had, the one that transpired to be just right for the 15/6 was the most compact unit with a closed height of 115mm and maximum overall height of 300mm. I may not have turned a monetary profit from my old stock but the resultant peace of mind is priceless and I shall be eternally indebted to Barry Weir for prompting me to discover this at leisure rather than at the side of the road in the middle of nowhere. Thanks Barry.

Top of the back-burner list of bigger jobs was the removal of YP's fuel tank to fix a very small leak which only manifested itself when the tank was overfilled. The tank is very inaccessible, being situated under the scuttle, on the driver's side of the bulkhead and directly above the pedal cluster, but I had been assured (by the French Amicale 5HP club) that removal can be achieved without lifting the bodywork off the chassis. They were right but the job was further complicated in my case by the addition of various bits of retrofit electrical extras like brake light and battery cut out switches, etc. As suspected, the leak is at the joint between the filler tube and the actual tank. Fortunately, all the hardware is in very good condition so it should be relatively easy to remedy.

The MOTs on both the 6 and the Yellow Peril were due on 21st November and, despite the re-introduced lockdown situation, I was able to book tests - although Friday 13th was the only available date, I wonder why! I use a local testing station where the staff understand old cars and charge a reduced fee for classics. Although I am fortunate to have a pit at home, it is not full length so this annual test gives me the opportunity to get a really good look underneath and, perhaps more importantly, get a second opinion from a knowledgeable but unbiased third party. Happily, both vehicles passed with flying colours, YP having only clocked up 34 miles and the 6 another 141 miles since last year's tests. The lack of 2020 use meant the fuel in both was over a year old but, despite all we hear about "stale" petrol, they both started and ran perfectly.

Apparently, somebody said that being locked down and confined to barracks can be fun but I am finding it about as much fun as sitting in a dentist's waiting room. On a more cheery note I wish all a Happy New Year ... at least it is unlikely to be more miserable than 2020 for most, if not all, of us. You may have noticed I have purposely not included any reference to forthcoming events but, inshallah, there will be opportunities to meet face to face sometime before next year end.

## New Members

Welcome to the Traction Owners Club to the following:.

- |      |   |            |
|------|---|------------|
| 2801 | Mr Stephen Wilder,                          | Worcester  |
| 2802 | Mr Andrew Myers,                            | Oswestry   |
| 2803 | Mr Steven Currant,                          | Abingdon   |
| 2804 | Mr Jon Woodcock,<br>Charnock Richard,       | Lancashire |
| 2805 | Mr Christopher Wright-Holmes,<br>Dorchester |            |
| 2806 | Mr Ian Wilson, Buxton,                      | Derbyshire |
| 2807 | Mr Philip Barrass,                          | London     |
| 2808 | Mr Nick Tiley,                              | Cambridge  |

**Happy New Year to you all – I hope you all managed to enjoy a “different” Christmas with or without family and friends. Due to 3 household rule John & I were unable to travel to Wales so it has been almost a year since I have seen my family – all I can say is Thank Goodness for Zoom without which the Great Nieces and Nephews will forget what we look like and we would miss watching them all growing up!!**



At the time of writing, early December, we are still waiting for news of vaccines and Tier rules so who knows what travel and large gatherings will be allowed next Spring but I continue to be optimistic and have my case packed ready for Jersey in May!

As you will read on page 30 we recently had another Zoom Committee meeting. This was also combined with the AGM of our Limited Company to keep us “legal” and to approve our Annual Accounts. Please read “In Committee” as we are planning some changes to membership and Subs. Is there any chance **your** New Year's Resolution could be to pay your membership via Direct Debit – it saves the Club money and less work for you and ‘John’ once it is set up – it is very easy to do!! It can be set up now but the payment will not be taken until it is due in June.

Mike Wilcock has decided to resign from the Committee – may I take this opportunity to thank him for his input to meetings. Mike will continue to look after the London Section and I know that we will see Mike and Verna at social events in the future.

Since the last magazine we have heard of the death of 2 long term members of the TOC. Colin Gosling (member 358) had been a member since early on. Colin will be known for his Traction which was painted 2 tone green. I always remember Colin telling me he was colour blind and had no real idea

what colour his Traction was. Colin was always immaculately dressed in lovely shades of brown and again he told me it meant he would never have real faux pas in what he wore. He was a Director of the Club from 1995 to 2016 and a Committee member from 1988 – 2017 which shows his passion for the Traction and the people in the Club. Other members have commented to me that Colin was “a kind and gentle person.... A real gentleman... a very studious person”



John Moysey (member 1249) had been a member since 1994 and occasionally attended events. We have a photo of his Traction at Dunkirk in 2004 but unfortunately I can't remember if we actually met.

I am pleased that both Tractions will remain in the TOC – Colin's nephew Tom and John's grandson, Thomas, are keeping the cars and are members of the TOC. I hope we will see them at social events in the future. Our condolences to both families.

*Beu*

## ***Floating Power Magazine***

You may have noticed that the content of FP has changed subtly over recent months, and this is because we are lacking the various rally reports that would normally be appearing in the second half of the year, plus many of the Sections currently have little or nothing to report, all due of course to our old adversary, Covid 19.











Whether this situation will continue into 2021 remains to be seen, but in the meantime, I am grateful to those of you who have sent in articles to bridge the gap, If you haven't seen your article in this magazine, rest assured it will appear in the next one. So, can I ask that you bring back to life those articles, technical, reminiscences or Traction travelogues that you have had on the back burner for years and send them in. Email in Word format preferably, and send any images in separately if they are of large file size.

Many thanks

Editor

# Traction Owners Clubs: Section Details

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

Section	Contact	Details of Regular Meetings (where available)
Eastern 	<b>Jasmin Gagen</b> Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. <b>The Angel Inn</b> , Larling, Norwich NR16 2QU <b>The Compasses Inn</b> , Littley Green, Chelmsford CM3 1BU
Ireland 	<b>David Selfridge</b> Tel: 7729 518992 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events. Please note change of coordinator.
Kent/ East Sussex	<b>John Barsley</b> Tel: 01892 722749 Email: johnbarsley@googlemail.com	See section report for coming meetings/events.
London 	<b>Mike Willcock</b> 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	<b>Stephen Prigmore / Tina O'Connor</b> Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
North East 	<b>Graham Handley</b> Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
Northern, Lakes and Borders 	<b>Bryan Pullan</b> 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 	<b>Bev &amp; John Oates</b> 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	<b>Ian Smith and Andy Burnett</b> 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 	<b>Peter Fereday</b> Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
<b>South Midlands</b>		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
South West 	<b>Howard Speirs</b> Phone: – Home: 01872 862386 – Mob: 0797 418 7267	See section report for coming meetings/events.
Surrey/Hants/ Sussex 	<b>Sue &amp; Philippe Allison</b> 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	<b>Julian Pratt</b> Tel: 01974 272888 Mobile: 07824313541 Email: wales@traction-owners.co.uk	See section report for coming meetings/events.
West of England 	<b>Terence McAuley</b> Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
<b>Rest of World</b>		<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.



**TOOLS**  
Club tools  
available for loan:

## SOUTHERN SCOTLAND

Really nothing much to report this time. The only contact with club members at the moment – we are in tier 4 in the Scottish Central Belt – is the monthly Zoom meet up with members of TOC, CCC Scottish Section and 2CV Ecosse on the last Thursday of the month at 8pm. This has proved very successful and will continue into the new year until it becomes safe to meet live. Roll on the day. If you want to join us just contact me for details.

Drive it Day is planned for April 25th with a tour around the backroads of North Ayrshire and Inverclyde. Details in the next FP. In the meantime a photo from DID 2013 along the shores of Loch Fyne.



Peter Fereday

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

---

## NORTH SCOTLAND

Belated seasons greetings to all, as by the time you read this, Christmas at least will be past and we hope you had a reasonably good time, albeit it will have been extremely quiet and strange compared to past years. This year, just keeping safe is the priority!

Absolutely nothing to report car-wise, no member have been in touch with problems and in respect of my own car, it has had a few short runs, just to keep things in good running order. Smithy, as usual, states he is fine, but still a bit dizzy at times, and with all the inactivity, his leg muscles are weakening.

Old picture at the bottom of the page is from a Citroën meet-up that we organised a few years ago with the cars photographed in front of Mar Lodge, near Braemar. Keep safe!

Andy Burnett

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

---

## NORTHERN SECTION

As is becoming usual, not a lot to report, very limited use of cars, no events and now we are getting into the road salting period in the North West, so I can foresee that most members' cars will be sitting in the garage for much of the time over the coming weeks. I am writing this in December, so it is unclear where we will be at locally or nationally when you read this, in terms of Tiers, lockdowns and mass immunisations..

Plans for a short Autumn break did not materialise for obvious reasons, so now the next events on the horizon are Drive it Day, and the 2021 club rallies in Jersey and the National up in the Lake District (for which the latest details are published in the following pages).

However, we do have two new Northern members.

Firstly Jonathan Woodcock, who has acquired a car and is starting an engine overhaul. Jon is new to the club and is only a couple of miles from me, so once Covid restrictions permit, I will be popping over to see how he is getting on. Welcome Jon.

Member number two is Robin Barr, not new to the club, but who has relocated up into the region and is having some recommissioning work done on his car. Robin says. "I have owned my 1950 Light 15 since February



# Section News

---



1988. I have not used it on the road for a few years although it was running in the garage and drive in September 2020." His car is currently in the hands of a garage in Driffield and we look forwards to hearing that it is back on the road again soon. The picture shows the car at the beginning ( I assume) of its journey up to Yorkshire.

Back on the road at last is Mike McDonald, who has now brought his car back from James Geddes with an overhauled engine and gearbox. He drove it back to Cheshire from the North East and reports that it is now in good shape for the next classic motoring season (whenever that may prove to be). Mike had problems initially with the gearbox, bought as having been reconditioned and not used a couple of years ago (but not purchased from James we hasten to add) when his previous box failed, but when stripped down in 2020 after showing premature symptoms of wear, it was found to be anything but reconditioned. The engine was also felt to be getting down on power and was rebuilt at the same time.

My own car has been out a couple of times on local errands during the last few weeks, but it now seems likely that it will go into temporary retirement until we get a run of decent dry weather. The gritters were out last night so that's another reason for leaving the car in the garage.

It seems unlikely that any of the traditional local New Year's Day meets will have been on this year if Covid restrictions have continued at current levels. But if it has been a nice day, we will have endeavoured to go for a spin to celebrate.

So that's it. Happy New Year to you all. I look forward to seeing more of you in 2021.

Bryan Pullan

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

---

## SURREY, HAMPSHIRE & SUSSEX BORDERS

The end of 2020 could not have come soon enough, the final disappointment was the cancellation of our annual Christmas lunch. We have heard from several of our members that Christmas was going to be very scaled

down but we hope everyone enjoyed it, whatever shape it took.

We are making plans for the events this year and being optimistic that they will go ahead. One of the benefits of getting older may be that we move up the list to receive the vaccine, if anyone can think of any others please let me know!

The cars are tucked up in their pyjamas for the Winter and ready for the off. So fingers crossed for a year of events and we cannot wait to see everyone again.

Best wishes,

Sue Allison

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

---

## WEST OF ENGLAND

We had an event, we had an event!! Well, a bit of an event. In October, a few of us gathered at the late Dave Hackett's sheds near Corsham to see if we could make some of his hoard of spare parts disappear. I'm not sure if we made any noticeable diminution to the pile but we had a jolly time and it was nice to catch up with old friends (socially distanced at all times, m'lud) and Derek Fisher was very pleased to make a difference with his boot spring!

Although all this Covidity brings tiers to your eyes, there is allegedly light...

So, I have re-booked my ferry for the Brittany Rally in July. If we are not let out by then, I shall buy a rope!

Hope you all had a jolly Christmas.

Cheers

Terence McAuley

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

---

## LONDON

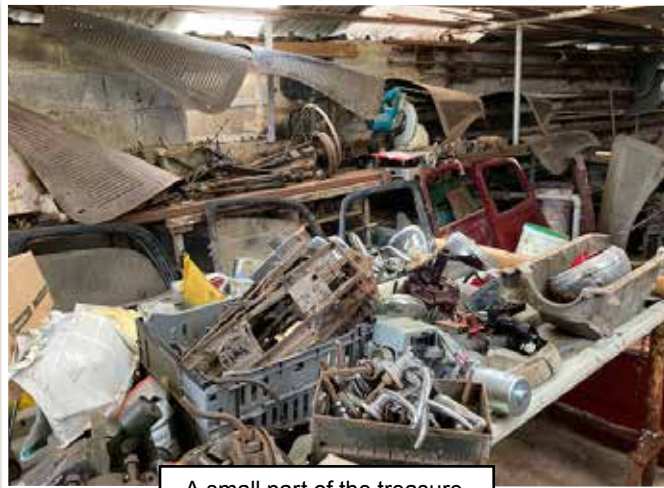
An interesting and very different couple of months. Ian and I joined an impromptu gathering of West Country and Hampshire members at Jackie Hackett's to work through some of Dave's treasure trove of spares. Terence and Paul Hackett had organised everything but nothing prepared me for the enormous volume. So much that it overwhelmed the





Panels back on next week then a long test drive before a Boxing Day tour of Central London.

I'm still looking to buy an 11D head so tidy and search your sheds; Happy New Year!



A small part of the treasure.



A slightly shortened Légere

senses. I was looking for an 11D head, there were 8 heads but alas all early. In compensation I found a servo, another Traction book and an immaculate 70s Colour Tune now on loan to historic BMW riding Jonny (Motard) Taylor. Ian left with mixed Traction spares and a rusty, but prized, bike for Bernie.

Closer to home, the 'coq from my crashed Legere has been transferred to James Geddes who intends to straighten and rebuild it. It's pleasing to think that one day it will be back on the road.

You might recall that Ian suffered a seized brake cylinder and melted seals, so has overhauled the entire system including fitting a servo. I'm looking forward to first reading his FP article (*will be in the March April edition*) then copying his work. Similarly Martin has thought through the problem of modern safe 12V led rear lighting for 6v cars. If you haven't yet fitted additional and brighter (led) lights, consider that if my Legere had them, it might not have been rammed and we would have had a Mediterranean holiday rather than a stay in hospital.

Today I met new members Philip and Lucy Barrass. Philip has bought a running, but in need of tidying, '54 Normale that they plan to drive to a new home near Angoulême. You may know the car, index number 529 UYK?

The excellent news for us is that they will continue living in London. We spent a cold and what must have been dizzying morning look at tools, spares, servicing and the works of my car conveniently still without its front panels and all revealed. Philip told me that 'he bought his car for no good reason except it's graceful style.' Seems to me an excellent reason and underneath there's a remarkable car.



Mike Wilcock

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

## What on Earth.... Is a Dragon Rapide?

*I had a couple of queries after the last magazine's **London Section** report asking this, and since the report only carried a picture of a part built/part section of the aircraft under restoration, here is the real thing.*

*This particular De Havilland DH-89A Dragon Rapide is based at IWM Duxford and is available for rides on most of the summer open days at the museum. Editor*



## 15/6 ICONOCLAST

Dear Bryan

15/6 Iconoclast - what a great article that was that you republished from an Australian magazine. Doesn't it give rise to so much more musing? Here's one of my own - the comparative selling prices the article shows of French cars that were new in 1952. How can you believe a puny Peugeot 203 cost more than an 11B or BL? A Simca Aronde, modern in styling though it then was, would set Monsieur back a full 100,000 (old or light) francs - or 17% - over an 11B, and as much as F140,000 or 24% more than an 11BL. It defies belief, though one has to suppose that, given the Traction was the only pre-war model among those listed, Citroen could well have taken advantage of fully amortised tooling, design and launch costs in determining their 1952 list pricing.

One muses further: how did Slough-built Traction prices in 1952 compare with the British competition? And what were the comparatives? If I might suggest the following, is there someone out there who has a collection of British car price lists of the time?

Citroen	Competitive Make/Model
Light or Big 15	Standard Vanguard*
	Triumph Renown*
	Riley RME
	Austin A70 Hampshire/Hereford
	Humber Hawk
15/6	Wolseley 4/44
	Ford Consul
	Riley RMF
	Wolseley 6/80
	Morris Isis
	Humber Snipe
	Ford Zephyr/Zodiac
Rover 75	

\* surely these two are the closest equivalents, as didn't Canley pinch the Traction engine and then design something pretty damn close for the Vanguard and Renown (and, of course, the TR2 and its successors, not to mention the Ferguson tractor). Gerald Palmer's design hadn't yet been extended to the handsome M.G. Magnette, an obvious rival to the Light and Big 15.

The import duty on a Mercedes 190 would have probably knocked it out of the reckoning, and anyway I'm sure my suggested comparative options for the British buyer are debatable as equivalents to the Traction.

Thanks again for the reprint!

Kind regards

David De Saxe

Phase 1 Standard Vanguard



Hi David

Glad you enjoyed the article.

Information on original car prices is surprisingly sparse on the internet, even on the Single Marque club websites for the various cars. You would probably need an archive of road test reports of the day to see what the test cars were costed at.

I can tell you, however, that a Humber Hawk was around £985.00 new in 1952, a Ford Consul was £717.00 and a Riley RME was a whopping £1399.00.

In comparison Slough built Light 15's were £812.00 and the Big 6 tested by Motor at that time, was quoted at £1349.00.

The Phase 1 Vanguard was relatively cheap. A car tested by Motor magazine in 1949 apparently cost £671 including taxes, so one must assume that even three or four years later, it must have still been fairly comparable to the Traction.

Best wishes

Editor

## CITROËN 450KG VAREBIL

David Selfridge has pointed out an interesting article by Jon Pressnell on the Classic and Sports Car website, regarding the van version of the Légère, the Citroën Traction Avant Camionnette. He particularly refers to the vehicles made in Denmark, post war

As Jon says, 'A mere 500 or so were made at the Copenhagen works, and it is thought that only three survive. Rarer than that you don't get, this side of the three known pre-production 15-Six roadsters.'

The article also relates to a restored example in Copenhagen and is well worth a read. You can find it on the magazine's website via this link.

<https://www.classicandsportscar.com/features/citroen-traction-avant-camionnette-van-extraordinaire>



## SEMAPHORES

Here is a reply from Pim Berends regarding the piece on Jay Leno's Traction in the last copy of FP.

On 06-11-2020, Pim.Berends wrote:

Hereby some remarks on the article about the 15CV of Jay Leno.

The steering wheel is not a Quillery but a Brevex

accessoire. Houdaille lever arms are very rare on Traction's but I saw them on some pre-war Traction's.

The semaphores were optional but often mounted on pre-'52 models, especially 15CV's. I think that they were also built in by the factory because there is a special hole in the B-pillar. On my previous 11B '39 Familiale they were also mounted, including a parking light. Often these were fabricated by 'Klaxon'.

Regards, Pim Berends

Bernie replies

'Dear Pim,

Thank you for your interesting information. I shall copy this reply with your original message to both the editor and Chris Bailey.

The trafficators on my 1948 15/6 are made by "AXO"

and, as you can see from the pictures in Chris Bailey's article in FP, the remains of my arm is exactly the same design as that in the still picture I took from the Jay Leno video.

However, I do like the "Klaxon" short "quadrant" version in your picture. I have never seen that type before.

All the best and thanks again.

Bernie Shaw



## AC4

Hi Bryan,

I thought you might like to see these photos of a 1929 AC4 which was parked next to my Decap at a recent Cowley Car Register meeting. The owner, who isn't a TOC or CCC member, told me that he thought that originally the AC4 had been fitted with a faux cabriolet body but had been converted during or just after the Second World War when there was a shortage of utility vehicles. The registration number is BF 6523 if anyone has further information about it.

Kind regards,

Martin Jones

Thanks for this Martin.

This looks an interesting vehicle, very much after the style of the Boulangere of the 1920's.

I believe that the UK petrol ration for private cars was withdrawn in 1942, so pleasure motoring finally ceased. My great uncle had an insurance round and was therefore able to keep his car (a Vauxhall) on the road (no doubt aided by some black market juice here and there). We have his old ration book somewhere. I think that a lot of private cars went up on bricks in the shed at that point, but a quite a few were converted to trucks or vans, in order to attract a petrol ration and some larger vehicles may have been requisitioned and converted into ambulances or utilities. If this C4 was still in France at that time, then its history could have been even more singular.

Thanks again for sending the pictures in. Nice Decapotable too.

Best wishes Bryan



# Carb Issues!

---



## **Not a Common Remedy**

Steve Reed gives his carburettor a bath.

I have recently had a couple of enquiries to the Helpline about issues with fuel starvation. I have gone through the usual things to investigate, carburettor, fuel pump, fuel lines etc. with a problem that I am sure we have all experienced in the past.

Myself included. My previous car suffered from it on numerous occasions.

I ended up:

- Removing the fuel tank and having it chemically cleaned and tested.
- Replacing all the fuel lines.
- Replacing the fuel pump.
- Fitting an additional in-line fuel filter

The carburettor was in good order, so all the jets were cleaned and for a while, that seemed to do the trick; then one morning it refused to idle without the choke.

Convinced it was the slow running jet, I stripped the carb, but found nothing at all, no debris in jet or bowl, nothing.

Reassembled and tested, it now seemed to be fine. got to the first set of traffic lights and the same problem raised its ugly head again. Fun isn't it when they keep stalling! After a very tiring journey feathering the throttle, clutch and choke control, I decided there must be some issue with the carb, so on my return home, I removed it from the manifold, and completely stripped it down, laying all the parts out on an old sheet on an outside table. I checked the condition of each part and was satisfied all was well. Providence then offered a helping hand; I had left all components on the sheet in the sunshine and had gone for a cup of coffee. When I returned and started putting the carb back together, I noticed on the sheet some very small reddish brown flakes, I investigated further and found that the main jet had a similar brown deposit on the inside, which wasn't apparent when the jet was wet with petrol, but there was nothing in the slow running jet. I then wondered if this was the shellac type deposit left when the car is not used and the petrol goes stale and starts to decompose, so if there is this shellac type deposit in the jet surely it could also be deposited in the drillings within the carburettor body!

Attempts were made with an airline to dislodge any possible remnants, but without success, so I decided on what might be considered an uncommon remedy.

I found an old pan and filled it with boiling soapy water and put the body and the jets ( minus any rubber O rings ) in the water to soak. I left the water to cool, and then repeated with clean boiling water. After having done this for the second time, I blew the jets and the body through with an air line ( good idea to wrap the components in a clean cloth first to avoid any components disappearing ) and although there were no obvious signs of any deposits in the cloth, the jets and the body looked a lot cleaner. I allowed the carburettor to air dry for a while, then reassembled, re-installed and tested and I am happy to report this proved a total success.

I appreciate that the Helpline has to be very careful on any recommendations or remedies we give and so most of the time any such help is from personal experiences, so I have relayed this story on several occasions and to all those who have tried it, it has been a success for them too.

## Steve Reed

*Has anyone tried a different carburettor on their car?*

*I am aware that at least one Northern member has an SU fitted onto his 11BL and engineering firm Yellow Box offer a conversion in the form of a manifold and hot spot closer kit, that will accommodate an SU carburettor. Various people have also fitted twin SU's. Has anyone tried a Weber or any other kind of alternative carburettor? There are also various fuel injection systems fitted, after market, to classics, and I have seen at least one Traction thus fitted. Again, let us know if you have had such a system installed. What are your experiences with a change from standard? Did you improve performance and driveability? Fuel economy? How did you sort out linkages, etc. Let's hear from you.*

-----  
*Still on the subject of fuel, this next item fell through my inbox recently as part of the periodic newsletter from Footman James. It presents two alternative views of the use of ethanol in petrol. Editor.*

## NEW E10 PETROL MAY MEAN CLASSICS WILL “RUN BETTER” (?)

In an effort to reduce carbon emissions to net-zero by 2050, the Government has stated their intention to move to the E10 grade of petrol - which they estimate could save around 750,000 tonnes of CO2 per year. According to the Department for Transport (DfT), using E10 fuel in your classic may cause:

- Blocked fuel filters
- Damaged fuel pumps
- Degradation to flexible fuel hoses
- Corroded carburettors

Controversially, **Paul Ireland**, author of **Classic Engines: Modern Fuel**, suggests that classic car engines may actually run better using ethanol blended fuel and there are various reasons for that. In other words because they run better, they are less likely to do themselves harm. One of the problems that modern fuel causes is a phenomenon called Cyclic Variability. Cyclic Variability causes cylinder pressures to scatter and in severe cases can cause fuel to burn or misfire. Paul adds, *adding ethanol reduces this cyclic variability, the engine runs better and is therefore doing less damage to itself, when running*. Paul does concede though that as with all modern fuels, E10 is not problem free. You can read more about Paul's research on this matter on the MGT Society website.

In contrast, **Martin Greaves** of **Classic Performance Engineering** is concerned about the use of E10 in classic vehicles. He states: *In the industry we are already seeing problems arising from the addition of current low levels of ethanol in existing fuels, even up to the 5% level. These problems include deposits blocking fine mesh fuel filters, degradation of fuel pipes, and internals of carburettors showing signs of corrosion. The regime to completely empty and clean the fuel system between uses of the car is prohibitive in terms of both time and practicality and replacing components with ethanol compatible items, may not be economical or in certain cases, even possible.*

If you're happy with how your classic is running on E5, there's no need to worry. The Federation website of British Historic Vehicle Clubs is committed to ensuring that current E5 fuel is retained as a freely available protection grade for historic vehicles, with the Government confirming that E5 will continue to be retained on forecourts even when E10 is introduced.

*I wonder! Editor*

# What Else is in Nigel Orchard's Garage?

For my 70<sup>th</sup> birthday, my wife, Alison, commissioned a drawing (left) by talented Trowbridge artist, Sam Lindup, based on photos that she sent him. I thought this might be an interesting variant on the photos used in other articles in the series. Very good likenesses except for the impossibly youthful person on the Norton – me!

My 1950 Light 15, owned since 1966 when it cost £20, is of course centre stage and featured from both the front and the back. Originally maintained by me, including removal of the engine for engine and gearbox repairs (anyone remember cord-wound Haltrac hoists?) and John Gillard, it is now maintained by local expert Andrew Galt and is in really good order.



But this is not what this article is about, so on to the other vehicles.

In order of acquisition (for want of a better idea), first of all comes the 1930 250cc AJS pictured between me and the rear of the Light 15. It was bought sight unseen from an ad in Motorcycle News in 1964 and cost £10 including rail transport from Verralls in Beckenham to where we then lived in Hertfordshire. £10 was not an underestimate of its value! For many years I rode it with only minor work including replacing the entirely rusted through exhaust pipes (typically of its era, it is a twin-port) with distinctly non standard parts. It then had a long and very expensive professional restoration and is in good order.

2006 saw me completing my last and very lucrative consultancy contract before completely retiring mainly on the proceeds of which I bought a 2.4 BMW 3 series.

In 2007, I bought the 1960 Norton Dominator to replace a 1958 350 Triumph Twenty One which was not as fast as I wanted, especially two-up, and whose roadholding did not inspire confidence. Lovely bike when working well but has sadly spent a lot of time on the hydraulic lift in my workshop and is there now with faulty gearbox and clutch.

In 2009, I brought the 1970 250cc BSA Starfire. It has some attractive features but they pushed the compression ratio to over 10:1 causing high vibrations and a non endearing generosity in distributing its parts round the countryside. Currently a runner and reliable starter but a bit tatty.

In 2010 I discovered the 1937 Austin Ten 4-seater Open Road Tourer well covered up and almost complete in a dry shed and, apart from the rear wings, not seriously rusted. The owner had laid it up in 1973 and was initially not receptive to my offer to buy it, but by 2011 he agreed to my co-owning it and restoring it. The plan was to work on it together over the winters and use it in the summer months. This has worked out well with the basic engine, gearbox and safety features (the brakes were in a very interesting condition)



# What Else is in Nigel Orchard's Garage?

done before the first MOT in 2012 and later years seeing the bodywork painted, seats renovated and a new hood. It is in good running order but with a tendency over the 10,000 + miles since the start of restoration to blow head gaskets at inconvenient times. A basically low-powered sidevalve engine with two cylinders knocked out by gasket failure between

them is not usually recoverable home by driving! (*my '37 Cambridge did that---fortunately on the front drive! Ed*)

The car is shared between us but overwinters in my second garage.



Last but not least is the 1966 Morris Traveller. Actually my wife's car, acquired in 2014 for daily commuting to local schools. A mass of documents acquired with the car suggests a mileage of over 300k in one person's ownership but there was no documentation for the year before we bought it from a dealer. Googling the registration number my wife discovered a video of its "restoration" by TV's Wheeler Dealers. We have since spent a lot of money and time getting it to the excellent state it is now in! The engine dangling on the hoist in the picture is the 1098cc A series engine when I had to remove it to fix a clutch problem.

To complete the stable, I must mention my wife's

2011 600cc 4 cylinder Yamaha Diversion which she bought in 2013. It accelerates like...well, very quickly and has dramatically good disc brakes front and rear. Endearing qualities – electric starter and being able to take it to the local Yamaha dealer for maintenance and repairs. Photo shows Yamaha plus wife and BSA outside a typical destination.

Given such a large fleet with vastly different characteristics, how do we choose what to drive when?

I am retired and my wife works but she is now at a school to which she can cycle daily so the entire fleet is usually at my disposal. There is no garage space for the Morris so using it is quite convenient but it does accelerate rust and deterioration of the wooden frame on the back end.

Both my 5 door BMW and the Traveller are useful for transporting furniture, stuff to the dump etc.

I love the Citroen and take every opportunity to use it. My wife who suffers a bit from car sickness prefers its ride to that of the BMW but the brakes and steering are too heavy for her to manage. Getting almost too heavy for me but I do not want to fit power steering or PA brakes. Its big annual outing, sadly not this year, is our week travelling the country, staying in pubs and riding steam railways, a hobby we share. One year, visiting Welsh railways, we clocked up over 800 miles in the week.



We have rallied the Austin with the owners club and the Citroen has been to a couple of Traction meets over the years but we use the old vehicles for pleasure transport, not display. The frequent admiration from passers by is also enjoyable. On which subject, where are you all? We very very rarely see other old vehicles on the roads even in holiday times and this applies to bikes as well as cars. Go on! Use them while you can and before the move to electric vehicles, concern about pollution and continued reduction in filling stations, not to mention 10% ethanol fuel makes them impractical. Besides, they are lots of fun.

Nigel Orchard

# LED Indicator

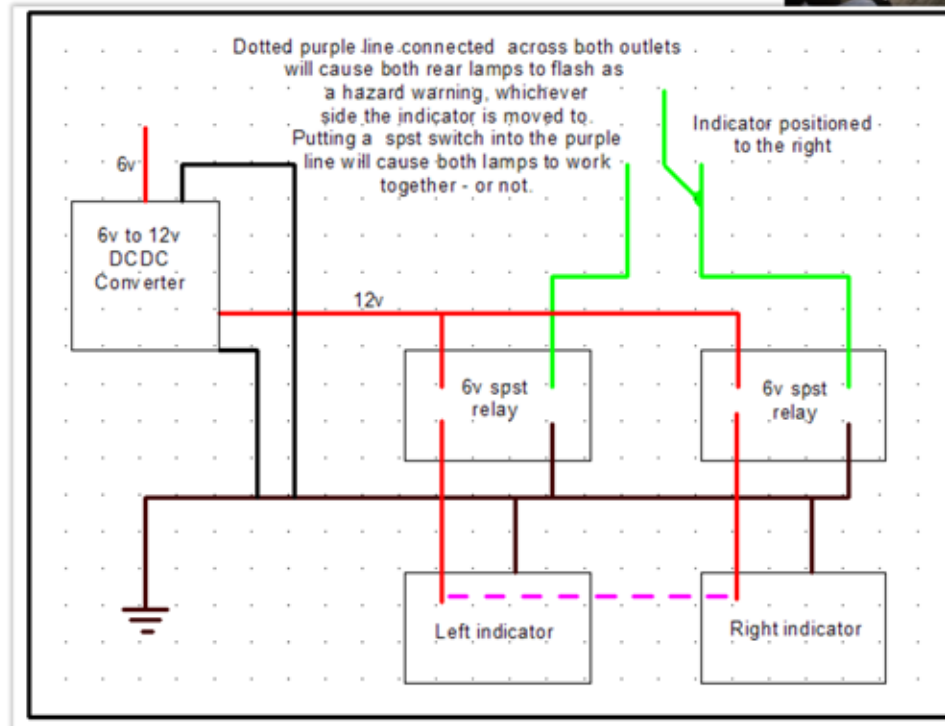
## See and be Seen

LED Indicator, Side and Brake lamps for the 6v Traction.

From time to time I become aware of a massive black SUV (or similar) rapidly closing in upon the rear window of our Traction. All too frequently it is, I suspect, someone who is late for her post yoga cheese and Prosecco party, not really concentrating on her driving and braking rather too late. Thank goodness for powerful brakes !!

By modern standards the rear lighting on a Traction leaves a lot to be desired; not very bright, not in modern colours, not easy to differentiate between brake and side lights and so on. If your indicator lamp is on the "C" post a lot of people do not properly "see it" especially if it is of the red type. Your side lights are modest festoon bulbs and the brake lights an only slightly bigger festoon bulb – in part hidden by the silvered backing of the reflector..

If you are the owner of a 6v Traction you will probably be aware that there are not too many 6v LED alternatives to tungsten filament/halogen bulbs, but all is not lost.



### Above

*In low light the lamps are incredibly bright; some folk say you can probably see them from the moon.*

On the principle that you want drivers behind to see you clearly, and to know when you are braking and or turning there is a good case for installing some additional lighting. A second, and no less important consideration, is that you do not want to "defile" the lines of your Traction with a random selection of additional lamps.

In recent times, several Traction owners in the London, Surrey, Hampshire area have installed a small but powerful combined LED brake, side,

indicator unit. By placing the unit below the bumper it in no way detracts from the lines of the car but, everyone following can easily see your splendid bright lighting. Details of all components used are at the end of this article but first to the principles of operation. Necessarily there will be generalities so bear with me.

1) To begin with, mount the LED units on the car as you may please. Go to the terminal block (typically, but being Citroën not necessarily) on the left hand "C" post - as seen when the car is viewed from the rear. You should find it as you pull or push the back of the rear seat forwards. From there pick up the four feeds to: the indicators (L & R), side and brake lamps.

### Above.

*Here is a small part of the circuit for the indicators. There is the 6v to 12v DCDC converter and two SPST relays. When the indicator is activated 6v travels via the green line to the 6v relay. It activates the relay and via the black wire the current goes to earth.*

*Because the feed to the relay is intermittent, coming as it does from the flasher unit, the relay will be click on off on off etc.*

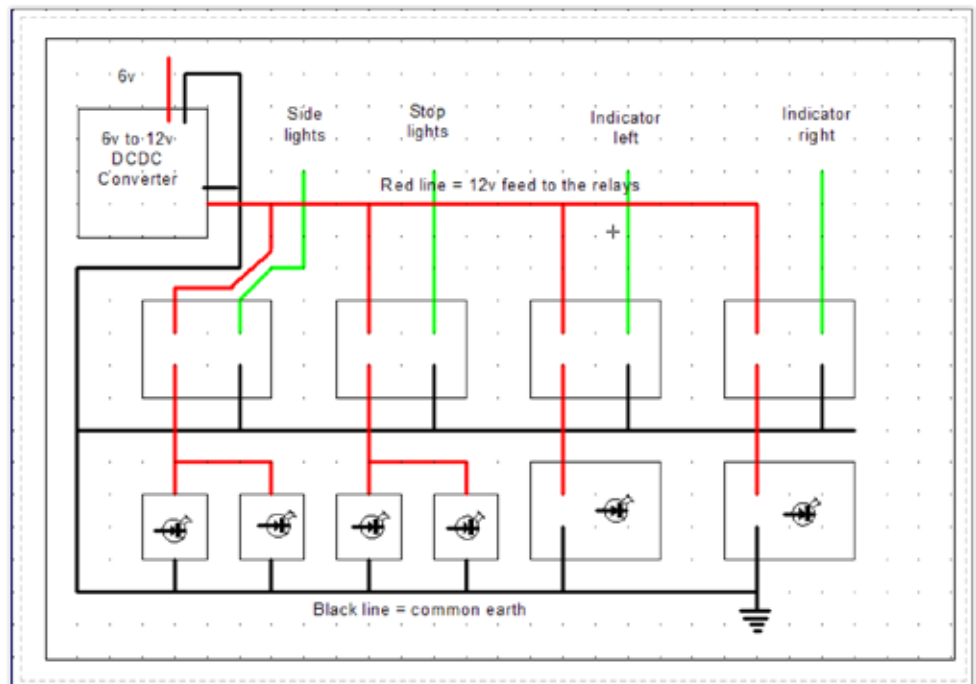
*Upon the relay switching, 12v via the red wire is sent to the indicator unit and the orange lamp is turned on. Earth is common regardless of voltage.*



2) You will probably be familiar with endless discussions past and present re the trials and tribulations of mixing tungsten lamps with LEDs? The answer is a flasher unit that will readily and painlessly switch both. An example of such a device is shown at the end. In essence it is a circuit board that runs on either 6v or 12v. The board drives a relay and the relay happily switches any combination of other relays, LEDs, tungsten bulbs and perhaps a buzzer as well. Such a unit typically costs about £11.00.

3) If yours is a 12v Traction you now deliver those four feed wires to the LED units. The result will be the original lighting augmented by the new lighting.

4) With most (if not all) LED lamp units being 12v, running a 6v Traction, life now becomes a little more difficult because of the need to convert 6v to 12v. In the diagram above you will see that there is a 6v to 12v DCDC converter. With plenty of spare capacity it can, incidentally, deliver 12v to other devices including: spots, horns, sat nav. sockets etc.



5) By means which will be unique to your car and situation, you will have to take a 6v feed and run it into the DC converter. Ideally this feed will come from the output side of the ammeter via a modest fuse box. Unfortunately the French seem to regard fuses as something strictly for wimps and sissies; and as a “dedicated 6 volt enthusiast”, you will have to decide where to pick up the feed. If this feed is not fused then put an inline fuse of, say, 15 amps in. Where you position the converter is also up to you; I put mine in the box with the relays and ran a 6v feed to it down the side of the car, under and over various obstacles and into the boot.

In the boot I positioned a suitable box with 4x single throw single pole (STSP) 6V relays inside. Above is a developed version of the previous circuit. There are four discrete functions, and the green wire is the relevant feed from the above mentioned junction box.

## Right. Stoplight..

With this particular unit, the same red LED array is used for Side and Stop light functions. If the sides are on, then when the brake is applied the array simply brightens up.

Notice(right) that light is showing through the original reflector. This is



because I have removed (using thinners) the original silvering on the back of the reflector. I can only assume that the Frenchman responsible for blocking out light from the sidelights was the same fellow who invented the vent flap on the scuttle and what he was pleased to call a “heater”.



To keep on the right side of the law, I have positioned a reflector on the same metalwork that supports the lamp array.

If one indicator is activated and a feed is taken across to the other indicator, you have rear facing hazard lights, seen here (above) also with stop lights!! See also the upper schematic wiring diagram with the purple line. At the moment a switch to facilitate the hazard function is on the relay box. In due course I shall take it up to the dashboard.

# LED Indicator

## Mounting the LED array.

I cut a piece of 5mm aluminium to a Tee shape and after some idle deliberations, elected to position the Side/Stop arrays outboard and the indicator array inboard. It could easily be arranged the other way of course.

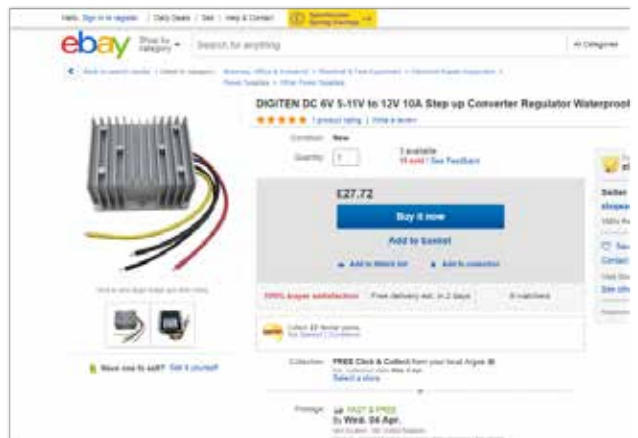
The wires run out to the array sheathed in what looks like small bore chromed shower piping (available at AES). The array is held in place by an extended version of the existing nut and bolt used to hold chromed bumper to bumper irons. This being a 6v car, all joints were soldered, with heat shrink tubing slid over the joints.

Positioned where it is, in wet weather the LED array is absolutely drenched by the tyres. Happily the LED's and their resistors are all "potted" which means that they have been encapsulated in resin. That means in turn, absolutely no damp can get into the array but it also means you will never get the LED's out either.

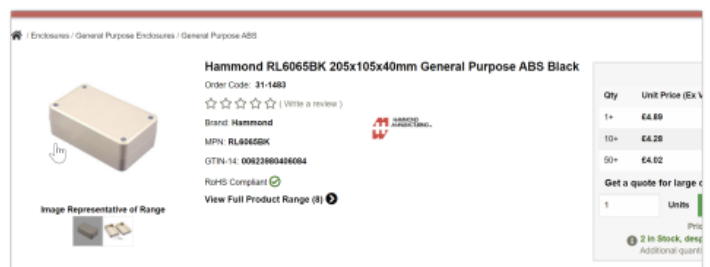
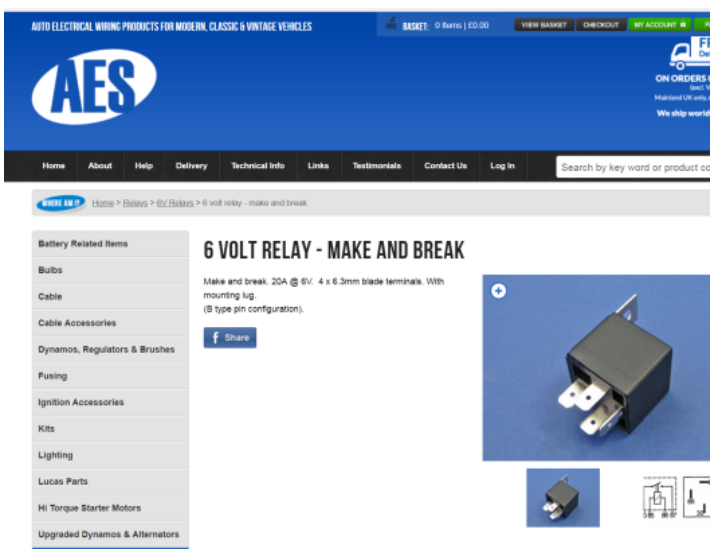
## Components .

Below are the components used, the following information is offered without prejudice etc....

- LED Lamp units(Google "LED 135ARME" (and there are plenty of other types). Small yet very powerful. There is also a simple mounting plate provided..
- The DCDC converter is (EBay) very easy to wire in. Wiring instructions on the back. There are smaller versions to be had .
- A simple 6v make/break relay aka Single Pole Single Throw (SPST) available from AES, or Rapid Electronics,
- needs spade connectors and is easy enough to wire up.
- The flasher unit for tungsten filament and or LEDs (can be found at [www.dynamoregulatorconversions.com/](http://www.dynamoregulatorconversions.com/)) It is simple yet very robust.
- With Maplin now consigned to history, [www.rapidelectronics.co.uk](http://www.rapidelectronics.co.uk) is an excellent alternative. You can find boxes therein in various sizes. They are really meant for pcb's but will readily house 4x relays and the wiring (use superglue to hold the inverted relay in place). They also do tiny 6v spst relays.



Martin de Little



## Sidelights

### More LED action

In the last issue of Floating Power, Chris Bailey tells about a problem with new headlamps, which have a hole in the reflector for the sidelight bulb, whereas the old ones have festoon bulbs outside the reflector. These festoon bulbs would illuminate the red tell-tales on the top of the headlight housing. Now he has to do without that feature. However, that is indeed solvable!

I had the same problem with new reflectors on my French-built 1952 Citroën 11BL and want to share a solution I found in Floating Power March/April 2013, page 18. The author, Steve Wright, uses three diodes, and a LED or low wattage ordinary bulb, in each headlamp housing tell-tale prism. This provides for the tell-tale to always be on when any of the sidelight, dipped or high beam is on.

However, I also wanted the sidelight to be on together with any of the dipped or main beams. Then oncoming traffic would observe that they are meeting a car, not a motorcycle, in the event that one dipped beam should fail.

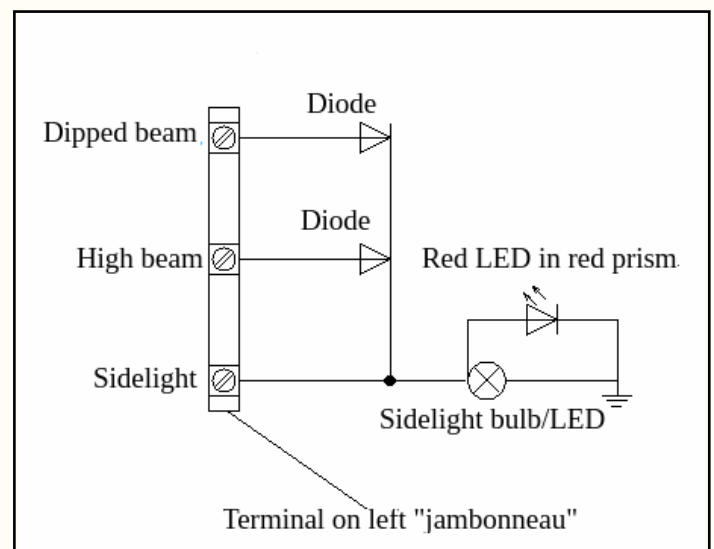
So, with inspiration from Steve Wright's article, I contemplated a while and finally came up with a solution to both problems. This is how:



*The terminal block on the left "jambonneau".  
Yellow cable lugs and yellow cable: Dipped beam.  
Green cable lugs and green cable: High beam  
Red cable lugs and red cable: Sidelight*

There is a three-way terminal block on the left "jambonneau" for the front lights. This is where I connected the diodes.

The three thin cables in the image left are connected to two diodes like this:



The diodes I used are 1A diodes as per Steve Wright's article.

The LED in the red prism tell-tale is a red LED with built-in resistor to make it connectible direct to 5 Volts. Works well with 6 Volts also. This is glued to the red prism in the headlamp housing.

Thus, I now have beautiful red glowing tell-tales as well as the enhanced safety feature of always-on sidelights! For further instructions, please refer to Floating Power March/April 2013, page 18. *All past FPs are available on the TOC website.*

Christer Bäcknert

# Bailey's Banter

---

Happy New Year. I thought it might be a good time to review everything that happened during 2020 – Traction Avant-wise.

Well, that didn't take long, did it?

Actually, that's not fair as there were a number of local events arranged which were good fun and generally in very good weather but the national events on the TOC calendar were all canned. So how about a review of what might have happened if things had gone to plan?



The first event of note would have been Drive-it -Day in April which would have seen local groups organising drives with carefully prepared instructions and properly organised lunch stops. The weather would have been splendid for most people, and a lovely day would have been had by all - except for the few whose cars failed to start for their first event of the year and who had to show up in something more modern. They would have received advice about how they should have been more prepared from those of us who, secretly, were thanking their lucky stars that their own machines had just about spluttered into life.

The first big event would have been our May trip to Jersey. A few years ago, we had a TOC trip to Guernsey – Jersey would have been like

that but bigger as this time we would have had nearly double the number of cars. We would have all met for the ferry at Weymouth at a very early hour and all agreed that, when challenged at check-in, we would all deny having any spare petrol cans in the boot. We would have boarded the ferry hoping the last straggler would arrive just in time. Then, as the ferry pulled out of the port, we would all hope that there would be room on the following day's boat for the tardy car.

We would be welcomed at St.Helier port by our local members who would have – in fact did – put a lot of effort into planning the whole event. The weather would have been a bit cloudy but dry and we would have had a lovely time getting lost as we toured the island. On the Guernsey trip we had a well-planned tour of about 50 miles, with maps and even arrows placed at confusing junctions. Somehow it was about 100 miles for us. I remember a crossroads with Tractions arriving from all directions. Imagine what would have happened with twice as many cars on Jersey. Bergerac would not have been amused. One of the cars, probably the one that missed the ferry, would likely have had an irritating misfire and another would have had a leak of some kind but despite that, all of us would eventually make it to every restaurant, albeit with some oil under the finger nails.

A few weeks later in June we would have been off to the Lake District for the National Rally which would have included for the first time, the social part of the TOC AGM. We were expecting a large turnout (AGMs really do pull in the crowds you know). The weather would not have been so kind – in fact it would have been quite wet. But still there would have been a drive around the lakes and visits to local atTractions and, after a long damp day, a dinner. The talk would have been of the burning issues of the day – Brexit, the US election, and the most important: which are better – French Tractions or English Light Fifteens?



As we know, these are all questions that have no answer but still an answer must be sought and the endless debate must go on. But, in a situation where men are arguing and their partners are watching, pride plays its part. Nobody can go to bed until the matter is settled. And what better way to settle it than by a duel? The weapons of choice – Citroën of course.

And so – at dawn – there could have been the sight of a Light Fifteen and a Legere facing each other in the hotel car park. A crowd of spectators would be giving advice and encouragement, interspersed with “Leave it, it ain't worth it” and “go to bed, you stupid old men”.



A tow rope would be dug out of someone's boot and connected between the two cars – several opinions would be offered where to tie it. Some would be quite rude. The cars would be facing each other so that the drivers could see the whites of their eyes, assuming their windscreens were clean enough. It's probably also better for the cars to do this in reverse as the tow rope can be attached to the front cradle, anything at the back of the car being rather less firmly attached.

And so, the tug of war would begin, the goal being for one car to pull the other its own length. They would be growling engines and probably much clutch judder. There is no difference in power or torque between the French and English cars. But the two engines will have been maintained and tuned differently. Moreover, they could be of different specifications, later 11D engines produce a little more grunt than the earlier type. And then there's the clutch – victory in a tug of war will depend on the clutch biting smoothly. Not all Traction clutches do that, apparently. And of course, the final drive gear ratio could be different. Whilst most cars have the standard 9x31 ratio, some cars have the higher 10x31 for more pleasant motorway cruising and a few have the lower 8x31 for climbing mountains. A lower ratio would be helpful in this contest – assuming the tyres could grip properly on the damp car park surface. Maybe the deciding factor would be the drivers' skill and willingness to test their cars to the limit. Fortune favours the brave – or the driver with a spare gearbox.



And so, as the sun (yes, there would have been sun that day) started to appear and the birds started to sing, there would be smoke and engines roaring and people cheering. Someone would be taking bets, but most would be taking pictures. Whose car is the stronger? What will break first? Hopefully it would be the tow rope that would snap (they do that you know) causing each car to career off backwards. Suddenly the competition would turn to which driver can stop without hitting anything – especially another Traction. It's a draw. The argument is resolved. Everyone is friends again (unless one of the cars did hit someone else's car) and it's time for bed – or breakfast. Continental or full English? Now there's a question.

In July there would have been the Brittany Rally – timed to coincide with a celebration of Bastille Day. I have no experience of this but I would expect a pleasant weekend of waiting around in the sun as the group assembled to set off on a short drive for a long,

# Bailey's Banter

---



late lunch, and later, waiting around as the evening cooled down to set off on a short drive for a long, late dinner. Repeat each day until it's time to go home. The only strain would have been from trying, at all costs, not to mention Brexit.

The Summer would have passed in a series of car shows and local meetings until the days grew shorter and thoughts turned to the NEC. The cars and on show and the integration of the various Citroën stands were decided by a process known only to a few which would have resulted in a fabulous stand. We would have stood there buttonholing anyone who set foot on our carpet and not letting them leave until they had promised to join the TOC.

A week or so before the NEC, some of us would have braved the rain to watch the London to Brighton

Veteran run. Citroëns don't take part, but of course Panhards are plentiful, represented under the Panhard et Levassor name. Some of us would have congregated on the green at Staplefield in West Sussex where we would have enjoyed bacon rolls whilst watching Rolls-Royces get stuck in the mud as we waited for the old crocks to come hurtling down the hill. We would be hoping our own cars were not similarly stuck, trusting that the benefit of Traction Avant putting the weight over the driving wheels had some truth in it.

Actually, I hope your 2020 would have been a bit more interesting and unpredictable than that.

Returning to the real world, my Normale and I would have spent this last weekend on official wedding car duties for my brother in Devon. The weather would have been grim and a good test for my lights and wipers. You have been spared my detailed report on that and my brother and his fiancée have been spared a very wet wedding day. We did go to Devon, but in a modern machine and my mission had changed from chauffeur to mechanic. My brother's Triumph Vitesse, which used to be mine, had disgraced itself a few times by failing to climb the Devon hills. It could only get to the top in reverse with the passengers walking. It has a 2 litre, 6 cylinder engine in a small body so should be able to do it. Something was wrong. I took a few tools; in particular an airflow meter, Colortune, dwell meter, timing light together with a carb rebuild kit. I'm happy to say the car now conquers the steepest hills – and they are steep. The Normale, which does not have the mountain goat 8x31 final drive, would have had to tackle the same hills. Turfing the bride out and asking her to push would have created some wedding day memories - but not in a good way. I feel I would be well advised to spend a bit of time fettling the engine before the wedding is rescheduled. I will have to find a steep hill on which to test it - or have a tug of war with another car – any volunteers?

2021 one has got to be better than the last one. If you have a Traction Avant you should be able to enjoy getting out and about in it. If you don't have one – you should get one. If last year has taught us anything it is that we don't really know what's in store for us. If you were thinking of getting one, do it now. If you aren't yet decided, here are a dozen reasons why you should own a Traction Avant. (I'm not selling mine – this is not an advert).

- 1 It's a great looking car. Just look at it – beautiful! Flaminio Bertoni's design is so right from almost any angle. This is particularly true of the smaller Light 15 / Legere.
- 2 Not just pretty, it's a practical family car – especially the Big 15 / Normale (as long as you don't get a very early one without a boot



lid). We got our Normale when our firstborn was a year old. The Normale has loads of room in the back for pushchairs and all the associated stuff – and now both sons are 6'7" or so and we have large dog, it's still a good choice. Did I mention there's no transmission tunnel? If you need more space, get a Familiale which practically has a bowling alley in the back, or even a Commerciale for that added early hatchback experience.

- 3 It goes quite well and keeps up with traffic. Motorway cruising speed is in the 60s which is faster than the trucks. Even more is available with a higher ratio final drive – or earplugs – or the 6 cylinder engine.
- 4 It stops quite well too, having hydraulic brakes on all 4 wheels. Some people add servos or other modifications. However, a well-adjusted set of brakes works pretty well, and adjustment is not difficult or onerous.
- 5 The handling is excellent, being set low down with a wheel at each corner, radial tyres and rack and pinion steering.
- 6 But if you get it wrong, they crumple fairly well – especially if you drive off a cliff into a quarry. If you plan to do this, fitting seat belts would be recommended.
- 7 You can't be miserable driving a Traction, driving one always makes me smile – maybe because I'm never bothered by any annoying warning lights or messages about EMLs or ABS. In fact I can't think of a single acronym fitted to my car. (To be strictly honest, Slough cars do have ignition lights due to the Lucas electrical system – and my Normale now has one too because it has an alternator).
- 8 They make everyone else smile too and you get to meet new friends. Everyone likes a Traction, even if you've run out of petrol in front of them – ask me how I know. You can expect 28 mpg so that shouldn't happen too often.
- 9 If you avoid the very early cars, spares are readily available through the TOC – other traders are available although the TOC is the go-to place for spares for Slough cars.
- 10 If you like a traditional British car with wood, leather, carpets and chrome this is the car for you – but if you like a more spartan French car – it's still the car for you.
- 11 They're pretty easy to drive and if you often have to manoeuvre into tight spaces you'll soon enhance your muscle-tone.
- 12 Whilst the ride is not always great (unless a Gregoire kit is fitted to the rear suspension) the seats are pretty comfortable and long journeys are perfectly reasonable proposition.

Go on, you know it makes sense.

Chris Bailey

*An interesting summary of a year that never was. The car park at the Damson Dene is, incidentally, quite steep, so that the lower car in the tug of war would have had an unfair advantage....there is a pond at the bottom however, to even things up!*

*Editor*

# Why a Traction?



## ***A Love Affair with (old) Citroens.***

I suppose it started quite early on in life, I just remember as a child seeing the frontal view, of what I now know to be a Traction Avant, and thinking 'that's pretty'.

Dad who had been in the motor trade for about 20 years, was general manager of a Rootes dealership in Swindon, until they closed it down in about 1971, so cars were in our blood.

Around 1972, having left college, Dad mentioned to someone he knew in the village pub that one of his sons, who was handy with cars needed a job. This chap happened to co-own Campbell Aircraft, who had a small factory on Membury Aerodrome that had made Gyrocopters, but was now largely fixing cars that had left London flat out, and expired at the newly opened M4 Membury Services.

I worked at Campbell Aircraft for a year I suppose, during that time my eyes alighted on a sad looking RHD Light 15 lurking in the yard behind the workshop/factory, resplendent in metallic rust/grey with a sunroof, no bumpers or rear lights, and caked underneath in chalk white concretions. It was manna from heaven. It had apparently been used by a labourer during the building of the M4, to run up and down the unsurfaced motorway and then abandoned when construction was completed, anyway it ended up in our yard.



I enquired of the General Manager about its ownership, price etc. and was told it had they had no idea whose it was, it had thrown a conrod anyway (not correct!) and I could have it for £50 as they wanted it out of the way. There was no log book or number plates so the chance of it ever being re-registered was remote I suppose.

Unfortunately, I could not quickly find the necessary £50, so me and my mate Tony split it £25 each. Subsequently we borrowed a Standard Vanguard estate and a two wheeled trailer to get our prized possession the 4 miles back to my house. The tail wagged the not insubstantial dog all the way home in a most alarming fashion, particularly as it was not secured to the trailer at all. I bottled out and refused to drive, so Tony bravely did the honours. How we loaded it and unloaded it I can't imagine, since the Traction's brakes were binding.

Over the next year or so my "beauty" or "Tim's wreck" as Dad called it, lived in his garage while his newish Volvo lived outside on the drive.



# Why a Traction?

We got it running, fitted a new headlining, sourced locally which fitted really well, Dad went to France to Depanauto to get new inner UJs and other bits, we fitted these and a new master cylinder seals, and other minor stuff. We drove it up and down our drive and just played around with it. Of course, we had failed to look underneath it at all before we bought it, and one day I decided to take a look. Oh dear, Oh dear !!

In the village there was a garage, "Russley Motors", run by a very large dour chap called Ken Hall, who spent a lot of time in his ex army AEC tow truck dragging more unfortunates off the motorway and into the gloom of his garage. He let me put the Light 15 up on his 4-post lift so we could get a proper look. Ho looked a bit more glum than usual, and uttered the immortal words – "£400 won't go far". These words ring in my ears to this day. £400!!!!, we had only paid £50 for it.

Slightly disheartened, I knew then the car had to go, we could not afford £40 let alone £400, and now with the prospect of it becoming a money pit, we (I) sold it through Exchange & Mart for £100 to a young guy from London, I then shortly after got a job in London and left home. I still owe Tony his share of the £100.

It stayed in the drive for another year before being collected, I was somehow convinced the purchaser had gone to prison (no idea why), I had no contact details for him at all, and he made no attempt to call again. I was about to resell it when he turned up, apparently he had gone abroad for a year to work!!



Fast forward some 45 years, still living in London, kids have left home, empty nest etc, etc, my lock up is housing a Sunbeam Talbot Mk III, so no space for another car. I happened to be scrolling through my eBay "Citroen classic car saved search" one Sunday morning, reporting to eBay the obvious scams, and I chance upon a tatty Slough built small boot Traction for about £6k in Wiltshire. I call up the charming dealer and arrange a viewing.

This time decide to look underneath first, and have a good poke around trying to avoid the pop rivetted patches. Ken Hall's immortal words come flooding back, which I multiply in my mind by compound inflation. Oops!! maybe this one

is not for me then; I was hoping for a running restoration really, not having a fully fitted workshop. Chatting with the dealer about this I explain my dilemma, he is sympathetic.

"I have got another one actually" he announces," but I am going to keep it. It's too good to sell. "He pulls back a dust sheet spread over a familiar shape nestling between the E type and the Ferraris.

It is lovely, cream paintwork, a tidy engine, it starts, drips a bit of oil, has cream leather seats, seat belts. Someone has spent a lot on it over the years. We take it out for a spin and the charm of the driving experience floods back.

"But, I am not selling it ", he assures me.

Back home, I discuss with my wife what should be done; she is ambivalent to my problem. Early on the next morning, via WhatsApp, arrive about 20 pictures of the "Not for Sale" Light 15, and there are more discussions with my wife about the way forward. "For crying out loud, buy it!! she says in desperation.

So, a deal was done (not to my advantage, I hasten to add!) and we drove down to Corsham to collect it. Drove back to London at a steady 50mph watching the dials carefully. That was Sept 2018.

The Sunbeam is now in Bicester in our youngest son's garage, the Citroen in the lock up, so happy days!!

Some of you might recognise its provenance.

Tim Greg



# Slough Sunroofs

---

## Slough Sunroofs

John Moon explains how to dismantle a Weathershields Sliding Roof.

The Factory fitted Weathershields sunroof was a popular optional extra on Slough cars. It was available on later pre-war and post war cars, but I don't know from what year it was fitted. This article came about when, having fitted a new headlining, I wanted to recover the sunroof panel but was not happy with how it had been done during its 90's restoration. I therefore searched the Club website and found an article about maintenance, mainly describing how to remove the panel. This was attributed to Steve Reed; but when I contacted him for more information, he denied all knowledge of it. An editorial error I assume. I therefore asked around members I knew as Lockdown meant that I couldn't just look at cars on a Rally. Although I had an excellent response, perhaps not surprisingly, I found that different restorers had used differing methods to recover the panel. So, this piece brings together all I have learnt from various sources.

The first question most people ask is how to remove the panel for maintenance and fault fixing:

Unlock the sunroof and locate 2 setscrews, 1 on either side towards the front which are securing a bracket with a triangular end. (See photo from Martin Nicholson's car). If you can't see them, they have probably been covered by making a flap in the material which is tucked in over them, possibly glued to stop them coming untucked, like mine kept on doing. Also, depending on how the roof aperture has been finished, you may have to ease away edging strips.

Remove the screws allowing you to push the brackets outwards so they disengage with the side runners (visible with the roof open). Lift the front of the panel just enough to clear the main roof, slide the panel forwards until the hidden part is revealed and lift the whole panel out. To quote that often glib and misleading Haynes Manual advice, replacement is simply a reverse of the above. The only slightly fiddly bit is securing the brackets so that the panel lies square in the aperture. Also, if you want to replace damaged setscrews, and can't easily source 3/16" UNF replacements, I found that 5mm metric was a very close match (look it up) so the thread could be adapted with a suitable tap.

Like many other sunroofs on cars of the era, some cars experienced water leak problems, leading to some exasperated owners welding them shut, in a similar manner to the notorious scuttle vents. This should not have been necessary, so I will now cover that topic.



Probably the most common reason for leaks is blocked drain tubes. There are drain holes at each corner of the Sunroof main body. The front 2 are visible with the panel open. These are connected to flexible tubes running down the windscreen

pillars and exiting through the floor below. The rear 2 are only visible with the panel removed and their drain tubes exit at the top of the inner wheel arch. Obviously, you can check if these are blocked by observing whether water poured into the side channels appears where expected.

Next, there is a rubber seal at the rear of the panel, mainly out of view, but you might be able to see the edge of it when the sunroof is locked shut, when it is compressed against the inside main roof panel.

Finally, I believe there was a thin rubber strip at the front of the panel, tucked into the gap between the front leading edge and the material. Mine did not have this fitted and the material at the front got damp in heavy rain, which I solved at the time by sticking on a thin external piece of rubber, which didn't look pretty but worked. My review of owners' cars revealed some had the seal in the gap and some had nothing. Probably all had been restored at some point, so I don't know what the original Slough standard was. However, I'm fairly confident that Slough had a seal there, but cannot establish how it was secured, simply jammed in or bonded, as I could find no evidence on mine when I stripped it. With the material removed, you can see wooden battens along each side, across the front and a wider piece of wood across the rear. Although this is certainly not the original method, I fitted my seal by removing the wooden batten across the front of the panel, stapling the material to that and then stapling the rubber strip to it. The batten was replaced and the material laid across the panel and stapled to the other wood pieces. This was possible for someone like me who hasn't done an apprenticeship in re-trimming and looks OK.

You will see that there are some uncertainties I have highlighted in this article, so I would appreciate the input of experienced and knowledgeable owners to put the record straight and correct any mistakes, after which I can ask for an amended piece to be put on the Club website.

John Moon: [Slough@Traction-owners.co.uk](mailto:Slough@Traction-owners.co.uk)

## PAST SUMMERS



An array of Northern Section cars at Heskin in 2017

# Pre - War Traction Register

---

*Nicholas Desgropes contacted us in October to say that he is compiling a directory of surviving pre war Traction. Unfortunately, although we would like to help him, legislation regarding data protection prevents us simply turning over our records to him. We have agreed therefore, to print this appeal in Floating Power and if anyone has a suitably aged Traction that they would like to provide information on to Nicholas's register, then his contact details are at the foot of the article.*

*This is what he has to say.*



Hello

Like you, I also drive a Citroën Traction Avant (December 1938).

In June 2019, after a meeting about Citroën Traction Avant cars with various people, I decided to make a census of these cars. The numbers I decided to record are : serie number, coque number and body number. Some clubs have already given me quite a lot of help and I have collected records of more than 350 Citroën Traction Avant cars built between 1934 and 1945. A French newspaper also ran a small article in March 2020 about this census. I focus my attention on 266 of the 350. Why ? I find much more interesting the cars which have 2 or 3 correct identification numbers. More than 80 cars have lost their identification numbers or have the wrong one.

In the Citroën 's factory, the 'serie' number was given when the car is sold. The 'coque' number appeared when the car is at the end of build and the body number was put on the car when the bodyshell was just finished (ie: when assembled).

We all know that many of these old cars have been gradually modified : engine, seats, motors, etc. and the goal of the census is to :

- Confirm that identification numbers for each car, are correct and match each other. I have been able to give the month and the year of production of their car to 52 owners.
- Put the owners in contact with other owners. This has been done for around 40 owners.
- Organise a meeting in Lyon (France) in 2022.

# Pre - War Traction Register & Wedding Car

---

I have recorded 266 cars up until today, around Europe and further afield. Of these 266 cars :

- 115 have 3 identification numbers.
- 151 have only 2 identification numbers.
- The date of first sale is known for 80 cars.
- 48 cars still have their original engine.

Do not hesitate to transfer my email address to people who have a pre war Citroën Traction Avant. I will, each year, send you news about this census. Please, let me know of any change of your email address.

If you need any information, you can contact me by email or Facebook.

Have good mechanics and bodywork sessions. Enjoy your drive. Take care.

Best regards

Nicolas

Incidentally, I noticed about body numbers :

- On Roadsters, the body number is always strike cold.
- Before November 1937, the body number is always strike cold. Up to November 1937, except for the Roadsters, each body number begins with a letter and is located under the glove box.

Nicolas Desgroppes

authentigtrac@gmx.fr Facebook : Authentig Trac Tel :06 84 33 14 80 LYON - FRANCE

---

## Wedding car in Quartier de Canton, France, July 2019....

Bob Street provided both wedding car and photograph.



## **IN COMMITTEE**



### ***Our latest Zoom meeting was held on Sunday 15th November.***

#### **AGM OF TOC LTD**

The meeting began with the AGM of our Limited Company. The Financial Report, which was published in the September issue of Floating Power, was approved and can now be sent to Companies House. Andrew York and Steve Reed offered themselves for re-election as Directors and were unanimously accepted.

#### **COMMITTEE MEETING**

##### **Editor**

- Due to the lack of social events Bryan is sometimes running short of material so will put in an appeal in the next FP.
- We are still looking at alternative publishers for the magazine and are also considering a “facelift” and adding a modern touch to Floating Power.

##### **Membership**

- It was agreed we would not increase membership subscriptions in 2021 but will need to increase postage for Europe and Overseas members as Postal costs have risen. We will ensure these members are aware of the online option.
- We also need to encourage more UK members, or members with a UK Bank Account, to pay by Direct Debit or BACS as the fees for using PayPal are the costliest for the Club.
- The Committee agreed to scrap the use of the yellow membership card next year – instead John will send a confirmation email to members when Subs are paid – this will save money in postage and stationery. Members not on email will still receive a letter.

##### **Spares**

- We are still looking at the best way forward with regards the Levy Scheme.
- Chris is still very busy with Spares sales.
- Cleve has applied for exemption for the TOC from any customs tariff and non – UK VAT payments following the UK leaving the European Union in January.

##### **AOB**

- Chris Bailey has been in touch with HUBNUT who are keen to do a feature on Traction in the future.
- Andrew York continues to update Facebook with Traction articles and photographs and is receiving a great many likes.
- Thanks were given to both for trying to promote the TOC to a wider, and hopefully younger audience.
- No news yet on Rallies – it all seems to hinge on the roll out of appropriate vaccines.

### **Would you like to take part in the running of the Traction Owners Club?**

We currently have a couple of vacancies on the Committee, one for a non designated Committee member and one for the Social Secretary. Please contact the Chairman or President if you would like to become involved.

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

We are just leaving lock down (and dropping into Tier 3) as I write this in early December and little has changed since the last edition of FP, in that as forecast, almost all of the later events in 2020 disappeared, and the world is waiting to see what 2021 will bring in the way of restrictions, albeit there is now a glimmer of light at the end of the tunnel. There are some events scheduled for 2021, and you should keep in touch with your local area rep, to see what may be happening in your area.



**Drive it Day** is scheduled in 2021 for the 25th of April and participants are being encouraged to seek sponsorship because the FBHVC has announced that, in 2021, Drive it Day will be run in support of the nationally important charity, the NSPCC's Childline®.

It is worth noting the postponement of the **RETROMOBILE SHOW** until **2ND TO 6TH JUNE 2021**

*The organisers state the following:*

*Faced with regulatory and restriction measures and more generally the level of uncertainty during this challenging pandemic time, we regret to inform you that the Retromobile show, which was initially planned from 3rd to 7th February 2021, has now been postponed to the 2nd to 6th June 2021 at the Porte de Versailles in Paris.*

*"The anticipation surrounding the 46th edition is very important, which is why we are adapting and looking forward to seeing you in June 2021 for an exceptional spring edition. Our objective remains the same: support the market's recovery and continue to make mature, keen and curious classic car enthusiasts dream" says Jean-Sebastien Guichaoua, Retromobile's Show Director.*

**Comexposium** ([www.comexposium.com](http://www.comexposium.com))

The **London Classic Car Show** will be back, outdoors but under cover, in the beautiful grounds of **Syon Park** from **16<sup>th</sup> – 18<sup>th</sup> April**, recreating the capital's premier classic car event in all its glory.

With top dealers, a host of Classic Car exhibitors and Car Clubs plus of course stunning displays and features – all fully Covid-compliant and socially distanced, the event will be one of the first classic car events to take place in 2021. It is likely that TOC will be having a stand at this event.

**Other things that are coming up:**

- **The Practical Classics Classic Car and Restoration Show** is scheduled for **June 11th -13th 2021** at the **NEC**. This has been put back from its previous April dates.
- **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. If you are interested in participating, please let Martin Nicholson know. Of course everything depends on the virus! Contact [vicmarnic@gmail.com](mailto:vicmarnic@gmail.com) for further details.
- **The Lancaster insurance Classic Car Show, also at the NEC**, is now rescheduled for **12-14 November 2021**. The club will most likely be having a stand at this event, all things being equal.

**TOC Rallies:** Our own main rallies are still rescheduled to take place in 2021. Both follow the original format at the moment, but it is possible that some form of social distancing may still be in force and details may have to change. This will be kept under constant review.

- **The Jersey Rally** it is hoped, will still be on for **May13th-17th 2021**, following more or less the same itinerary as was proposed for 2020, with visits to the War Tunnels, the Gerald Durrell Zoo, St Ouen Manor and the Transport Museum at Pallot. Details were in the November/December Floating Power. if you would like to book in, then please contact Bev Oates. Costs are (Half Board) £400 for a single room, £640 for a double room and the Rally Fee is £48 per person.
- We are now booking once more for the previously postponed **National Rally**, in the **Lake District** during **June 2021**. Please see the following pages for more details and booking information.

# National Rally 2021

## National Rally 2021- Lake District Mountains 25th -27th June

**Here we go again. Disappointingly the virus prevented us doing this in 2020, so here we have the long awaited National Rally (the first since 2018) in the South Lakes of Cumbria.**

This is a free-wheeling sort of weekend whereby you can either take part in the runs and visits, or simply chill out. We travel at our own leisurely pace, set off from the hotel at a time of our choice and feel free to stop for a coffee or take photos en route. We do not do time trials around a set course and we avoid travelling in a convoy

The Lake District being such a beautiful area, it is impossible to see it all in a weekend so for those who want to arrive early or remain longer why not stay for some additional nights, to be booked direct with the Damson Dene. c/o Reception Team, **Damson Dene Hotel**, Crosthwaite, Nr Bowness-on-Windermere, LA8 8JE, Tel: 015395 68676 .

**Camping or other accommodation, please view:** <https://www.visitcumbria.com/>

**Due to the uncertainty of last year, We ONLY have an offer of 42 rooms . More may be available if we ask well in advance. Members with existing bookings do not need to re-book.**

### THE PROGRAMME

**FRIDAY 25th June:** Welcome at The Damson Dene Hotel from 3pm followed by briefing and buffet at 7-30 pm, non residents welcome.

### SATURDAY 26th June:

Since we are in an area of exceptional natural beauty, the Saturday activities are geared up towards getting everyone out into the National Park. Like many such upland areas, a lot of the most scenic roads do not lend themselves to convoy driving and so for Saturday you will be given a road book containing a series of alternative routes and destinations to choose from, all offering drives of varying lengths, with the intention that the rally will break down into smaller groups, rather than the cars being all concentrated onto one destination.

These drives all take in points of local interest, for example National Trust properties such as Wray Castle on Windermere, villages such as Grasmere, or natural features such as Aira Force near Ullswater. The runs are all very scenic and geared up towards Traction driving. For those of you who have come a long way and had enough of driving, there are shorter runs to local attractions such as the nearby Haverthwaite Steam Railway, which connects with the Windermere Steamer service at Lakeside, or to stately homes such as Sizergh Castle or Levens Hall, both of which are within about 20 minutes drive.

We have also tied in a number of walks with the runs, should you wish to stretch your legs. These are not extreme, but will allow you to get away from your driving seats for an hour or so, here and there.

If you are members of the National Trust, or English Heritage then it is worth bringing your membership cards, and getting free access to a variety of properties, not to mention car parking facilities at key locations.

Early Saturday evening, there will be a time slot for the 'social' part of the annual AGM, the legal formalities having been taken care of in 2020 and dinner will follow at about 8.00pm followed by the raffle, and time to retire to the bar to discuss the day's events and catch up with old friends.

### SUNDAY 27th June:

After breakfast, we are booked into the Lake District Car Museum at nearby Newby Bridge from 10-30 am. This has a fascinating selection of cars (including some Citroens) a staggering display of motobilia, and a separate museum dedicated to the world speed record breaking Campbells, with full size replicas of several of the Bluebird cars and boats.

We then meet up at Leighton Hall at 1.30pm for lunch and the prize giving presentations. The prizes are decided by your fellow participants.

**For pricing see opposite**





**Costs** are as follows (Half board for two nights)

- Double Room (2 persons) : £341.00
- Single Room: £223.00
- Supplement for dog: £10.00
- Rally attendance fee per person: £50.00
- Please contact Bryan Pullan (by email if possible) if you would like a booking form.

## Payment

- By cheque payable to "TRACTION OWNERS CLUB"
- By BACS transfer to: Sort Code 20-20-62 Account No 40617679 reference TOC LAKES RALLY
- PLEASE email me at the same time as the payment is made

## Conditions of Entry (the legal bit)

- All vehicles must be covered by at least a third party insurance policy
- Vehicles must not be driven or left in charge of any person who does not hold a current UK or EU driving license
- All vehicles will be at the owner's risk and the TOC cannot accept any liability whatsoever.
- The club reserves the right to change the details of the Rally, if circumstances dictate, at short notice.

## Booking: Please supply the following details when booking.

- Full name and membership number/ car registration no.
- Number in party.
- Any dietary requirements.

**Bookings will close on the 31st March 2021** All bookings and queries to **Bryan Pullan:**

**4 Camwood Fold, Clayton le Woods, Chorley  
Lancashire, PR6 7SD Tel 07513 362202**

You can pay by BACS and send your details by email to: [tocnorthern@gmail.com](mailto:tocnorthern@gmail.com) or write and send a cheque to the above.

For any queries, clarification, or notification of your BACS transfer please contact me at the above

**CONFIRMATION of receipt of Booking Form and Payment will be emailed to participants as soon as possible. Joining instructions will follow on nearer to the time of the rally.**



## Environmental bit!

We will be aiming to minimise the amount of plastic that is associated with the rally in terms of the welcome pack, etc. but there are things that you can also do.

Driving a 65 year old car from one end of England to the other is not the best way of reducing one's annual carbon footprint so why not offset it? A 400 mile journey can cost as little as 50p to offset if one of the reputable schemes is used, and these generally work via some kind of carbon capture scheme such as tree planting,

<https://www.bptargetneutral.com/uk/calculate/car/economy?fuel=P> will take you to the BP Carbon Target Neutral site, but there are others also available. Make a note of your rally mileage and then complete the calculator and pay a small additional sum to neutralise the carbon emitted by your car over the weekend.

# FBHVC Position Statement

---

## 19 Nov 2020, Government ban on sale of new cars with internal combustion engines from 2030

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes. Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles. So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage.

Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at [www.fbhvc.co.uk](http://www.fbhvc.co.uk).

*Verbatim FBHVC*

## As the world goes electric..... what next for your classic car?

As the FHBVC Position Statement elsewhere in this magazine suggests, the recent Government announcement that IC engine powered car sales will cease in 2030 appears to seal the fate of a whole worldwide industry, and not just the mainstream car manufacturers, but also potentially our own area of interest in Vintage and Classic vehicles. FHBVC says, there is no need to panic just yet, the ceasing of manufacture does not mean that all IC powered vehicles will disappear off our roads on January 1st, 2030, there will no doubt be large numbers of IC engined cars around, in regular use for a significant number of years after that date and so our roads will probably still be full of petrol and diesel vehicles for another fifteen or more years.

But of course as these vehicles start to be supplanted en masse by battery power, then the initial worry is that at some point, your local filling station will either pack up completely, or simply become a charging point for cars on longer journeys, or those associated with properties where a domestic charging point is not feasible. Maybe in, say, fifteen years time, a petrol pump will become as hard to seek out as a (working) charging point is now.



So, it's time for electric cars, and maybe, eventually, to consider the cost of an electric conversion of your classic car. There are already several firms offering to convert your classic to battery power, there are even now, kits for DIY conversion and I am told that there are a small number of Traction conversions out there that have been converted to electric.

Costs are extreme, however. For example, the DIY conversion kit to electric for a 2CV, with a local range of around 70 miles is circa £10k, and with lithium batteries to up that range to above the 100 mile mark, the price is getting towards £20k. Then of course there are hoops to be jumped through to get it relicensed (and is it still a historic vehicle?). You can almost double the costs for a professional conversion, using second hand Tesla batteries and some management electronics, more if your car needs any significant restoration on top. A recently televised conversion of a very smart Karmann Ghia VW was quoted as having cost £30k. Interestingly, the conversion did not only involve power plant and batteries, but also beefing up the suspension to cope with the increase in weight and improving the brakes, since power output was almost doubled. The owner reported himself pleased overall with the extra performance, but commented that the car did feel heavier.

Of course conversion might become cheaper, as such technology tends to be in time, maybe as more early modern electrics hit the scrap yard, then their drive trains and batteries will become available for the enterprising home mechanic. However, for the moment, keeping classic cars as original as possible is still the most popular approach, according to a new YouGov poll for ERS, the specialist car insurer. Only 19% of those surveyed believed it was appropriate to convert classic cars to electric power, with 43% completely against the idea. The general view being that once you have updated to a modern silent powerplant, then the whole exercise starts to become somewhat meaningless.

Some do consider electric cars to be a technological dead end. Those of you who are also in CCC, and receive Citroenian magazine, will possibly have read a series of (sometimes damning) articles on the feasibility of electric cars over recent months, especially the item in September 2020, by engineer, Colin Andrews. Colin is an emissions engineer and believes that electric vehicles are not **zero emissions**, but **emissions elsewhere!** So, you clean up your town centres, but displace the unpleasant emissions to other industrial areas, probably in another poorer country in Europe or the Far East, and so the overall planetary environment ticks along more or less unchanged. The lack of a tailpipe gives the illusion that you are creating fewer noxious emissions, however, he believes (and has data to support this view) that an electric car, once manufacturing emissions and the environmental consequences of mining the materials necessary for battery manufacture are taken into account, is no more environmentally friendly than many small and medium modern petrol engined cars. The article goes into considerable detail, and is well worth reading if you can get hold of a copy.

However, we are where we are, so, should we worry? Well as we say in the first paragraphs, probably not just yet. Many in the classic car movement are of an age where they could possibly start to say that in timescale terms, it's not going to be their generation's problem. But, surely, that is a selfish approach. A recent survey states that the **classic car industry is worth a staggering £7.2 billion to the UK economy** and if now faced with the very real prospect of extinction in its current form over the next twenty years, could leave thousands unemployed in the UK alone. At a personal level, your car could in the long term, become a very large and worthless metal paper weight if there are no viable sources of reasonably priced fuel to enable it to run on the road, and no sources of spares to keep it in good repair. We want following generations to be able to enjoy the hobby just as we have, and if we are not to be a dead end ourselves, we do need to support FHBVC in their quest to provide a route through all of this.

If it came to the crunch, would you happily drive an electric converted Traction? You may already have one, or perhaps another electrically converted classic?. Get in touch with your views.

Editor

## 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](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

### 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 - "CITROEN 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**



### FOR SALE:

Late 1955 Traction Avant 11B Normale. D engine. Restored 2004 and regular improvements since. Very good condition. Rewired, 12 volt conversion, alternator, gearbox rebuild, diaphragm clutch, EZ power steering, new tyres, fuel tank etc. Car in Guernsey. Could be delivered to Portsmouth. **£16995**

**Further details from Rob Kiff:**

**07781138481 or [rob@kiff.co.uk](mailto:rob@kiff.co.uk)**

Spares for sale. 6v alternator, 6v parts, NOS Radiator blind.



### FOR SALE:

**Citroen Traction Avant 11BL 1938, small boot, green and black, LHD.**

In good running order and very good condition. Built in Paris in early 1938, 1.9 Ltr Perfo engine. 6v electrics. Restored by the last owner in Belgium in 2003. Since acquisition in 2015 work undertaken includes addition of seat belts, new exhaust system, Pilote rims repainted, new tyres, exhaust manifold refurbished and new fuel tank fitted. Annual mileage is approx 1000. Garaged and driven regularly, used for weddings.

**OIRO £17,000. Contact Patrick, email [pfrjones@talktalk.net](mailto:pfrjones@talktalk.net) or 01372 456031 (Surrey)**



## 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](http://www.longstone.com)  
**Tel: 01302 711123**  
**Email: [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)**

### FOR SALE:

32PBIC Carburettor – copy. As new (run for fewer than 1000 miles)  
32PBIC Carburettor – 1953 original but with broken airjet/emulsion tube (for spares)  
£70 the pair incl. postage

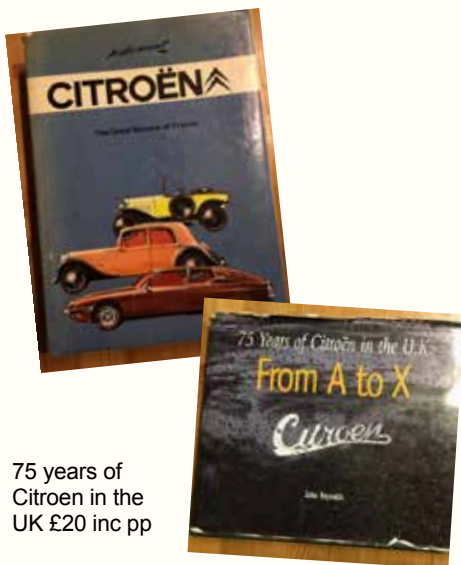
TOC metal grill badge – fair condition  
 £12 incl. postage  
 Complete set of original 11B internal and external door handles and bonnet catches. Need replating.  
 Offers.  
**John Ogborne. 01749 675312**

**FOR SALE: Original parts for sale**  
 Large collection of Traction spares available  
 Gearboxes, Chrome Light 15 grilles, gaskets, U/J's, 12 volt starters, lights, points, plugs, bumpers, (including a rare pair of 11BL accessory ones similar to 15/6 type), set of Easyclean wheels + 1 all six for £300 as shown.  
**Just mail your requirements and enquiries to bryndhughes@yahoo.co.uk**



## BOOKS FOR SALE:

Citroën Great Marques of France £25 inc pp



75 years of Citroën in the UK £20 inc pp

**07516 913710**  
**clivehoskins@yahoo.com**

## PARTS WANTED

**Wanted:**  
 Two Lucas 1130 sidelights for Slough Big Six. I'm looking for the original Lucas-made lights, with lenses, not worried if the little red discs on top are missing, and I don't need the innards. Even one would be a start.  
**Nick Hall E: aghada\_hall@yahoo.co.uk**  
**Tel. 07941 703179**

## 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 Traction**  
**For servicing, repairs and restorations.**  
**Contact: fb.me/DevonTraction 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](http://www.traction-owners.co.uk)**

# TOC SHOP

Contact Vanessa Plumpton  
 for full details on  
**[shop@traction-owners.co.uk](mailto: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](mailto: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.



[www.longstone.com](http://www.longstone.com) +44(0)1302 711123

## TRACTION



## REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

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

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

**James Geddes**

Morpeth, Northumberland.

**07783259874**

[www.tractionrepairs.uk](http://www.tractionrepairs.uk)



## Citroen Classics

Tel: 01784 452299

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

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

**Call us Today!**

\*\* We use and stock non-toxic Propylene Glycol coolant \*\*

\*\* EZ electric power steering systems supplied and fitted \*\*



[www.citroenclassics.co.uk](http://www.citroenclassics.co.uk)

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



Insurance solutions for  
classics and more.

Footman James are one of the UK's leading specialist vehicle insurance brokers.



### CLUB SPECIALIST RATES

- ✓ CARS MAY BE COVERED FROM 10 YEARS  
(DRIVERS OVER 25 / MILEAGE RESTRICTIONS APPLY)
- ✓ UP TO 10,000 MILES AVAILABLE  
(DRIVER AND VEHICLE AGE RESTRICTIONS APPLY)
- ✓ CLASSIC POLICIES FOR YOUNG ENTHUSIASTS  
(DRIVERS OVER 18 / MILEAGE & VEHICLE RESTRICTIONS APPLY)



### FJ+ COVER ADD-ONS

- ✓ TAILORED INSURANCE TO SUIT YOUR NEEDS
- ✓ CHOOSE FROM A RANGE OF ADD-ONS INCLUDING  
AGREED VALUE, SALVAGE RETENTION AND  
RAC BREAKDOWN
- ✓ ADD ANY FJ+ OPTION ON TO YOUR POLICY  
AT ANY TIME

Call our friendly UK team on  
**0333 207 6292**  
or visit [footmanjames.co.uk](http://footmanjames.co.uk)



Investor in  
Customers  
Silver 2020



**Footman James**  
we make you smile

TERMS, CONDITIONS & EXCLUSIONS APPLY

Footman James is a trading name of Footman Underwriting Group Limited, Registered in England No. 4043775.  
Registered Address: 2 Westcoast Court, Woking Lane, London, EC3A 7PD. Authorised and regulated by the Financial Conduct Authority, FPR0002 0108.08.20

# CLASSIC CAR INSURANCE

At Peter Best we have been arranging insurance for your classics for over 35 years so we know what is important to you. With access to the UK's leading insurance underwriters, we provide competitive insurance solutions tailored around you and your vehicles.

#### Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-car cover discounts
- Club member discounts



An Approved  
Insurance Provider

ASK US TODAY ABOUT OUR CLASSIC CITROËN COVER

CALL NOW FOR AN INSTANT QUOTE

**01376 574000**

or get a quote online by visiting:  
[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)



**PBIS** PETER BEST  
INSURANCE  
SERVICES  
EST. 1985

Peter Best Insurance Services Ltd  
Authorised and Regulated by the Financial Conduct Authority, Registration No. 307045 | Registered in England No. 2210270

**TRACTION  
OWNERS  
CLUB**

**classicline\***  
INSURANCE

## Discounted Insurance For Traction Owners Club Members

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

**01455 639 000**

[www.classiclineinsurance.co.uk](http://www.classiclineinsurance.co.uk)

UP TO 25% DISCOUNT FOR CITROËN  
TRACTION OWNERS CLUB MEMBERS

Headline sponsors



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

[@lancaster\\_ins](https://twitter.com/lancaster_ins)

LIS.CTO.A6P2017

**01480 400 910**  
[www.lancasterinsurance.co.uk](http://www.lancasterinsurance.co.uk)

**LANCASTER  
INSURANCE**

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



384 CG 35



4e