

Floating Power

May - June 2021

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
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Chris Treagust

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Floating Power is the official magazine
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Missing Magazine?

Please contact John Oates

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Be a part of Floating Power...

The closing date for input for the May/June *Floating Power* will be

Friday, June 11th 2021

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Classic Car enthusiast David Mallinson says: 'I spotted this Traction Avant parked on Iroon Politechniou, Tinos in September 2019

It didn't appear to move frequently but it certainly was in good shape.

I thought no more about it until I saw an article about your club in Practical Classics recently.'

Photo by David Mallinson.



Editor's Epistle

I got my jab in mid February and so started to face Spring with a bit more optimism, but alas the vaccination programme has been too late for the Jersey Rally which we have been forced to cancel and this has also been the fate of a few other events, although by the time that you are reading this, hopefully we will have made some kind of showing for Drive it Day. I have also had a family bereavement, and that has certainly taken the gilt off the gingerbread for 2021, but we soldier on.

Quite where we are with the National, is, at the time of writing, still a bit unclear, but in theory at least it should be okay providing that the 'Road Map' holds up. Here's hoping that the third wave in the EU hasn't thrown a spanner in the works by then. Alas it doesn't look as if touring into Europe is going to be on for the moment in Summer 2021, travel plans will need revising further and we have just heard that the Brittany Rally has been cancelled for another year..

I have had quite a bit of feedback on the new format of *Floating Power*. Most of you seem to approve of the more colourful version of the magazine, a couple of you lamented the loss of a Black and White cover, but, subject to my receiving suitable photographs, there may well be an occasional return to the old cover in terms of a black and white image .

Incidentally, this edition's cover comes from a non TOC member, a classic car enthusiast, who enjoys photographing interesting old cars wherever he might be, and who, having seen Chris Bailey's conversation in *Practical Classics*, decided to send it in. Many thanks for this picture of a Greek Traction.

In this magazine, how to fit a heater into your car (just the topic for the beginning of a British Summer), an update on E5/E10 petrol, seat belt installation, and a feature on our old friend, rust!

Yes, we always feature items on mechanical work, but very little on bodywork, and hopefully this will begin a series of articles on aspects of bodywork care..... so where better to start with the arch nemesis of any steel bodied car....

rust! Hopefully we can follow up with more articles on aspects of bodywork maintenance in future issues. Even if you don't intend to add bodywork repair to your current skillset, then you might find it interesting to understand how things are done, and why it sometimes costs eye watering amounts to have it done professionally.

Bodywork is always the most expensive single item to rectify on a car, and in the event of finding an example of a car that has been left to deteriorate badly, often dictates whether it is feasible to restore. Of course you can rebuild almost anything, but labour costs are extreme and the relative value of the finished object often dictates whether a professional rebuild is feasible or not. It is easy to spend more than £10k on structural welding, panel replacement and the eventual repainting, to end up with a car that is worth less than has been spent, and still needs ongoing mechanical and interior work. This, alas, has been and will continue to be the end game for many makes and models of historic and classic car, especially as fewer owners now seem to have the necessary skills, space and equipment to offset costs by doing some of it themselves.

On other fronts, FHBVC have appointed a consultant, as you will see from the notice elsewhere, whose prime role will be to safeguard fuel supplies for historic vehicles as the current wave of electric cars in theory, supplants Petrol and Diesel cars, and outlaws their sale new, in 2030. In practical terms, since hybrids are still allowed until 2035 (and they still rely on petrol) then the pumps will still be fairly busy, probably until at least 2040, and who knows, perhaps the research on alternative fuels will finally have penetrated the consciousness of those in Government.

So, the petrol pumps won't be disappearing anytime in the very near future. Electric cars, although becoming more common a sight, are still far too expensive and in spite of the statistics about average journey distances, the range issue is not yet resolved satisfactorily for many potential customers. Even though manufacturers are starting to talk airily about 200 miles plus, the fact that we now expect aircon, car stereo, satnav, electric power steering and need windscreen wipers and headlights for at least half of our annual motoring, the requirement on a longer journey to sit for 45 minutes in the pouring rain and wait while your car re-charges every hundred and fifty miles or so (that is once you have got to the front of the charge point queue) is still a distinct turnoff. However, it has to be faced up to that if Government policy is going to continue on its current trajectory, then petrol is, in the next fifteen years or so, going to become less prominent as a main fuel source, and consequently, as demand sags, more expensive.

Enjoy it while you can.

Contents

Editor's Epistle	2	LED's Again	25
Contents / Committee	3	What Still Needs to be Done	26
President's Ponderings	4	Copyright	27
Chairman's Chat	5	Rust	28
Section Details	6	Pick Up	31
Your Letters	10	Obituary - Dante Mansi	31
The Heat is On	11	Cooling a 6	32
Blocked up Block	14	News	34
Seat Belts	16	Notices	35
Big 6 Downunder	18	Events	36
FBHVC Press Release	19	Display Advertisements	37
Bailey's Banter	20	Classified Advertisements	38

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

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

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

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President's Ponderings

Is anybody still there? Good, because I have something interesting news concerning the 2021 calendar.

You may recall Martin de Little posed a question about one of the photos accompanying the page for March. It is a picture depicting what appears to be a right-hand-drive coupé emerging into daylight for possibly the first time in many years. The black and white picture was clearly taken a good many years ago and Martin added a note pondering the current whereabouts of that particular car.

Well, the question has now been answered by none other



than Olivier de Serres who kindly wrote to inform us he had taken that particular photograph and the car not only exists but is still in his possession and, as one would expect, has now been restored to the highest standard as these pictures showHowever, Olivier was understandably very unhappy because, despite the picture having been found in the public domain (on the web), it is in fact from his personal collection. In Olivier's own words ...

"I am very surprised for the appearance of a photo in the 2021 Calendar on the month of March , this is a private picture and I do wonder how it can have arrived on the Internet ? The car is my 1938 11 B" "and the man is my friend the late Olivier Lemesre, with whom I realised the world register of the Traction Cabriolets and Coupés ; and note the image is the wrong way round".

This raises a very important legal point and, on behalf of the TOC, I unreservedly apologise to Olivier for our error in not only publishing a personal photograph without his permission but also for the fact the picture had, at some time, been modified by flipping the image.

In this instance we should consider ourselves very fortunate that the copyright belongs to a good friend and supporter of the TOC. Had that not been the case the Club might well be facing a compensation claim which could have been a very expensive way of being reminded of the absolute importance of checking provenance when

reproducing something gleaned from the Internet. The rule has to be: if there is any possible doubt, don't publish! Needless to say, we are grateful to Olivier for giving the TOC permission to use the two pictures above as these are also from his personal collection.

Meanwhile, on the social scene, the biggest development since the previous issue is confirmation that the rescheduled Jersey Rally has been cancelled. The hotel and Condor Ferries have both given full refunds (the latter in no little part due to our erstwhile Chairperson's negotiating skills, thanks, Bev). With all the effort put into it so far, there is still hope that a Jersey rally will take place in the near future but no new date has yet been pencilled in.

I am also sorry to have to confirm that the CTAB (Brittany) Rally has also now been cancelled for a second year. We shall continue to liaise with the organisers re 2022.

However, back at home, it does appear there is light at the end of what has been a very long, dark, tunnel and so there is still hope that the annual rally will go ahead. For those unable to get to the Lakes, there are also plans for the TOC to have a presence at the London Classic Car Show to be held on the same weekend at Syon Park, West London.

In the last issue I said how pleased I was to have YP back on the road but that situation has already changed. Fortunately, it has nothing to do with any interaction with vegetation, this time I realised the enforced period of inactivity was obviously a perfect time to get some odd bits of brightwork replated. These are mainly parts like the bonnet catches (which I had originally overlooked 20 odd years ago) plus a couple of more recent acquisitions. However, the bit that is definitely keeping the car off the road is the steering column tube which I had not even realised should be plated until I discovered a small area of original nickel under the paint during reassembly in 2012.

So, fingers crossed, life will return to some firm of "normalcy" in the near future and then, with nothing but the weather to complain about, we shall once again be able to enjoy our passion and reap the rewards of all the maintenance and polishing of the last 12 months.



New Members

Welcome to the Traction Owners Club to the following:..

- | | | |
|-------------|---------------------------|---------------------------------------|
| 2822 | Jonathan Rodwell | Henley on Thames, Oxfordshire |
| 2823 | John Forinton | Melton Mowbray, Leicestershire |
| 2824 | David Deane | Cranbrook, Kent |
| 2825 | Christopher Cosens | Whiteparish, Wiltshire |
| 2826 | Martin Fokinther | Nantwich, Cheshire |
| 2827 | Michael Sims | Dursley, Gloucestershire |
| 2828 | Richard Oliver | Chester, Cheshire |
| 2829 | Stephen Palmer | Lichfield, Staffordshire |
| 2830 | William Budd | Woking, Surrey |



Chairman's Chat

Well this month I have good and bad news – a half full/half empty glass.

The bad news is that I had to unpack my suitcase for Jersey as unfortunately both the UK and Jersey Government rules have forced us to cancel it. Thank you to Condor Ferries and Tony, our own Treasurer, for such prompt refunds. Also a huge thank you to Brian Follain and Laurence Acher for all their hard work in arranging the Rally – hopefully we will look at another date in the future – when “life” is more settled.

The good news is that, as I type this Chat at the start of April, the Annual Rally is still on, so I have packed a smaller case ready. We won't be able to make a final decision until we see how Boris' roadmap rolls out. We may have a Rally but with some restrictions.

Thank you to all members who sent comments on the revamp of Floating Power – the feedback was excellent so well done to Bryan, our Editor, and Simon, our friendly Designer at Lion. Keep sending in your articles and photographs to Bryan for future issues please.

As you will have noticed your membership renewal letter arrived with this magazine, if applicable. Please aim to pay sooner rather than later – or before you forget! To keep our costs down it would be great if you are able to pay by Direct Debit, Bacs or even a cheque rather than PayPal. Postage costs have increased this year for Europe and Overseas members – however you can opt for an online magazine only.

What is happening next year? Well at the moment nothing is planned. We need someone to volunteer to organise the annual rally. Could you organise an event in your area? If you are interested please email or telephone me and I can tell you more and I will personally help in any way I can as, at the moment, we still have a vacancy on the Committee for a Social Secretary.

To end on more good news – I have had a haircut as you see from my photo above. I feel so much lighter....!!

Beu

Membership Renewals

With this issue of Floating Power, if appropriate, you have received your membership renewal letter. Please try and pay as soon as possible - before you forget or mislay the letter!

If you have a UK bank account please consider paying by Direct Debit or Bacs transfer as the costs are much lower for the Club.

If you need more information please contact me.

John Oates



Ah, those were the days!



Basking in the sunshine in Llangollen in 2018.
Photo by Bill Dyke

Traction Owners Club: 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.

Northern Scotland

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T: Ian Smith: 01224 715221 /

T: Andy Burnett: 013398 86290

E: north-scotland@traction-owners.co.uk

See section report for coming meetings/events.

Southern Scotland

PETER FEREDAY

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E: south-scotland@traction-owners.co.uk

See section report for coming meetings/events.

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See section report for coming meetings/events.

Wales

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See section report for coming meetings/events.

South West

HOWARD SPEIRS

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M: 0797 418 7267

E: south-west@traction-owners.co.uk

See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

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E: 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.

North East

GRAHAM HANDLEY

T: 01661 843 493

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See section report for coming meetings/events.

Peak

BEV & JOHN OATES

T: 01629 582154

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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.

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

T: 0775 937 2242

E: midshires@traction-owners.co.uk

See section report for coming meetings/events.

Eastern

JASMIN GAGEN

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E: eastern@traction-owners.co.uk

Our regular meetings are every three weeks alternating between pubs below.
The Angel Inn, Larling, Norwich NR16 2QU
The Compasses Inn, Littley Green, Chelmsford CM3 1BU

London

MIKE WILCOCK

T: 07761608656

E: london@traction-owners.co.uk

First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR

Surrey/Hants/Sussex

SUE & PHILIPPE ALLISON

T: 01256 765040

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Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports.

Kent/ East Sussex

JOHN BARSLEY

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E: kent-east-sussex@traction-owners.co.uk

See section report for coming meetings/events.

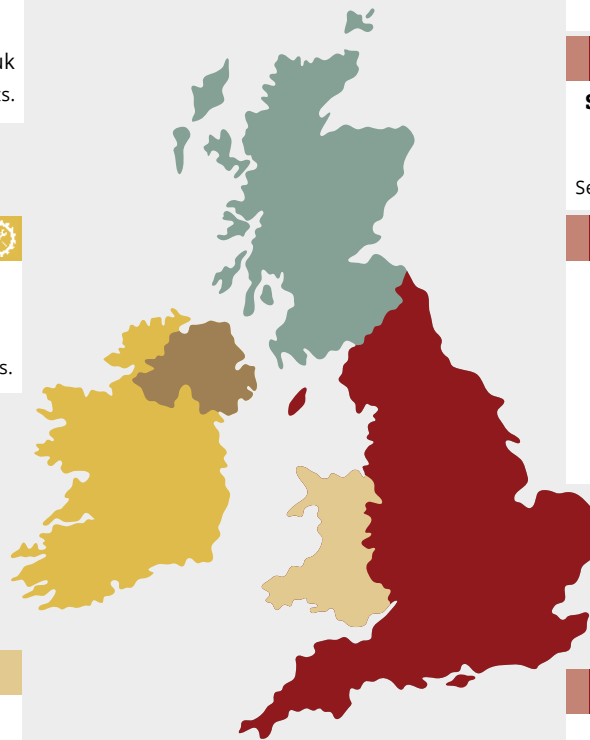
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See section report for coming meetings/events.



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:

Section News

Northern Scotland

Hi, folks, absolutely nothing traction-wise to report on again this time round! Yes, there is some light at the end of the tunnel, at least some of the real classic rallies planned, and have now sent off entry forms for my Light 15 to enter the famous Kildrummy Rally to be held in June. The organisers seem to be quite confident it will happen, but in truth, who knows?

To kill time, I am now looking at changing Sheila's blue-HDI C4 for a newer one, but cannot really do so until allowed to travel more widely, and would never buy "blind" and with a good going blizzard and already a few inches of snow outside at the moment, it is really only something to keep the mind focused and alert.

Keep safe and hope there is more to report next time!
Andy.

PS No change to report on Smithy's health- He is also desperate for this covid restriction to end, as we all are!

Andy Burnett

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

Southern Scotland



To comply with Scottish Covid Regs we have moved our Drive it Day to Sunday 2nd May when Scotland should be out of lockdown, travel is permitted and cafes are open. Otherwise the plans are the same as detailed in the last FP. All local members have been personally emailed, just as well really as it will probably be over by the time you read this.

Looks as if it may be the only event this year as all the car shows we normally attend are cancelled.

As regards my 11B I have been catching up with a few niggling problems – and with some success; clutch judder, stuck rear brake cylinder pistons and a non-floating petrol tank float all appear to be sorted. However.....watch this space.

Photo of Drive it Day 2108 at New Lanark

Hi Peter, good photograph, hopefully the printers will make a better job of it than they did the one in your recent James Bond



piece, which looked absolutely fine at proof stage, but looked very pixilated when received in print form, by which time, of course, it was too late!!! Editor

Peter Fereday

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

Northern, Lakes and Borders



Relatively little to say at the moment. Spring is well under way with a lot of greenery starting to sprout and several quite warm sunny days. Unfortunately these have also been accompanied by some fairly stupid crowding at local beauty spots and then more recently the frosts have reappeared.

We all have our fingers crossed that the National will go ahead, but as yet there is no absolute certainty to anything, the date given for the 'earliest' release of restrictions only being a few days before the rally itself. I think that it is likely that there will still be lockdown restrictions of some kind in force in terms of social distancing measures. I will place the proposed road book online shortly, so watch out for an email with a link.

I have been out in the car over lockdown, using it for errands rather than pleasure motoring as such, and of my three cars, it has been the only one serviceable at for much of the time. The 2CV needs an MOT, the PV544 has had a pinion seal leak and needed me to pluck up the courage to crawl underneath and repair it. Hopefully by the time that you are reading this, I will have finally done something about both.

A couple of us from Northern popped out on the 13th and met a few (6 only in total!) from one of the local multi marque clubs at a local café and then had a 30 mile run up



the Ribble Valley. My car didn't enjoy the outward trip and hiccupped quite badly in a couple of places. This was solved on the return journey by pulling out the choke halfway, so obviously something to resolve there, carburettor-wise. I still have a length of older flexible fuel hose to replace. It does actually look okay, but I am aiming to replace before taking on any longer distances. The day was fine, however and not too cold, so on balance a good trip out and great to see and talk to people in person rather than via a WhatsApp group post or Zoom.

Finally welcome to new Northern members, Martin Fockinther and Richard Oliver. Hopefully lockdowns will soon ease down to a level whereby we can meet up with you.

Bryan Pullan

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

Section News

London



In London there's a sense that everything is about to open up and happen. Not least because the spectacular magnolia blossom has been and gone and the grass is growing fast. Most cars, with the predictable exception of mine, are polished and ready to go, and we're planning a summer show, by which time Verna and I will have left London for Norfolk.

Ian, silly boy, has fallen in a hole and is only just hobbling about. Serious looking but he'll make it to the pub. This week we were to have re-plumbed my brakes, instead I'll take him some grapes in exchange for pipe flaring lessons.

The London Classic Car Show

Syon Park west London.

Friday 25th-Sunday 27th June

The show is outside in the Thameside Park of Syon House, the Grade 1, C16th, London home of the Duke of Northumberland.



This outside show will be a world away from the thronged NEC shows we're used to. A relaxed, summer experience in beautiful surroundings.

Ian is busy at his drawing board and with his collection of Dinky Tractions refining our display. He's drawn on the expertise and cars of the sponsoring London and SHS sections to represent all the Traction types over its long production run.

As always there will be enthusiastic and knowledgeable members on hand and a gazebo in which to shelter from the sun.

Come along, bring your families and if you're new to TOC this will be the perfect time to meet and question the team.

Another small piece in the Dragon Rapide saga. We've learnt that in addition to the People's Mosquito project, quite separately another Rapide is being scratch built to flying condition for an American client. No information of where they've found a pair of DH Gypsy Six engines but as over 700 Rapides were built, while Alfa Romeo built a further 1600 units for Italian designed aircraft, there must be a few about.

See you all at Syon, Mike

Mike Wilcock

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

Kent/East Sussex

Probably like many other sections there is very little to report.

However, IF the 'roadmap' is adhered to, we have an event to look forward to!

The Great British Picnic, Sunday 25th July 2021 at Goudhurst, Kent.

Andrew Frost, who had hosted this event for many years passed away last year, his successor Andrew Streek tells me the event will be held again in his memory.

It is a very simple day out; a 12 acre field in lovely countryside with plenty of space, water and toilet provided, if you want anything else you bring it.

A wide variety of old vehicles.

Last year about 5 Tractions and their occupants enjoyed the Picnic.

This year the invitation is to all members of the TOC.

If you are interested in coming along do please let me know so I can book you in and give you the details.

John Barsley

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

West of England



As I write this, I have just moved the ferry booking for Brittany to next year, which probably sums everything up!

Locally, if the wheels don't come off Boris's wagon, I will aim to sort some event mid-year. Until pubs, etc are properly open it seems more of a gamble than a plan. We have quite a few new members in the area, some of whom seem keen to see just what they have got themselves into.

Meanwhile, one thing that does seem to still be free and legal is cycling, so we have been doing a lot of it. Ski gloves, otherwise unused, work a treat in the cold weather.

The Commerciale, with bikes on the back is a tad over 18 feet long, so quite a sight in full sail:

Will be in touch ere long.

Cheers

Terence.Mcauley

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



Midshires

Please note the following event

Old Car Day - Sunday 25th July

An informal get-together of old car enthusiasts all makes welcome.

Homemade Pizza's and BBQ , £5.00 contribution per person, Bring your own drinks / chairs

From 10.00am

Brambles, Lower St. Great Doddington
Northamptonshire NN29 7TL

Email stephenprigmore@hotmail.com

to confirm numbers

Please also note that this event is open to all comers and not limited to the Midshires Section.

Stephen Prigmore/Tina O'Connor

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

North East

Now that we have a "Roadmap" opening up our ability to get out and about again I thought it time that I put my finger on a keyboard and tried to see what lies ahead for us this year.

Firstly though I'd like to welcome new members or existing TOC members who have found themselves in this section. We are a large area from Driffild , across to Leyburn and up to Morpeth. So getting together isn't easy for some, as we are well over 150 miles top to bottom.

We in the north east have had our own dedicated Facebook page for many years. It's a closed group to keep the unwashed and advertisers out. It seems to work and though I appreciate some don't like FB, it is one way we have successfully communicated with each other and indeed organised events, share stories, tips and photos. We only have 19 members and not all members of TOC because they are interested in owning a Traction and it's a good way of seeing what our small group are up to. So can I encourage you to join in please? It certainly helps me!

As I write its Drive It Day next Sunday and we are able to meet up and sit outside for a meal in a Pub. It snowed last night and is +4C at the moment so my aching, ageing bones aren't up for it yet.

The main event of the year for us is the Newby Hall (nr. Ripon) Show organised by NECPWA. It is reasonably central and a good day/weekend away. PROVISIONALLY it is on this year on Sunday 18th July. No section or class gatherings. Instead you turn up and park in a row. Perhaps we can meet up somewhere before the entrance and go in as a group? I'll post on our FB page. Who's going?

Jersey had to be cancelled and we are booked into the national annual Rally so fingers crossed for that. Again we could meet up beforehand and tootle to The Lakes!

Here's to hoping we can have a run sometime in

September. Usually in North Yorkshire so could someone volunteer to organise please or suggest a route and a place for lunch.

Email or put something on our FB page if it you can do it please.

We've had our jab and no doubt you have too so let's start motoring again.

Graham Handley

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

South West



BICTON PARK BOTANICAL GARDENS

For anyone with a classic car living on the Devon and Somerset border there is a classic car show on the 7th and 8th August

A lovely day out with free entry for all the occupants of the car.

Suffice to say there is no car entry fee and you can attend either both days or just one

Last year the driver was given a lunch pack which included a bottle of wine, no less.



You need to download the application form from their website.

Click on Events and it is all there

https://www.bictongardens.co.uk/index.php?route=information/information&information_id=17

Photo: Laurence Acher

Howard Speirs

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

Wales

Andrew Tweed and I have been cooperating on ideas for some events and meetings for our Wales section members.

Obviously, a lot depends on the forthcoming rules and regulations, but having said that, the "idea" is to drive independently to the Elan Valley visitor centre near Rhayader where a parking area should be made available for our use and where currently a mobile catering van will be in operation (cash only). Their web site is <https://www.elanvalley.org.uk/>. We can enjoy relaxing walks in groups of no more than six and perhaps a tour further around the reservoirs and dams before departing for home.

So that we can have some idea of numbers it would be helpful if all those interested could email us to that effect, please

Also, members' views are sought on the feasibility of regular meetings. These might alternate between two centres, one North, one South. A suggestion for the South venue is Llandrindod Wells. Please indicate your views on this matter. Andrew can be contacted on tina.tweed@hotmail.co.uk and my details are below.

Julian Pratt

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

Your Letters

Brittany Rally

Hi all

You will have no doubt read of the catastrophe that is now France. As from today we are confined to barracks, hopefully for just a month, but who knows?

Many hotels, camp sites, mobile-home sites are closed. Restaurants, bars are closed and no final reopening date has been given.

Unfortunately, under the circumstances I do not expect a decision from the CTAB in the near future, however I remain, like you, optimistic!

Rest assured that I will let everyone know as soon as I receive news.

The only smoke that's emerging from the CTAB chimney has a faint odour of slightly overdone merguez? Still after a glass or two of a nice Cote de Rhone*, who cares?

All the best,

Martin & Vicki

* Other reds are available at extra cost!

Starting Handles

Dear Bryan

Chris Bailey's banter in the last edition of FP mentions starting handles. Modern batteries charged by an alternator and today's starter motors may well be more robust and reliable than they were, but I for one rue the passing of the starting handle. With the advent of high compression diesel engines of course it had to happen, but the ability to turn the engine by hand in miniscule degrees makes such actions as valve timing setting, tappet clearance adjustment and contact point gapping a piece of cake. There are plenty of cars considered as classics today that lack a dog on the crankshaft pulley and a hole in the bumper, making these important exercises much more difficult than they need be. Thank goodness for the Traction and its four varieties of starting handle!

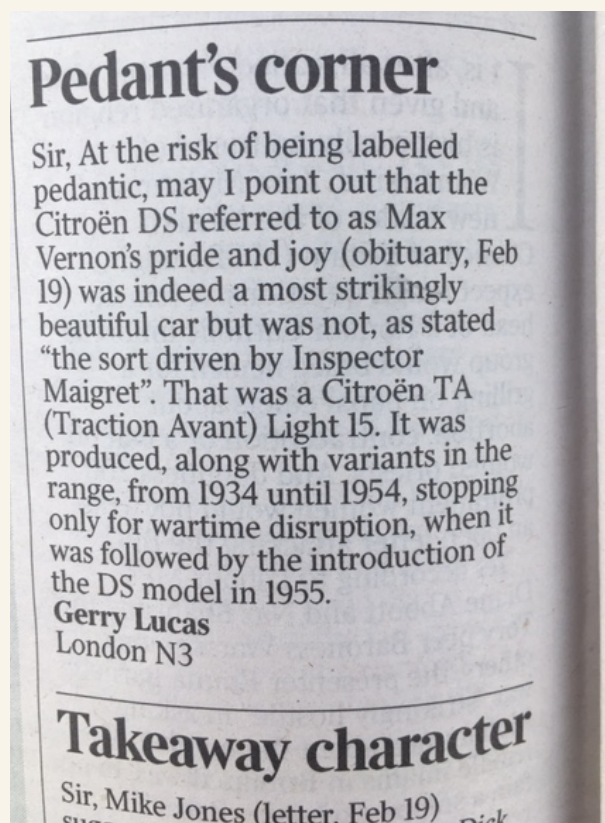
Kind regards David De Saxe

Pedant's Corner

I admit I winced when I read this (Max Vernon's) obituary in the Times yesterday, but was relieved that Gerry Lucas, whoever he is, stepped in to make the correction in today's letters

All the best

Clive Hardy



Nearly right....closer than the obituary writer anyway! Editor

The Wrong Car?

Dear Bryan,

A slightly off the wall query. I bought an Onze Normale with an English registration, RSK 968. The car went through two or three owners before it went to Steve Southgate, and then to a member from whom I bought it. It's a 1953, duly (now) attested by L'Aventure Citroen.

The trouble is, it's the wrong car- completely. The car I thought I was buying, was a 1956- with the 11D engine. It's chassis number is much later.

I have all the French papers and some of the English ones, of the 1956 car. It was imported at about the same time, and had an English registration. Steve Southgate- who, at the time, dealt in Traction- doesn't remember it. Now, if I could find that car, and give the papers to the current owner, that would be fine! Oh, and as an aside, it was registered in France on my birthday, and was 20km from where I lived.

I've the Nottingham address for the erstwhile owner, but he doesn't live there now, and the phone is now someone else's.

The DVLA, not surprisingly, don't want to know- and they didn't inspect it anyway, or they would have found that the numbers don't match. And, I found the French plates in the car- the wrong plates, from the 1956 car.....so Steve Southgate had both cars?

The Club were helpful, but don't have the details of engine and registration numbers.

So, someone has the papers for a 1953 car with an 11D engine, registered between November 1991 and March 1992, and that car is in Britain!

Kind regards

Tim Walker

Has anyone any helpful ideas? Editor



The Heat is On

“Funny how you start to feel the cold more when you get older...”

Still having inordinate amounts of time on my hands has led me to wonder what other projects I could embark on in the garage, so I could leave the confines of the house from time to time. Having recently acquired a selection of odd car parts, I came across an after-market heater unit and decided to clean it up and see if it might work. If it did, it might be a useful addition to the comfort of driving the Traction in the winter as my Legere spent its early life in the South of France and so had no heater tube or radiator connection for one when I acquired it.

The heater I had was a circular, art-deco styled unit with two 15mm copper pipes exiting from the rear, two outlets for demister piping and two small doors on the front for heat into the car. The handles for the doors were missing, so I ordered two small chrome knobs as a start. The internal fan was driven by an electric motor which, when tested, worked, but needless to say was 12 volts and was controlled by a simple on/off potentiometer switch.

The unit is a Delaney Gallay Heater and research has shown that Gallay Limited was originally founded in Switzerland by the Swiss engineer Jean Gallay who designed and manufactured radiators for bi-planes. In the UK, Delaney Gallay was founded in 1911. The original Delaneys were car enthusiasts, manufacturing the Delaney-Belleville car and other accessories for the automobile industry in Maida Vale, North London. The company expanded by building, under license, the Gallay radiator from Switzerland, a design which proved to be the forerunner of those used in modern cars. Having successfully taken this step the logical development was to design and manufacture similar units for the rapidly expanding car and aircraft industries.



Having thoroughly cleaned and replaced the heater's wiring, the first challenge would be how to fix it in place as there were no obvious mountings or brackets.

Some time ago, I had replaced the original engine mounts with silent-blocs and therefore had dispensed with the rear engine mounting which meant that I had the use of 4 captive nuts and so I fabricated two horizontal pieces of steel angle which could bolt onto the back of the bulkhead beneath the battery box. Thus, with two horizontal slits in the carpet, I could make some brackets to fit onto the heater and then bolt it to the steel angles. I also bought two 15mm hospital pipe brackets which I bolted to a steel plate to secure the inlet and outlet pipes and in turn be bolted to a bracket welded to the upper steel angle.

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The Heat is On



Another thing I needed to order was a 6v to 12v step-up converter and I opted for an 8amp one from China via Ebay (£10.87 including postage!) I also made up two tee pieces which could be cut into the radiator hoses and used two 35x35x15 copper reducing tees and added a full-bore isolating valve so the heat could be turned off in the summer.

I ordered two metres of 10mm rubber heater pipe and decided the best way to connect the heater unit with the cooling system without drilling two large holes in the bulkhead would be to run the pipes through the existing hole for the original hot air heater just above the pedals. I had already obtained and fitted a heater tube from the rear of the radiator and so formed two oval holes in it so that the new heater pipes could exit beneath the bottom radiator hose where it connected to the water pump.

Once all the clips had been tightened and the radiator re-filled, I installed the 12v converter, started the engine and waited for it to warm up.

After about twenty minutes of fairly fast idling, the system had heated up well, but of course, without a thermostat, the water pushed through the heater unit was warm but not really hot. So I started looking for the easiest way to introduce a thermostat into the system and soon came across what looked like a suitable solution – a housing for a Land Rover Freelander which appeared to have hose connections around 35mm in diameter and a branch which could take a heater pipe. These varied quite considerably in price on Ebay, but I opted for one at £18.00 which arrived two days later.

It turned out to fit perfectly, and so was soon tried out and once the engine had warmed up, there was definite heat within the car – for the first time ever!



The next thing to do would be some sort of demisting and the two outlets on top of the heater had an internal diameter of 25mm. I then found some black flexible cable trunking with an outside diameter of 25mm and ordered 3 metres. I then experimented with an outlet nozzle made from a short length of plastic overflow pipe with a slot cut into it for most of its length and a bung in the end. I wrapped a couple of cable ties round each one, opened the windscreen and poked the tails through. Once the windscreen was wound shut, the outlets were secured and again with the engine nicely warmed, a steady flow of hot air was blown on the screen. I then secured the pipes at either side of the dash with a cable tie clamped next to the outer dash fixing screws.

I felt these outlets were rather crude so decided to try something neater – I had some plastic under-floor heating pipe and fittings left over and so was able to make up more discreet nozzles with 22-15mm reducers and 15mm pipe again with a slot and a cap at the end. Once these were sprayed black and connected to the flexible pipes, they looked much better.

As the flexible pipes are a simple push-fit into the heater unit and the outlet fittings are held in place by the closed windscreen, the demisting facility can be easily removed and just reserved for winter use.

Altogether this was an exercise to see how feasible such an installation might be, and I am generally pleased with the result.



Driving around in early February, as I have been recently, has been noticeably more comfortable with warm air circulating within the car and it has to be said that although the demisting effectiveness is minimal, it is definitely better than nothing!

Ian Harvey

Blocked up Block

Steve Reed sends in an email conversation between himself and member Joseph Dobson on the topic of cooling system blockages.

Steve's replies are in italics.

I recently took ownership of a 1957 Normale. I have started to tidy it up and wanted to renew top and bottom hoses. I decided to take the radiator off and the fan to give me access to the front of the engine. I opened the drain point on the block but nothing came out. The radiator seemed to be blocked in places too. Is there a remedy for this that will not cause me great expense ? I fitted a hose to the block drain but this was unsuccessful in clearing the blockage. I would appreciate any advice you can offer.

This is a common issue with these engines: what happens is that sediment settles in the bottom of the block and if not drained away regularly via the drain plug, the sediment hardens over the years, especially if the car has been left standing for a long time. The only real way to clear this sediment is to strip the engine and have the block chemically cleaned. There is no official alternative and to avoid any possible litigation the Club cannot officially recommend the alternative which is to: " make sure the engine is full of water and the car is parked on level ground start and run for 15mins, or you can go for a drive if more convenient. After 15 minutes, stop the engine and leave to cool until you can touch the engine and the water has cooled enough not to be dangerous. Remove the block drain plug and with a large nail cut down short enough to be able to gently tap it into the hole, making sure that there is no point on the nail, just a flat end. Some cut grooves into the end. Gently tap the nail into the hole pointing slightly upwards, using some pliers to rotate as you go, but do not force or you may buckle the nail or damage the block. Hopefully after a few taps the water will start to come out. Once you have a flow, leave to run for a while and then replace the plug." Once you have cleared the blockage, the recognised treatment is to use a flushing chemical generally known as Radiator Flush which is available from most motor factors or online. Follow the instructions on the bottle, but you may have to carry out more than once. Once finish flushing with radiator flush, refill with 50% antifreeze and 50% fresh water, again the Club cannot recommend a certain antifreeze, but I researched non toxic antifreeze and found Fernox Alphi-11 antifreeze with rust inhibitors. I contacted Fernox and they said it was suitable for our cars. Hopefully this will help you, but I'm happy to talk to you on the Helpline phone number if you want.

Thank you for your suggestions. I have wriggled bits of wire and all sorts up the drain plug but without success. Which way do the water galleries go around the block, is it worth taking the head off and poking? I have spoken to a couple of friends who conclude that a solution of citric acid might solve the problem of cleaning out the radiator. Following that I might try a flushing product to clean out the block. It was suggested that a back flush through the drain hole may work. I have fitted a tap on the drain plug so if and when I get the system unblocked I will at least be able to open the tap occasionally to ensure that there is a flow around the block. The hole through the tap is only 4mm but it will be enough to test that all is well. I have attached a picture.

I have never heard of anyone using citric acid before. Are you using it just on the radiator or on the whole system? Are you sure there will be no detrimental effects on seals etc? Just a cautionary note:

if you back flush from the block tapping to the radiator, watch that the water doesn't flood over the gear box: I did it and got water on the clutch, took a while to dry out. Let me know how you get on.

Success ! I have managed to unblock the drain hole on the block. I followed your instructions and warmed the engine through to get the water hot and then use a 1/4" drill which I twisted by hand and managed to cut away most of the crud to the full length of the drill. I then used a length of stiff nylon air hose and made a point on it and continued to twist it.. I made slow progress

with this but I was amazed at how far the hose went in. Eventually brown water began trickle out so I continued with the poking and wriggling until there was a steady flow, I ran the engine again and left the drain open filling the rad as the level went down. I have ordered some citric acid (from Ebay) and will use this in the mix and leave it for a few days to hopefully clean the rad and the block. I will let you know. The following information taken from the web may be useful to other members. I should have remembered to credit the original author but I would not know where to find it now. It was an American site ostensibly for outboard marine engines.

Instructions for Radiator cleaning with Citric Acid

- 1) Degrease with automatic dishwasher detergent (makes no suds) dissolved in hot water till feels soapy. Fill radiator. Run engine (if easy, remove thermostat, so get good circulation). Run a few minutes to circulate soap around. Engine won't get hot without thermostat.
- 2) Drain, and fill once with water to flush soap out.
- 3) Make a solution of 13 ounces (and no more) others recommended 10oz, but I used the 13oz. and it worked well. The 13 oz measured cup of the citric acid crystals per gallon of water, it will easily dissolve even before you heat it.
- 4) With thermostat installed. Run the engine 10 minutes or so after it is up to temperature, with the citric acid solution inside. Drain. (If a really bad engine, you can do the citric acid twice) when done, flush the system clean water, twice. You will taste the citric acid if there's still some left to flush. For car engines you are better off driving around with the stuff inside.

Cleaning Loose Parts

If you clean loose parts, only when it approaches boiling to do you get the GOOD cleaning action. Do not boil it to the point that the water is rolling over. Just keep the temperature where you have the little bubbles coming up. Boil till part is totally clean and shiny. If you just throw the parts into a bucket of the Citric acid solution, it will not clean shiny, it will slightly etch the metal, compared with boiling. I followed these instructions but used a bit more than recommended citric acid. The idea of a dishwasher tablet was novel but is an important part of the process.

My method of draining both the dishwasher tablet and the citric acid was to keep the engine running at the same time as topping up the radiator with both block drain plug out and radiator tap open. In this way a constant flow of water can be observed. After the dishwasher tablet had circulated the water draining out was quite dark but following the application of the acid the water was a dark brown rust colour and thick with deposits, evidence the acid had worked. I spent some time flushing through after the acid until I could no longer taste the bitterness in the water. The drain water eventually came through clear. It is important that for the acid to work that the engine reaches its optimum temperature as stated in the instructions. I blanked off the radiator and waited until the water started to bubble. On reflection I think this process is as important as a regular oil change and is cheap and easy to do if a bit messy. I found that the citric acid powder is best dissolved in hot water before pouring into the radiator. I am now confident that I have clean system that will contain its full seven litres. I am taking up your suggestion of the Fernox product and will let you know how I get on with it.

Seat Belts

Joseph Dobson returns to his keyboard with an article on fitting seat belts to a Traction.

You will be aware of the 'Off His Rocker' piece, (March/April magazine) perhaps this could be a pseudonym I should adopt?

Having fitted seat belts to my 1974 Citroën HY van I felt the need to fit them to my Traction too as I was aware that my wife would not be comfortable driving with me without them. This is not say that my driving is that bad but the sense of security it gives her outweighed the trouble of fitting them. Back issues of Floating Power and the web site OSL282

(sadly explanatory photos are not now available), pointed me towards the best solution. I decided against inertial reel seat belts and opted for a three point static arrangement as this offered the simplest arrangement apart from just a lap seat belt.

The upper door hinge stud provided one of the anchor points with the other two bolted through the floor with additional strengthening plates either side so the floor pan is effectively sandwiched between the two. By carefully lifting the upper metal trim section from the B pillar inside the car the nut and stud holding the hinge in place can be seen but is not accessible for a socket to get to the nut. Part of the plate that the trim piece clips into needs to be cut away along with a section of the plywood that it is fixed to. I was surprised to see that so much wood and nails was still being used in the construction of the internal trim.



You will be aware of the 'Off His Rocker' piece, (March/April magazine) perhaps this could be a pseudonym I should adopt.



A B post anchor to replace the existing nut was turned on the lathe from a 22 mm a/c flats hexagon bar with sufficient length to turn to the final size. One end was drilled and tapped 10mm for the hinge stud and the other 7/16th UNF for the seat belt fixing supplied with the seat belt kit. The round section was turned to an arbitrary 16mm.



The centre of the hinge stud was fairly accurately marked on the metal trim and when removed a small



exploratory hole was drilled and the trim replaced to assess how accurately centred this was gradually enlarged with a drill and grinding burr to approximately 16mm. The original nut was removed from the hinge stud and the turned piece screwed into place and final adjustment made to the hole in the trim. The length of the new anchor nut was marked so that it just protruded from the trim when pushed back in place. The anchor nut was tightened using the existing spring washer and



washer. (Any additional length could be made by adding another washer) and the metal trim pushed firmly in place.

The upper seat belt fixing was bolted into place Compared to the turning job fixing the anchor points to the floor was straight forward but I had to make spacing pieces for



the two central anchor points to ensure that the metal strengthening plates and the floor pan were compressed and not just compressing the carpet when tightened up. The bottom B post fixings were as per the seatbelt kit

If you contemplate fixing your seatbelt to the B post door hinge stud be careful. I managed to do one side without incident and undid the nut, on the other side however, the nut, stud and washers all came away together, fell out of the socket and dropped to the bottom of the B post and will for years to come, be one of those infernal rattles that cannot be traced. Fortunately I had some 10mm studding to hand so all was not lost.



If anyone chooses to follow this route to installing seat belts and need the upper nut made I am happy to help out but will need an exact dimensions required.

*Joseph has subsequently confirmed that he bought his seat belts from **Vintage Warehouse 65**.who advertise on Ebay. They are a generic set, no specific size being manufactured for the Traction. Seatbelts are always a worthwhile modification to my mind, even though it may offend the purists, and of course, as Joseph says, it does increase a passenger's sense of security, especially in a LHD model driven on UK roads. Of course the Traction was not designed to receive seat belts. My own car is fitted out similarly, although with inertia reel belts, Oddly my car had holes already drilled in the right places, perhaps a previous owner had fitted them and they were removed when the car was renovated in South Africa.*



A final point, if you are fitting seat belts, this is a good time to inspect the floor for corrosion, especially along its intersection with the inner cill. You can buy generic spreader plates with the appropriate size nut welded into place, incidentally (again, look on Ebay) and I made sure that the plates under the floor were bedded on a layer of mastic, to prevent a moisture trap. Editor

Big 6 Downunder

Kevin Taylor begins to look at his fuel and cooling systems

Having taken the petrol tank out it was time to give it a good clean. The tank has been empty for several years so there was no real problem from old petrol or vapour. I wire brushed the outside followed by a generous coating of paint and ordered a kit used to clean and seal the inside of the tank. I have replaced the fuel line from the tank but struggled to shape the pipe as it has a tendency to kink. I had the section which runs under the rear wheel arch all ready to go but when I tried to fit it to the fuel bulb it kinked where it passes through the wheel arch. I was also surprised at how much flexible pipe is needed to join all of the sections.



When treating the tank it obviously needs to be removed from the car and all fittings like floats and sender units removed. Then a 1:1 mix of ChemWash and hot water is poured in and rotated to make sure all areas are reached. It suggests that the ChemWash can be

left up to 24 hours. The tank is then rinsed thoroughly and left to dry. The next stage is to add RustPrep and rotate the tank every 5 minutes for at least 20 minutes. After sufficient soaking the RustPrep is drained and again the tank is washed using water. It is then important that the tank be completely dry before the final sealer is added. It is suggested that warm air is blown into the tank to aid the drying process. The sealer needs to be drained to avoid pooling of the material. The curing process can take up to 96 hours and fuel should not be added for at least a

further 5 days. The first process is straight forward but it is necessary to have somewhere to collect all of the water and chemical wash agent.

In hindsight I should have waited before painting the petrol tank as it takes a few knocks whilst rotating to ensure all surfaces are reached. I would also suggest it would be easier with two people as the tank plus up to 4 litres of liquid is difficult to manoeuvre.

With the tank out of the way it was time to clean the underside of the car. It was placed on ramps to give sufficient room and wire brushed using an angle grinder. It's a dirty job and it would appear that the car has been treated to some form of underseal with only a few small areas where it had started to peel away. I've coated it in Hammerite which should protect it in the future. I've also replaced the rubbers on the sway bar which was easily accessible.

Previously I mentioned that I was interested in fitting an electric fan. I received an email from Mark in Cheltenham Victoria who is also renovating a 1951 Big 6. His dynamo has been updated with an alternator and a fan fitted. The dimensions are 332mm wide and 340mm in height and the total depth is only 77mm. The make used is still available in Australia and is something I will be looking into.





FBHVC Press Release on E5/E10 Fuels

The move to change to mainly E10 fuel is a real concern for classic car owners. Ethanol in fuel has been around since 2008, and there are even now problems arising from the current addition of 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 hoses and internals of carburettors suffering corrosion. The Government has pledged that there will be continued supplies of E5 petrol when E10 goes on sale, however there is an economic sting in the tail for classic car owners, as it may only be sold in the form of 'Super' grade unleaded.



The regime required to fully empty and clean fuel systems between uses of the car is prohibitive both in terms of time and practicality, and replacing components with ethanol compatible ones may not always be economical, or in certain cases, even possible. FBHVC have now appointed a specialist to assist with their championing of guaranteeing an ongoing supply of suitable fuel going forwards. Below is the relevant press release.

Federation of British Historic Vehicle Clubs appoint an Automotive Fuels Specialist

The Federation of British Historic Vehicle Clubs (FBHVC) has announced the appointment of Nigel Elliott to the Federation's Legislation Team, in the role of Automotive Fuels Specialist, with immediate effect.

The FBHVC currently represents over 500 clubs, museums, independent and trade supporters encompassing a collective membership of over 250,000 historic vehicle enthusiasts. As the umbrella organisation for the historic vehicle movement in the UK, the Federation seeks to work towards defending the freedoms of historic vehicle owners, whilst also addressing the environmental impact of the community's activities.

Nigel Elliott joins the Federation to take up what will be an increasingly important role in the coming years as the Federation's focus fixes squarely upon ensuring combustion engine powered historic vehicles have a place to co-exist alongside electric vehicles on the roads of the future. The Federation sees the need to assess, study and understand the impact of changing fuel demands and technologies on the historic vehicle community as critical work in the coming years. Nigel's professional background has seen him enjoy a successful career working in engine and vehicle testing, and fuels product

quality and development for a multi-national oil company. In 2012, Nigel set up a fuels quality consultancy. He is an active member of the British Standards Institute PTI/2 Liquid Fuels Committee as a co-opted expert, responsible for petrol, diesel and non-road fuel standards. Nigel was the Convener of the European Fuel Standards (CEN) Diesel committee and a long-term UK expert member of the Petrol Committee and has been heavily involved in the development of the Biodiesel and Ethanol standards and their implementation in road fuels. This impressive professional background is set against a passion for historic vehicles and motorsport. Nigel is a keen hill-climber and supporter of Shelsley Walsh Hill climb. A member of numerous clubs, including the MAC, HDLCC, Bugatti Owners Club, HSA and BARC, Nigel competes in a 1979 Triumph TR7-V8 4.6 litre twin Turbo modified production car. Nigel has also owned a number of classic Range Rovers over the years and currently runs a 'modern classic' 2004 Jaguar XKR convertible.

Speaking on his appointment Nigel Elliott said, "I am looking forward to helping the historic vehicle community understand the challenges that we face regarding fuel quality and supply. Historic vehicles are very dear to my heart and so bringing my specialist professional knowledge built from 43 years of experience in the industry, I hope to contribute to the team tasked with preserving the freedoms of enthusiasts to continue to use and enjoy historic vehicles on UK roads." David Whale, FBHVC Chairman said, "The Federation and the historic vehicle community are going have to face the challenges of fuel supply and quality increasingly over coming years. Not only that but we will be required to put our points across to those in power with the backing of professional experience and expertise. We are looking forward to Nigel Elliott joining us and bringing those qualities to our existing team of highly capable volunteers. "

**Federation of British Historic Vehicle Clubs Ltd, PO Box 295, Upminster, Essex, RM14 9DG
Tel: 01708 223111 Email: secretary@fbhvc.co.uk Web: www.fbhvc.co.uk**



Chris Bailey goes in search of the mysterious Citroën Traction 22CV V8

A V-8 engine is a wonderful thing. I've owned three V-8 engined cars. My current one is a 1959 6.8 litre Chrysler which drives the rear wheels through a 3 speed Torqueflite gearbox. If you press the load pedal it will make a lovely noise and move the car quite briskly.

My first V-8 was a 12-year-old 1972 Rover 3500S. The "S" meant it had a manual gearbox – which was not a good one. Changing gears was a horrible experience but thankfully there was such a huge amount of torque it was largely unnecessary – fourth was all you needed most of the time.

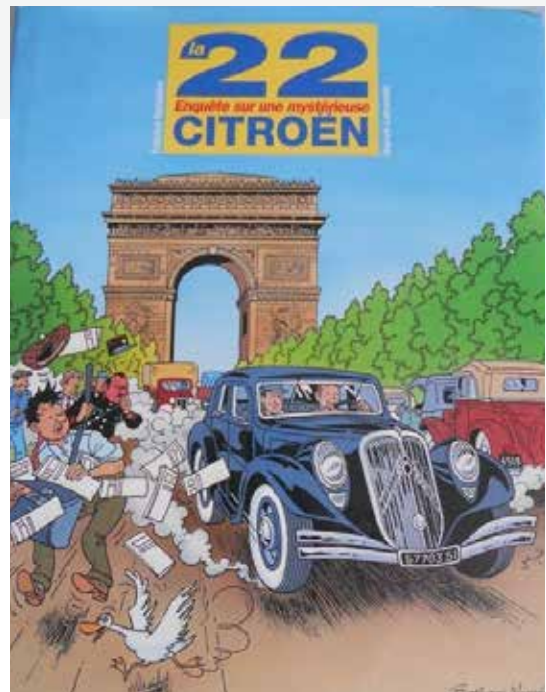
And that is the beauty of the V-8. Torque. And the noise. That burbly rumble results from the uneven exhaust pulsations from an engine with a cross-plane crankshaft which is the norm for road engines.

According to Wikipedia the first V-8 was a French aero engine made by Antoinette with other French companies Renault and Buchet making V-8 racing car and aero engines in the same year. The same source also tells me that the "1914–1935 Cadillac L-Head engine is considered the first automotive V8 engine to be produced in significant quantities" but the 1932 Ford Flathead V-8 was the first mass produced car with a V-8.

So, the V-8 went viral (in today's parlance) in 1932 - that's just when Andre Citroen's radical new Traction Avant was emerging from the drawing board with its new wet liner 4-cylinder engine. This was not just one model, there were three sizes of saloon as well as the cabriolet. The range was intended to cover from 7CV up to 22CV. Renault's 22CV had a 6 cylinder engine which, of course, would have been a route Citroen could have followed.

Instead, as is well known, the range included the stillborn V-8 engined 22CV. Why was it stillborn? Most likely it was the straw that was about to break the camel's back. It was shown at the Paris Salon but it was an illusion – at least as far as the engine was concerned. The camel's back was broken anyway, and Michelin had to step into to rescue the

So, the V-8 went viral (in today's parlance) in 1932 - that's just when Andre Citroen's radical new Traction Avant was emerging from the drawing board with its new wet liner 4-cylinder engine.



company. So why was the 22CV shown at the Paris show? How did it get that far?

One can only surmise that Citroen believed his new range should completely replace the existing range that and include a big engine beast. A less risky approach would have been to introduce the necessary models first – maybe just the 7 Legere – and extend the range gradually as the bugs were ironed out and money was coming in.

The rush to introduce all the new models at the same time is what put the company in jeopardy. Sure, there were many new technologies introduced at the same time – the monocoque body, the new engine and the front wheel drive technology and that was the nature of this groundbreaking car. It had to be monocoque – the material saving was the whole point, and it would be crazy for a cash strapped company to introduce a rear wheel drive monocoque and not be able to realise the benefits of Front Wheel Drive – or would it? These days that would have been the sensible thing to do. In current parlance this would be called the Minimum Viable Product (MVP). This approach gets some customer feedback and money coming in and buys some time for the other new technologies to be developed. If Citroen had done this it would have allowed time for the front wheel drive universal joints, gearbox and engine



mounting system to be developed properly. I imagine that if this had been discussed it would have been rejected as too expensive and time consuming "Merde, we'll have to design the floor and bulkhead twice" – but think what chaos it would have avoided. Nobody was asking for a front-wheel drive car so a second launch a couple of years later would have been just fine.

Furthermore, to introduce all the body styles together seems unnecessarily foolish and to try to add in another engine (which would have needed a different gearbox) seems just madness. It is clear that Citroen made some attempt to rationalize the variations of the design which was very sensible. But more discipline would have been helpful. Whilst the models look so similar, the number of parts that are the same is very small. Take a look at the parts list – see how many parts are different between the Legere and Normale models, then add in a few more variants for the Familiale and Commerciale before you even start to think of the Faux coupe and Cabriolet models and you can start to see the scale of the task that the designers and engineers faced. And don't forget the Slough variants. Why did they all need to be introduced together? Pig-headed vanity is one possibility. I offer no others.



But let's return to the V-8. It made it as far as the Paris Salon but no further. Of course, it also had its own specific body panels – the faired-in headlights and double bumpers. Those faired-in headlights – why were they only on the 22CV and not on the lesser cars? Presumably it was a visual differentiator to help justify the 7,000 franc (or 28%) price premium over the 11CV.

The 6-cylinder Renault Vivastella (see picture by Peter Schmitz - *Klassische Automobile*, Eupen, CC BY-SA 3.0,) acquired streamlined bodywork in 1935 with faired-in headlights that I would guess were inspired by the 22CV. It's price tag was 38,000 francs.

I can never understand why, when the 22CV was clearly dead and buried, the faired-in headlights were introduced to the 11CV and 15CV cars – especially when the big-boot restyle came in.

Was there ever really a Citroen V-8 engine? The publicity information describes it as 3,822cc which would be two 1911cc engines. So at least it would use the same liners and pistons as the 11CV engine. Nothing else would be common though, and neither would be the gearbox.

Frankly it was pure madness to try to and launch all this lot at the same time. But we should welcome such madness. The world needs crazy people like Andre Citroen and his team. They make the impossible happen. That same madness brought us to this point. Now, nearly 90 years on, it's so intriguing thinking about what might have been.

A dutchman named Dr. Bouwe de Boer did famously convert an 11CV into a 22CV replica. It has appeared at many shows, caused much confusion and you can see it on YouTube. This car is on the front cover of another of Fabien Sabates' book - "22...! V'la les Tractions". I bought this book years ago thinking it was about the 22CV – but it isn't. Otherwise there are no known examples - rumour has it one of the prototypes survives – in Vietnam or France or – well you make up your own location.

I was inspired to muse about the 22CV after I received a request to borrow a copy of the book by Fabien Sabates and Herve Laronde "LA 22 ENQUETE SUR UNE MYSTERIEUSE CITROEN" or "22, the investigation into a mysterious Citroen" – which I do not own. It is out of print and out of stock. Almost as rare as the subject matter itself.

This is a pity as the reviews and comments I have found are all highly enthusiastic. I have been sent several leads for the book, but like those for the car itself, they have led nowhere.

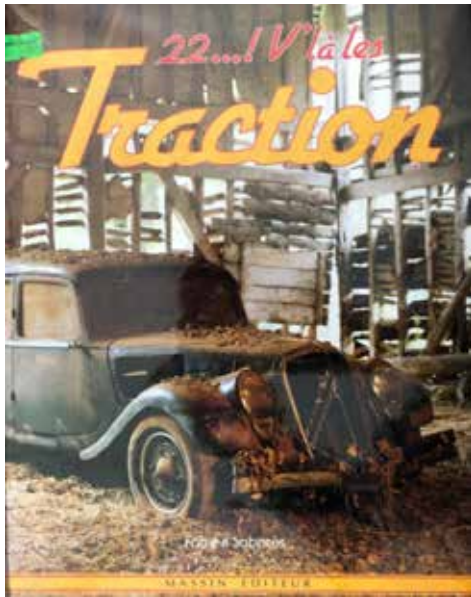
Not quite nowhere. A graphical novel, with the title "La Mystere de la Traction 22" by Olivier Marin has a cover in style of the one I'm looking for, which was drawn by Bob de Moor who assisted Hergé on the Tintin books. Marin's book tells of the fictional adventures, set in 1959, of a young trainee journalist who is encouraged by her colleagues to search out the lost Citroen 22CV. Whilst that may well be an entertaining story, it is not the book I am looking for. That is unfortunate as there are several copies available for not too much money.

Whilst it was not originally me who was looking for the Sabates book. Now that I know what I am looking for, I want one for myself – or at least to read it.

The first part of this article appeared in the Citroenian and two readers – **Peter Fereday** and **Michael Scott** have both contacted me with interesting information.

The first two editions of the magazine *Citropolis* include a story by Fabien Sabates. I think there may even be further instalments in later editions. *Citropolis* was a magazine published in the late '90s and early 2000's which rather passed me by. The earlier editions were written in both French and English but I understand later editions dispensed with the English.

I started off questioning whether Citroen ever actually made any V8 engines for the 22CV, or whether all the test cars and those on the show stands had Ford engines. Photos of the Paris stand show at least one car with an open bonnet which



must have had a Citroen engine fitted.

Whilst it is not known exactly how many 22CV cars were built, it seems that there were at least ten and maybe as many as twenty. And most of these did in fact have Citroen's own V8 engine. At least six Citroen V8 engines were made and given serial numbers 008.361 to 008.366. Apparently, there were four that did not get the Citroen V8 and they had the Ford V8.

The Citroen engine was similar to what you might expect if you put two 4-cylinder 1911 cc blocks together. So, it had overhead valves, whereas the contemporary Ford would have been a flathead with side valves. You would not mistake one for the other if you were looking under the bonnet.

Citroen's V8 shared the same bore and stroke as the 1911cc engine but, apparently, precious little else. The con rods for instance, which you might have thought would be the same were apparently thinner to allow all eight to be accommodated on a crankshaft that was not much longer than that of the 4-cylinder engine. The heads would have been cross-flow with inlets in the middle of the V and the exhausts on the outside.

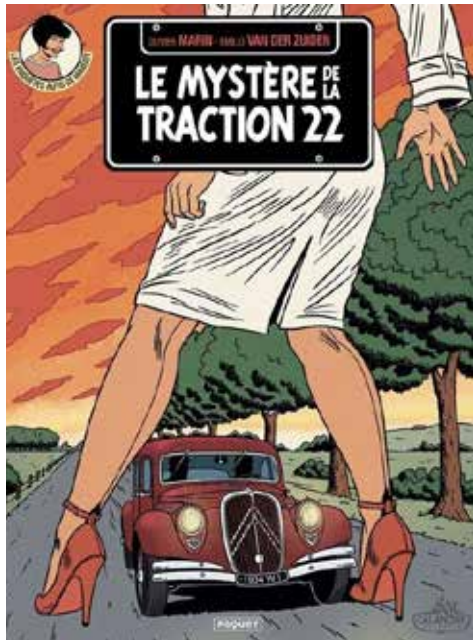
Sabates interviewed Robert Roalde who was one of several people recruited as test drivers for the new range of cars. The criteria for selecting them was that they should not be involved in the development of the Traction but they should be good drivers. M. Roalde is referred to as "Mr 22". The interviews took place in the '90s when M. Roalde was in his 90's and was probably the only person left who had direct contact with the 22CV.

He was employed as part of the 22CV task force, set up to test the 22CV prototypes in the 6 weeks before the Paris Motor show. This is consistent with the car not being ready for prime-time – despite it appearing in sales brochures with prices and even on showroom windows.

The Citroen engined cars had 4-speed gearboxes. Some cars were reported to be automatics – maybe they were the Ford engine cars? M. Roalde describes the gearchange in detail – the same kind of lever with which we Tractionists are familiar but with a pattern that a driver of a regular modern car would recognise – 1st being top left, 4th being bottom right. It would be interesting to know what kind of gearbox was up front and how the gearchange linkage worked (it would interest me anyway).

The test driving was done at night. M. Roalde drove every two or three days over a period of about a month. The car was driven by others in between times. He believed he covered about 4,000 km himself in "his" Berline car.

He described the car as heavier to drive than the 11 Normale – and yet it was still light to drive (compared to other contemporary cars I assume). It was noisy as, being





broken down and the mechanic who fixed it had mentioned to him there was a Traction somewhere nearby and had taken him to see it. He recalls it had faired in headlights "like a VW Beetle" and a V8 engine. He assumed this was the work of the owner and thought no more of it until he read the article about the 22CV. He could not remember exactly where the car was – he said that some alcohol was consumed that day. Maybe he started before he saw the car.

As a result, off went Thierry Emptas and his photographer colleague Christian Martin to Madagascar track it down. They did not seem to get the person who phoned them to come along and so they went all over the place asking who

a prototype and test car, it had little sound insulation. He said the front shock absorbers were very hard. The brakes seemed "soft". Nevertheless, he said it could have been a good car. I have seen other comments elsewhere that the testers reported the body to lack stiffness – to the extent that the doors would fly open, that the brakes were poor and that the car was very front-heavy and prone to understeer. I have also seen a report that one of the prototypes was fitted with rack and pinion steering. All this seems very consistent with a car that was still under development and a long way off being a marketable product. Of course the 7 and 11 were also undergoing modifications whilst in production.

So where have the ten or twenty prototypes gone? They were reported to have been crashed, scrapped or converted to 11 Normales. But, as with the later 15/6 roadsters, there are rumours that one or two may have escaped that fate.

In the 2nd edition of *Citropolis* there is a description of a journey by two journalists from "L'Auto-Journal" to Madagascar in search of a surviving 22CV. After the first issue was published (initially in L'Auto Journal) the journalists received a phone call from a man in Reunion – the French island in the Indian Ocean. This man had been to Madagascar on holiday four years previously. His car had



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know of any Tractions on the island. Madagascar is not a small island. At 229,000 square miles it is the world's second largest island country (after Indonesia since you ask) and three times the size of Great Britain. It seems they had a good time there and found a few interesting cars to write about – but the 22CV was not one of them.

Whilst no cars seem to exist, at least one component does.

A Citroën bus was shown in Walter Jansen's book "*Citroën 1919-1949, la belle époque - history and collections editions*" which shows headlamp surrounds that are remarkably similar to those of the 22CV – even if the headlamps behind them are not. What happened to the bus, nobody knows.

A man in Lyons had an original headlamp surround that was rescued from a wrecked car which had been modified during the war with some 22CV parts. That one headlamp surround appears to be all that remains. I believe it was recently sold for more than 5000 euros.



I find it amazing that there are no other traces of these cars. Not only are there no cars and no other parts, neither do there seem to be any drawings or tooling remaining. I guess that the change of company ownership and a war might have something to do with that. Maybe, however, there was a deliberate act to purge the 22CV from existence. The car was still being tested as late as 1936, a year and a half after the Paris launch. No cars had been sold. The design was not delivering the required performance. And yet it would be expensive as it required so many different parts, not least the bulkhead and whole front end. A straight six would be lighter, cheaper and would better fit the regular bodyshell. Three years later, the 15/6 was launched and delivered to customers, fully developed (albeit with the engine turning in the wrong direction). To stop the V8 development after so much effort and to change course towards an in-line 6 cylinder would have required quite some management discipline. Maybe, to ensure complete focus, it was necessary to remove all V8 distractions and make it clear there was no turning back. On the other hand, development of the 15/6 would need some "mules" – maybe some cars were consumed by that project?

As I write, Madagascar is not receiving visitors, but this will eventually change. If you think you can do better than Messieurs Emptas and Martin you will need to know what you are looking for.

A genuine 22CV car will have the following features:

- Faired in headlamps
- Distinctive tapering chrome strips below the windows.
- Longer wheelbase than a Normale – but not the same as a 15/6.
- Bonnet with just one flap on each side but without the additional opening of the 15/6.
- One single ventilation flap below the windscreen. This would seem normal for a Traction but at the time all the 7s and 11s had one on each side to allow for the central dashboard instrumentation. The central flap seems to be the only feature that carried over from the 22CV.
- A wider gap in the engine bay to accommodate the V8 engine, with lower engine mounting points.
- A V8 engine – ideally not a Ford and probably with a manual gearbox.
- Drive shafts incorporating dampers – but not the same as the 15/6
- 6 wheel studs per wheel
- And of course, a big 8 on the grille.

Let me know when you find one with all these features.

LED's Again

Gil Keane is the proprietor of 4Sight Automotive, who specialise, amongst other things, in LED lighting conversions for cars, in particular, Classics. and he was understandably furious at the latest piece of legislation from the Government. banning LED headlights earlier this year and raised awareness by asking motorists to lobby their MP's.

Well, he has now made some progress and his points about the blanket ban have been responded to positively. Below is a press release from Gil regarding the outcome.



I want to thank you for your support in the matter of changes to the MOT test rules with regard to lighting upgrades. Between us all, we have achieved a small victory for common sense, in that the changes now do not apply to cars registered before 1st April 1986. Now, I want to ask for your support again. The exemption, while welcome, leaves many thousands of owners of cars made after that date in a truly difficult and potentially dangerous position. I am asking all of you to use the power you have to reach large numbers of people to try to push at this partly open door, to try to spread the common sense a little more widely. If you have close contacts with any motoring organisations, please ask them to ask their members to write to their MPs to try to get the MOT test turned into an application of logic and not politics.

Today I have written to Nadhim Zahawi, who was so helpful in getting Baroness Vere to grant the first concession. This is what was in my email

'Dear Nadhim, I am immensely grateful for your efforts and I can assure you that huge numbers of owners of classic and vintage cars are also grateful both to you and to Baroness Vere for the application of common sense to the subject of lighting improvements to older cars. However, I, and many others remain worried about the plight of the thousands of owners of newer cars who are left in an uncomfortable and dangerous position.

I would put it to you that, while it is a very welcome concession to exempt cars registered before 1st April 1986 from the changes, the same logic should apply to cars made after that date. It cannot be right that cars like my 1991 Saab Convertible, which had the headlights upgraded 12 years ago, and which has passed an MOT test every year since, should now have to revert to dim and dangerous headlights. When anyone drives a car with dim headlights, their eyes adjust to that light level, so that when a car coming the other way has modern bright headlights, their eyes cannot adjust to the higher light level instantly, so there is a few seconds of blindness, which can induce a feeling of panic, and perhaps cause an accident. It cannot be right to condemn the owners of older cars to either confine their motoring to the hours of daylight, or to put their lives, and perhaps the lives of others in danger.

It also cannot be logical that we can trust the expert judgement of a trained and licensed MOT tester, using expensive, sophisticated and approved equipment, to make a professional judgement

about the efficacy of headlights on cars made before the cut-off date, but not those of cars made a day, a decade, or several decades later. Frankly, from what I hear, this ruling, when applied to later cars, will be seen as illogical and unenforceable, and will not enhance the reputation, or the faith in the DfT. It will certainly cause bad feeling, and many thousands of motorists who either upgraded headlights years ago and have had no issues with the MOT test, or who have bought a car which has been upgraded, will be extremely unhappy if their cars now fail the MOT, not because of any deterioration or change in their lights, but because an official has decided it should be so. Regulations formulated as long ago as 1989 were created before LED car lighting was even thought possible. The immense amount of investment and development since means that they can offer great safety and efficiency improvements to older cars. Also, if the only way drivers can enjoy safe motoring is to buy a new car, then that will severely penalise the poorest in our community, who have already been hit hard by the effects of the pandemic, and who will continue to find life difficult in the aftermath.

This change in the test rules has not been in force for long enough to affect large numbers of people yet. Now would be a very good time to consider changing them to allow the professional judgement of the tester to be the ultimate arbiter of whether headlights are safe for use on public roads or not.

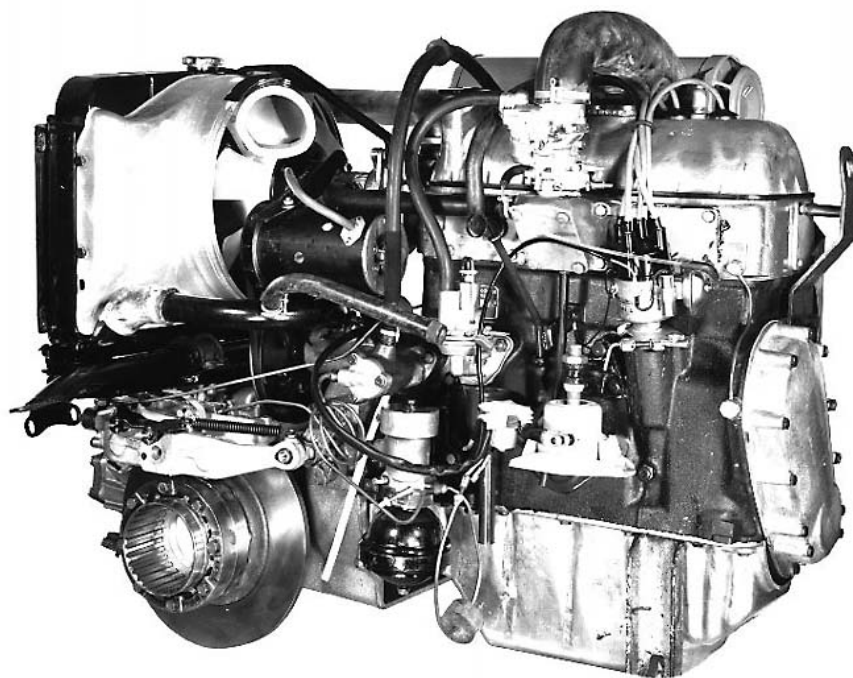
I would be most grateful to receive your support once again. I really am not trying to be your most time-consuming constituent.'

If you agree with the points I raise, please use your many contacts and your influence to enlist support. We cannot afford to lose this fight.

Of course, regardless, you do need to make sure that any lighting installation that you have in your car works correctly in terms of being properly dippable, not dazzling and having the necessary cut off on main and dipped beam. Editor

What Still Needs to be Done

Larry Lewis recounts the tribulations of finally getting an ID engine to fit into his Traction.



Regarding Andy Burnett's article, "Which Engine" there is still something that needs to be addressed when using the ID-19 block with the Traction gearbox. The flywheel will now sit further away from the gearbox and the difference must be made up. I had this problem with my 54 11B from when I installed a block from a 1959 ID-19 in 1988.

The clutch cable had to be tightened up to where it was almost as tight as a guitar string. The pedal action was totally off. The clutch release fork backrest stop screw had to be tightened to keep the throw-out bearing from howling like a banshee. I still drove the car but it just wasn't right.

The longer distance that the throw-out bearing had to travel could have led to it jamming which would not be good. As luck would have it, that didn't happen. So, how to make the flywheel sit in the proper place? There are three methods, one not good, the other two work well.

I thought that the way to do it was to make the flywheel sit further away from the crankshaft. How to do it? I know, I'll make a spacer that would sit in between them. What thickness? At the time I had no clue. I had a machine shop make a spacer about 10 mm thick. Then I needed longer bolts.

I found out that longer bolts do not exist in 9mm. I drilled out the holes in the crankshaft flange to 10mm and tapped them very carefully with the crank still in the engine. After having the spacer made progressively thinner, at about 5mm thick it finally worked and the clutch operated correctly. The spacer and the longer bolts are still in place in the 54, but don't do this!

In 2005 I bought a 54 Light 15 that had some serious knocking noises in the engine. I figured I'd install another ID-19 block and all will be well. Same thing, how to make up the distance? Originally the clutch throw-out bearing had a separate thrust ring that presses the clutch levers. It was simple to have a thicker one made, so that was easy. The engine had a balancer on the rear of the crank so that had to be dealt with but that's another story.

A few years ago, I sold the Light 15 and now have a 49 BL. Almost the same thing but no knocking from the engine, only slowly diminishing oil pressure as the engine warmed up. Not good. I got a hold of yet another ID-19 engine, this one already set up to install in a Traction so I didn't have to do any mods to it. But on buying a new throw-out bearing, I found that there is no separate thrust ring on the new one.

The inner race is thicker to make up for it but it's still not thick enough. So, what to do? I took it to my local machine shop to see what ideas he had and he said that he can make up a spacer that sits behind the bearing in the carrier and that would make up the difference. So, that was done and all is well. In all three cars I have used the original heads on the ID blocks with no trouble, 11D in the case of the 54 and the Perfo on the Light 15 and 49BL

One thing that should be done when using the Traction flywheel with an ID crank is to have them balanced together along with the clutch pressure plate of whatever type you have. And if you have the engine apart, why not balance the pistons and rods?

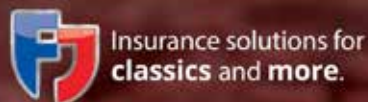
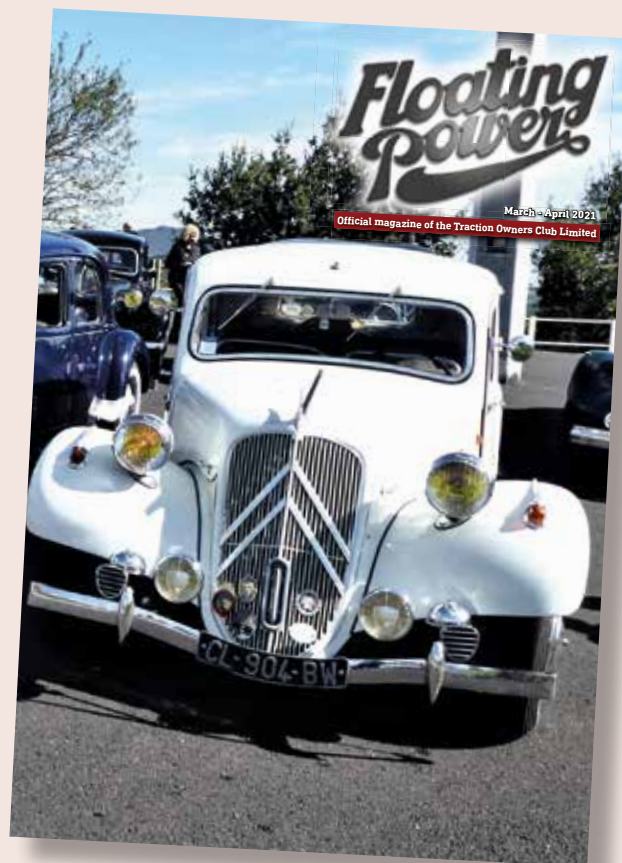


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However, occasionally something slips through the net, as mentioned in the President's contribution to this magazine and I would ask that articles, etc. are not populated with images that have simply been plucked at random out of Google without any knowledge of their origin, and that if they are not from your own camera, or a non copyright source, that the originators give their permission for reproduction. If you have an image by a. n. other in your article or letter, can you also let us know so that they can be credited with that image. Many online images are held by organisations such as Alamy, who buy in the work of professional photographers, and, although they may allow reproduction of images for personal use, will require a royalty to be paid for commercial use (which is how they make a living.) So beware. Floating Power will assume that all images sent in are done so with the owners' permission and will not be liable for any costs or penalties that arise as a result of their use.

Editor



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Rust

Back in the early days of the first Japanese car imports, comedian Jasper Carrot coined the term Toyotaphobia---- fear of rust. It's always been with us right back to the Iron Age and has been the commonest cause of death recorded on most of the cars that have been produced over the last Century or more.

Rust is a general name for a complex of oxides and hydroxides of iron, which occur when iron or some alloys that contain iron are exposed to oxygen and moisture for a long period of time. Over time, the oxygen combines with the metal forming new compounds collectively called rust. Although rust may generally be termed as "oxidation", that term is much more general and describes a vast number of processes involving the loss of electrons or increased oxidation state, as part of a reaction. The best-known of these reactions involve oxygen, hence the name "oxidation". The terms "rust" and "rusting" only mean oxidation of iron and its resulting products. Many other oxidation reactions exist which do not involve iron or produce rust. But only iron or alloys that contain iron can rust. However, other metals can corrode in similar ways.

If chloride ions are present, as is the case with saltwater, the corrosion is likely to occur more quickly. Meanwhile, the oxygen atoms combine with metallic atoms to form the destructive oxide compound. As the atoms combine, they thin and weaken the metal, making the structure brittle and crumbly.

Other degrading solutions are sulphur dioxide in water and carbon dioxide in water. Under these corrosive conditions, iron hydroxide species are formed. Unlike ferrous oxides, the hydroxides do not adhere to the bulk metal. As they form and flake off from the surface, fresh iron is exposed, and the corrosion process continues until either all of the iron is consumed or all of the oxygen, water, carbon dioxide, or sulphur dioxide in the system are removed or consumed.

How come you get the odd survivor that seems, through some strange accident of fate, to have been spared? Not clear, but more often than not, it is still there, lurking in the cracks and crevices of the motor body, waiting to break out and spoil the show for the owner. Dry climate cars are often sought after as good (relatively) rust free examples, South



African imports and those from some desert states in the US are popular for this reason.

Statistically, rust is the most expensive single item to repair in the average classic vehicle. Why? It is a labour intensive process that involves grinding, cutting out and inserting new metal, replacement or repair of awkward shaped panels and then, in the case of the upper parts, the need to refinish in nice shiny paintwork. All because steel has this incredible urge to return to its basic form, as iron oxide, and all it needs to do so, is a nice mixture of oxygen and water, perhaps with a pinch of salt, to get the process under way. Many car manufacturers, particularly Citroën and Renault, made things worse, because they were rather prone to layering up steel where extra strength was required, rather than using one thicker section. As a result condensation forms between the layers, or water penetrates, and it rusts from the inside out. Anyone who has owned a 2CV or Renault 4 will know all about this and there is not much that you can do, other than chop it out and start again.

Up until the late 70's, rust treatment of new cars was sparse. A few manufacturers were trying harder, Volvo used

wax injection into box sections in the sixties, and had a go at galvanising some key parts, along with Porsche and one or two others. Most cars over six years old had some significant rust issues (often covered up with fibreglass and filler) and some rusted before your very eyes, Alfa Romeo Alfasuds and certain Fiats to name typical examples. Factory underseal usually meant a smear of rubberised paint on the floor pan and

wing liners did not become commonplace in the UK at any rate, until quite late in the day, although Scandinavian and more expensive North European cars started to fit them in the 1970's.

Tractions were no exception. Designed with multiple leakage points in the scuttle vent, sliding roofs, slots in the B pillars for semaphores, and a somewhat idiosyncratic

Statistically, rust is the most expensive single item to repair in the average classic vehicle.

treatment of roof gutters, the cars were inevitably going to allow water into the structure. This coupled with a lack of cill drain holes meant that for many cars that were destined for damper climes, the writing was on the wall.

In addition, some cars were also supplied in primer, for refinishing by the dealer to the buyer's own choice of colour. Primer is notoriously absorbent and you can imagine that these may have sat out in the weather for months in some cases, before being brought in and hastily blown over with the customer's choice of finish.

So what is the cure? Well you can never really stop rust on a car that is used regularly in all weathers, it will always sneak up on you and need to be exposed and treated.. All cars have some kind of weakness, because they are reliant, particularly in the case of historics such as ours, on their exposed surfaces being sealed off from the moist air, to prevent the formation of rust. This seal is generally paint, which may be assisted by various other additional solutions such as wax coatings which are waterproof, electroplating or powder coating.

What is the next step when rust occurs?

Without doubt the best option, and that is what is preferred by traditional restorers is the careful and scrupulous removal of everything, paint, rust etc. from the metal surface before painting or refinishing. Sanding discs are the old fashioned way, strip discs are a more effective modern way and don't remove excess metal or leave sanding marks that then have to be filled in some way where a fine finish is required.. There are also various flap discs and wheels, but again use with care since coarser grades will remove metal and are more appropriately used to grind back blobby welds. I am not a fan of the wire brush on either an angle grinder or an electric drill. It is too hard to control and can shoot off bristles which can be dangerous, especially to the eyes. With all of these mechanical stripping tools, in any event, use goggles, heavy gloves and a face mask of some kind, or a full face shield.

You will often see the term, 'bare metal respray' However, unless the exposed metal is treated straight away, then flash rust forms, which is the metal's immediate reaction to being exposed to moist air. This is usually treated chemically by washing over with a passivator, or a mild acid solution, (which is often washed off using water!!!) and it becomes a race then to coat the exposed steel before history repeats itself. Various products can be used for this. Acid etch primers which eat into the steel surface are

a traditional solution, but they can be porous, which is not good if the repair is being left for some time before final refinishing, in extremis, rust can reform underneath, or moisture can be trapped in the primer layer to emerge later as micro blisters after a paint finish is applied. Zinc rich primer is another useful tool. The metallic zinc particles in the paint have to come into good electrical contact with the steel primarily for good adhesion and electrical contact. Galvanising is another version of the same idea, coating steel components with zinc, albeit getting paint to stick to a galvanised surface can be tricky and needs special primers. There are also various two pack epoxy primers and paints, some of which can be painted over firm rust and which bond into the pits in the metal and seal them off from the elements long term. Most of these have their origins in marine applications, and can be useful, especially in underbody situations. Read the safety data on these 2 pack epoxies if spraying. They can have serious health effects if they contain isocyanurates and require quite strict precautions, such as a full coverall suit with an air fed

mask, etc. However quite a few products on the market can now be applied just using a normal respirator mask.

If you have a pre-rusted surface and grinding back to bare metal is not an option, then a rust converter is the order of the day. There are many on the market. most use a phosphoric or tannic acid base and all require the removal of all loose rust from the surface by means of wire brushing, etc. mechanical or manual. The most useful are those which don't require to be washed off to neutralise them, and there are products such as Kurust, which turns surface rust black when coated and then receives the primer/topcoat to finish. Others such as Vactan contain an additional component which creates an impervious layer on top of the passivated layer that prevents it absorbing water and returning to its

former rusting state. This then can receive paint once more, but timescales are not as desperate as they may be with other systems.

Finally there is wax coating: Zeibart introduced this into the UK in the early 1970's as a concept and Waxoil was marketed as a DIY option for many years from the late sixties onwards, the main benefit of the latter being that you could flood the internal box sections of your car with a moisture resistant paraffin wax based fluid that would soak into all the nooks and crannies and form a water repellent layer that would prevent corrosion by condensation as well as rainwater ingress.

Without doubt the best option, and what is preferred by traditional restorers is the careful and scrupulous removal of everything, paint, rust etc. from the metal surface before painting or refinishing.

Waxoil is still available, but is now regarded as old hat in many classic car circles and there are numerous other products on the market which are now offered in various grades, for treating internal cavities, external surfaces and for both rusted and clean surfaces. Bilt Hamber seem to be the favourite now, and these come in large aerosol cans with special nozzles and probes to insert into existing or drilled holes to allow coating of internal surfaces. There are similar products by Dinitrol and latest on the market are lanolin based underbody waxes by the likes of Corrolan and Corrogard. These have the advantage of being an animal product, obtained from sheep fleeces, and are therefore

environmentally a lot friendlier than their competitors which are largely petroleum based.

These are without doubt effective, especially under a car which may have some surface rust in inaccessible places, but the coating/injection may well require repeated applications over the years to remain effective....and they can be messy when injecting, as spurts of liquid emerge from all sorts of unseen apertures and seams and decorate your nice clean garage floor. Injection needs to be thorough as well. a partially coated box section may actually rust more vigorously in the exposed portions!

So in summary, what is the best bet for prevention?

- Get rid of as much as you can by scraping and grinding off and/or treatment.
- Refinish with a suitable coating, my choice for underbodies would be a rust resisting paint such as Epoxy Mastic by Rustbuster, or Jotun. For visible surfaces, a good two pack primer and finish.
- You can also use an impact resistant coating such as stonechip on underbody areas, which can then be coated with body coloured paint.
- Make sure that any spot welded seams get a coat of flexible seam sealer to prevent water ingress.
- Overcoat the lot with an underbody wax and inject all cavities with a cavity wax. this to include doors (by taking off trim panels), B posts and A post voids, jambons and any other enclosed section that you can get at, with as much material as possible.

If you have larger areas of rust to treat, such as a complete panel...or a bodyshell for that matter, then get the professionals in. You can employ one of the following:

- Acid dip: usually followed by some kind of electrophoretic coating. This will shift filler, paint, underseal, and also destroy anything that you accidentally leave in place such as a rubber, plastic or Bakelite item. Needs flushing out thoroughly afterwards to avoid continuing to eat away the good metal in hidden box sections, etc. Effects can be quite alarming where metal is very thin.
- Sandblasting: good for wheels, chassis members, large heavy suspension components, etc. but can damage and distort lighter panels such as car doors, wings, etc. Can remove sound metal as well if used too aggressively. Also useful locally with a small sandblasting gun for getting small patches of surface rust cleaned out prior to touching up.
- Vapour Bead blasting: usually uses a blasting medium in water, which is less likely to remove sound steelwork and is reckoned to be gentler than dry blasting..
- Soda blasting: less aggressive than sandblasting so safer for lighter panels. Good for paint stripping where a bare metal preparation is required. Drying the sodium bicarbonate into a powdery layer on treated metallic surfaces is known to effectively prevent flash rusting.

Hopefully things will not get to this stage whereby you need to totally strip a car bodyshell, but when you suddenly turn up that 1930's barn-find project.....who knows?

Editor....with apologies to Toyota, who for many years now, have produced a very good quality car!

Sources: General scientific sources/Personal experience with many rusty cars!

Photo by courtesy of Citroën Classics.

Pick Up

This wonderful machine was snapped by friends of the Luptons in France a couple of years ago. Rear tilt looks rather like a Peugeot 404/504 Pickup and indeed, there is a picture in Pressnell of such a car, which it indicates that it was built at the end of the 1980's with an ID engine and a 4 speed gearbox. There is another photo online of what appears to be the same car taken at a rally in France in 2007. The mirrors are mounted differently on this car, but it sports the same colour paintwork, wheel trims, 6 cyl front bumper and spotlights, so on balance, the likelihood is that it is the same car. Has anyone any more information?



Obituary - Dante Mansi



You will have read in the March-April issue, that Dante died suddenly on February 10th, aged 68 years. To say that he will be missed by his family

and countless friends would be a major understatement, and especially by those in the West of England Section. Dante's family was originally from Ravello, but he was born in London. At school, his strengths were art, languages and literature and, on leaving, he joined Westminster Hotel Management College, where he met Maggie. After a spell at the Savoy Hotel Management College, he entered the family business – Marine Ices in Chalk Farm. Maggie and Dante were married in 1977 and by 1982 they had two sons – Aldo and Benedict.

They had always divided their time between London and Somerset, but in 2013 the business was sold, and Dante retired. The first move was to Sidmouth, in Devon but they finally settled at Myrtle Tree Farm, Montacute, Somerset.

Dante's Citroën love affair began in 1969 with a dilapidated white Belgian 2CV. After that came a black French 2CV in which he completed a return trip from London to the Amalfi coast, necessitating a new clutch en route after burning it out crossing the Alps. The Traction arrived in

1989 – a 1955 Bleu Nuit Legère; VSU 607. His membership number 351 suggests that he had been a member of the TOC before 1989, so this must have been in his mind for a long time. You will find a picture of the other treasures in his garage in the March/April 2018 issue.

Lynda and I have very fond memories of spending time with Dante and Maggie during Richard Hooley's wonderful 'Champagne and Chocolates Tour' in 2000. In recent times, VSU 607 has appeared regularly at local events including the Mendip Tour at which he won the cup for the Best Family Car. In the photo, on Wells Cathedral Green, he is looking unusually serious, so he must have felt this was a significant moment; as navigator, I remember nothing but a joyful and memorable day. The picture of him giving the car a final polish before his son's wedding in 2010, shows his usual happy grin.

Friendly and generous, kind and gentle, enthusiastic, a wicked sense of humour and seemingly eternally cheerful – just a few words to describe a truly unique man.

John Ogborne on behalf of all in the West of England Section.



Cooling a 6

Philippe Allison has experienced some problems with cooling on his 6 and has used his lockdown to adopt a fairly sophisticated system using electric fan and water pump.

Having completed the restoration of my Big 6 in November 2018 it was time to use it. We had a couple of outings including Drive It Day and although it did run hot it didn't seem to cause any major problems.

That all changed when we went on the Brittany Rally in July, the temperature, 35 degrees, slow traffic and a lot of stop start was all too much!! We kept losing coolant which made matters worse, and the car became difficult to start and drive because of the vapour locking in the fuel lines. The saving grace here was the electric fuel pump I had fitted which normally was used just to prime the carburettors before starting.

My winter 2019-2020 project was to solve this problem that most 6's suffer from (It is even mentioned in a period Road Test report from the 1950's). They are fine all the time you are rolling along but when you get stuck in traffic in 30 degree heat it all goes wrong. One of the most annoying things is the "heat soak" when you turn the engine off. This happens even if you shut off at a normal engine temperature of 80 degrees, the retained heat in the block with no water circulating causes the temperature to rise rapidly often beyond boiling with the consequential coolant loss.

A number of modern cars use electric water pumps either as a booster pump or as the primary pump, the advantage is they can operate independently of the engine rpm. With a mechanical pump and fan, they are working their hardest when you need them the least, rolling along at 50mph. They are at their slowest and least efficient when you are stuck in traffic. The solution is an electric water pump and electric fan.

I have chosen the Davies Craig water pump and electronic controller and a Comex high power fan. I am hoping that I will be able to run with no mechanical fan. The Big 6 fan is a huge cast aluminium lump that



must take a significant amount of horsepower to drive, it is also noisy!

You will also notice from this picture the arrangement of the water pump; it is driven by the cam shaft and sits externally on the side of the engine. The new Davies Craig pump is of a similar size. I have used the existing mountings on the engine and with the new bracket I made it fits nicely on the side of the engine.

The Davies Craig System is complete with the electronic controller is a "Plug and Play" system, it comes with it's own wiring loom and just needs a few electrical connections, much like fitting a car radio. With the new radiator fitted and the system filled with coolant I was ready to test it.

With an EWP® & Fan Digital Controller (12 & 24V) (PATENTS: USA 6425353, EU 1133624, AUS 756453), the speed of the pump is managed by the controller which varies the supply voltage to the pump and so varies the speed of the pump up or down hunting for a target temperature. When the engine reaches the target temperature, the controller locks on whilst constantly changing the Electric Water Pump speed to account for traffic and throttle conditions and all the while maintaining the target temperature independent of the engine speed. When the EWP® struggles to maintain your target temperature, the Digital Controller will operate the engine's electric fan automatically once the engine has reached +3°C (+5.4°F) above the targeted / set temperature. Another significant benefit is that the Controller allows the EWP® & Fans to run on after ignition shutdown for either 3 minutes or -10°C (-14°F) of set / target temperature to eliminate heat soak.

Due to "lockdown" and the lack of an alternator my only testing has been confined to the workshop with the car stationary, so far the results are exactly what was claimed in the sales literature and what I was expecting. The ambient temperature in my workshop has been as high as 25 degrees during my tests.

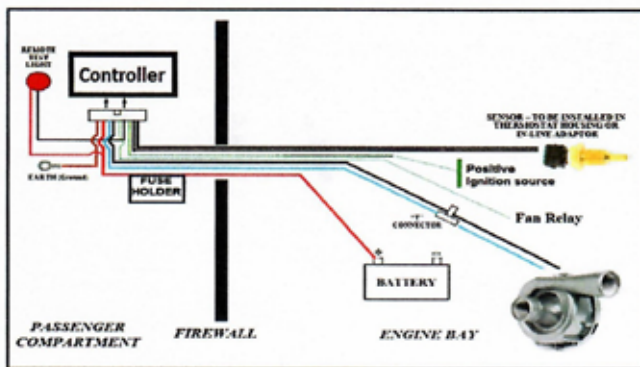
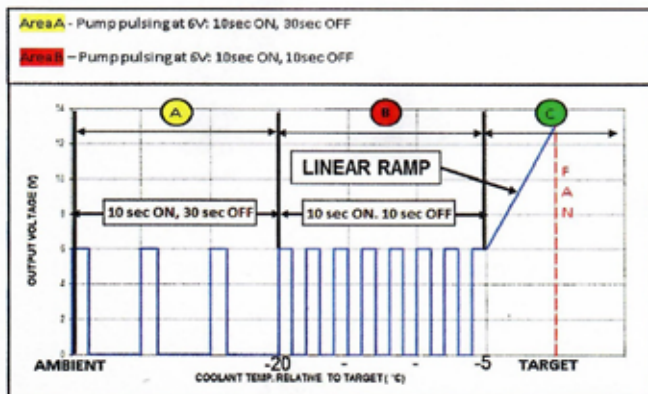


Figure 2: Digital Controller Wiring Diagram

OPERATION OF DIGITAL CONTROLLER

CONTROLLER ALGORITHM-PUMP OPERATION

The 'set point' can be programmed to any setting between 40°C (104°F) to 110°C (230°F).



To summarise:

1. The engine reaches its optimum operating temperature of 85 degrees very quickly.
2. That temperature is maintained without excessive use of the electric fan.
3. When the fan does run it is for a very short period of time as the pump is circulating the coolant more efficiently.
4. I have turned the engine off just as the electric fan starts and the fan and pump "run on" very quickly lowering the temperature. When the system shuts down close observation of the temperature gauge shows no signs of any "heat soak"
5. Finally, without the mechanical fan the engine is quieter, and I am hoping to see a benefit in engine power and a reduction in fuel consumption.

With the alternator fitted without the cooling fan it was time to test it. Lockdown limited the amount of testing that I have been able to do during the summer of 2020 but we did get out and do a good few miles on the hottest days. I am pleased to report that it is working perfectly. Every time I drive the car I am still amazed at the reduction in noise that has resulted from the removal of the huge engine driven fan!

Excellent stuff. Has anyone done something similar with a 4 cylinder Traction, there must be similar benefits in terms of removing the noisy and power sapping fan? Editor

VNUK!

Anyone remember Vnuk? This caused some consternation a few years ago, in that it required almost anything with a motor and wheels to be insured regardless of where and when it was used.

However, Secretary of State for Transport, Grant Shapps, has confirmed in late February that the European Union's hotly contested Vnuk law will not have to be part of the British realm, as a result of the UK leaving the EU.

"We have always disagreed with this over-the-top law that would only do one thing – hit the pockets of hard-working people up and down the country with an unnecessary hike in their car insurance," stated the MP on February 21. "I am delighted to announce that we no longer need to implement it."

The Vnuk law – which also requires the likes of golf buggies, mobility scooters, quad bikes, and ride-on lawnmowers to be insured, as well as circuit racing cars such as F1 cars – previously faced opposition from the Association of British Insurers, and various motoring and motorsports organisations.

According to the government's announcement, the insurance industry would have been liable for nearly £2 billion in extra overall costs had the EU law been implemented in Great Britain. In terms of the impact on motorists, the law would have translated to an estimated £50 annual increase in motor insurance costs.

Shapps said: "Scrapping this rule would save the country billions of pounds and is part of a new and prosperous future for the UK outside the EU – a future in which we set our own rules and regulations. As far as the UK is concerned, the Vnuk rule is unnecessary, given the existing and locally available insurance packages that cover certain risks on private land."

"Bypassing Vnuk will also protect the existence of the UK's world-leading motorsports industry," the government went on to assert in its release. "The EU rules would have meant any motorsports collision involving vehicles from go-karting to F1 would have been treated as regular road traffic incidents, requiring insurance.

"This could have decimated the industry due to the additional insurance costs of roughly £458 million every single year." Despite this positive outcome, the Vnuk law is still a threat to motorsport businesses across Europe, many of whom are suppliers to and customers of the UK motorsport industry. Those businesses risk financial collapse if their national governments implement the Vnuk law without a motorsport exemption. This would have a very serious impact on UK businesses in the supply chain. It will be interesting to see if EU national governments follow the lead taken by the UK to protect the motorsport industry.

Citroen Classic 2CV 24 Hour Race & Citroen Classics Gathering, Snetterton August 27-29 2021



There is a plan for a Citroen Classics Gathering on the in-field at Snetterton over the weekend of the Citroen 2CV 24 Hour race. It is being organised by the Classic 2CV Racing Club. We would be delighted if Traction Owners Club members would accept this invitation to join the event.

Here is some information about the venue and the event. It is being supported by Citroen UK.

Working with BARC, the Classic 2CV Racing Club rents the race circuit for the weekend, and the **Citroen Classic 2CV 24 Hour Race**, the 31st, will be run starting at 17.00 on the Saturday. Prior to that on the Saturday, there will be a mixed programme of motor races. Up to now, the infield has accommodated a modest number of spectators, but it has long been the ambition of the racing club that the weekend would gradually build into a big gathering of car fans. This year, with support from **CITROEN**, that should happen.

The proposed event will be by advance tickets only. This means that bookings can be monitored from the day they open and with many options about where people can be placed, detail plans can be evolved as we see the numbers of bookings and where people want to be located.

Areas would be marked out for **Traction Owners Club**, 2CVGB, CCC and other Clubs and affinity groups. With advance booking we will know exactly how many people will be coming. If it is 100 cars or 1000, the circuit will cope.

MSV, owners of the circuit will sell the tickets, which we expect to be around £20 per head, children under 16 (I think) free. If the event has to be cancelled for any reason, people who have booked tickets will get a refund.

Plans are in hand for a **public race circuit drive-around** for mid-day on the Saturday. This would be open to all at a nominal cost. The race pit and paddock area are traditionally open to visitors and the race teams welcome them coming round the garages for a chat.

Downsides are few. The whole event might be cancelled or the format modified to conform to whatever Covid rules are in force that weekend. Visitors with dogs have a nice camping area just outside the circuit entrance.

We do hope that your club will accept this invitation and I am happy to answer any questions and to listen to any ideas for enhancing the weekend.

Martin Harrold 07973 303982 *Classic 2CV Racing Club Ltd.*,

Brittany, Stop Press!

I have had a couple of requests for confirmation of the rally dates; (in 2022) and finish venue.....Yes, the dates of 14 to 17th are correct.

The organisers always try to include the 14th July in the tour dates as well as a weekend or part thereof. So it depends on whether this means that the 14th will be at the end or the beginning of the rally.

I fear it's too soon to know where the rally will finish, at this

stage. We will have to wait until France returns to some sort of normality as regards restaurants, museums, etc. Sadly, even at this stage, like in the UK, many restaurants have closed for good. The last day normally finishes after a lunch halt. This will be situated somewhere between the rally venue; ie the camp site, and Rennes. So perhaps draw a line between the two?

The nearest port.....My guess, if you are using Brittany Ferries, the nearest port would be Caen/Ouistreham. I could be wrong, though! *All the best...M and V*

Notices

Writing for Floating Power

Many thanks for the various submissions for this and future editions of Floating Power. I am happy to receive articles on any Traction related topic, be it technical, personal, or a memory of a past project or event. As ever, the earlier that you can get your copy in to me, the more likely it is that you will find it in the next magazine and if it doesn't make it to the next one, don't be disappointed, it will be used in a forthcoming magazine if this edition is full.

Please submit your copy in Word, not .pdf. Pdf. format items have to be reprocessed back to Word, and the software that does this, often messes up the formatting and makes hard work of the exercise. Images can be sent separately, or if they are very large, by way of a link to an online App such as DropBox. Preferred format is .jpeg, but we can also cope with most of the more common formats.

Hand written copy is okay if you haven't any computer skills.(providing that I can read it!)

Many thanks

Editor



Email address

Heard nothing from your Section? Have you updated your email address recently?

There are a number of members whose records either do not show an email address, or whose address in the records appears to be incorrect and rejects messages sent. You may be missing out on something if your address is not up to date, so if you have changed provider recently and not told the club, then please forward details to John Oates at membership@traction-owners.co.uk. The same goes for addresses and telephone numbers as well, incidentally.

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It remains difficult as I write this, to predict exactly where we are going with regard to an easing of restrictions sufficiently to allow for events in the way of meetings and rallies. The situation is likely to be even less clear on the continent, with many European countries only rolling out vaccines at a relatively slow rate and a third wave of infections becoming apparent. Our own Jersey rally has also been cancelled and refunds put in place for rally fees.

Note the postponement of the **RETROMOBILE SHOW** until **2nd - 6th JUNE 2021**

The organisers have stated 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.

Comexposium (www.comexposium.com)

The Brittany Rally has been cancelled once more. things are particularly bad in France with regard to the pandemic and travel restrictions on both sides of the Channel make it an impossibility . CTAB will reconvene and hope to organise something in 2022. (see News section also for latest)

The Traction club of Italy, **Garage Traction Avant Italia**, an ASI Bologna Autostoriche federated Club, is aiming to hold its first national rally in Bologna on June 5th-6th, 2021, for more details please go to **www.garagetractionavant.it**

The **London Classic Car Show** will be back, outdoors but under cover, in the beautiful grounds of **Syon Park**, but now is to take place between the **25th and 27th of June**, 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 the club will be having a stand at this event, although it does clash in date terms with the National up in the Lake District. If there are any volunteers to set up and man a stand, who are not booked for the Lakes, then we'd like to hear from you..

Other things that are coming up:

- **The Practical Classics Classic Car and Restoration Show** is now re-scheduled for **June 18th-22nd, 2022** at the **NEC**. This has been put back from its previous 2021 dates.
- **The Lancaster insurance Classic Car Show, also at the NEC**, is scheduled for **12-14 November 2021**. The club will most likely be having a stand at this event, all things being equal.

TOC Rallies

We are hoping that our own main rally will still be able to take place in its original format, but it is likely that some form of social distancing may still be in force and details may have to change at the last minute. This will be kept under constant review. The **National Rally**, is in the **Lake District** during **25-27 June 2021**. Details were in the Jan/Feb issue of FP. Please contact the Editor for more booking information, if you wish to participate. The Road Book has now gone on line for those who are already booked in. **Booking is still open at the moment.**



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or visit www.lancasterinsurance.co.uk

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Classified Adverts – Members

Small adverts are free and are for the disposal of vehicles and parts that are their personal property.

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue although every effort will be made to publish in the next issue of Floating Power.

The Editor does not accept liability for printers' or clerical errors although care is taken to avoid mistakes.

'Members' advertisements will be inserted for two issues only. If the advertisement is still required beyond this point, then it must be resubmitted to the Editor. Please notify the Editor if you wish to delete the advertisement prior to this.

Adverts can be emailed to the Editor at the address below. For members sending adverts by post, please check current editor's address on page 3.

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

From 2015 trade adverts will be available in colour or black & white at 1/4 page only.

Cost of £60 plus VAT per issue.

Please note

All Cars and Parts for Sale adverts appear on the TOC website approximately one week after Floating Power is posted to members.

Please email adverts to:
editor@traction-owners.co.uk



CARS FOR SALE

FOR SALE:

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 or 01372 456031 (Surrey)**



FOR SALE:

1952 Small Boot Light 15

Finished in Old English White with red leather upholstery. Totally rebuilt in the early 1990s and still in very good condition. It has a sunroof and four inertia reel seatbelts. Brakes just rebuilt. **Offers on £12,700. Contact Graham Eaton on 01636 893895 or eastlound@btinternet.com Membership No.2065.Newark area.**

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1952 Light 15. Small boot. Black/cream.

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FOR SALE:

1939 Light 15 Roadster. On the road on 16.06.1939, so it's just pre war. Body no is 123124. One of about 13 RHD Roadsters

in existence, and restored and maintained regardless of expense. I've had it for 18 years, and I bought it as a shell, with all the Roadster parts- hood frame, windscreen, dicky seat- included. I had it restored by John Gillard, at his works in the Old Kent Road.

The shell was restored by Mick Peacock, as the first Roadster that he did. I spoke with him, before he went to France, and he remembered it well. The car is in its undressed state on p.26 of the September 2020 issue of Floating Power. I've had the engine, clutch and gearbox replaced or overhauled, painted the car, had the interior retrimmed (including the doors) in Bridge of Weir leather, and recarpeted. It's now in dark blue, although I was subsequently advised that it was outshopped in BRG. The registration is original, and is a Birmingham number. I zeroed the mileometer prior to using the car, and it's now covered 14500 miles.

£65,000

Tim Walker 07859 009861

PARTS FOR SALE

FOR SALE:

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

PARTS FOR SALE:

A pair of front wings for a Light 15 . In good shape , blasted and etch primed , now in need of welding in all the usual places . **£100 ono**

A bell housing for a LHD car in very good condition . £40 Ono 11D engine , Slough bellhousing and three speed gearbox complete with carb , distributor , water pump etc but no starter motor . All as removed from my big 15 to be replaced with DS 19 units .

I drove the car for some hundreds of miles before the transplant so can confirm that engine and gearbox work ok , but do need overhaul. **£1150.00 Ono Andrew Tweed (Maldon) 07891870499**

PARTS FOR SALE:

Having recently sold my Roadster I find that I have a shed full of Traction's bits and pieces that I really need to get rid of otherwise its several journeys to the Tip! Includes **Pair of Excellent Lt 15 Front Wings**, repaired, shotblasted , rust cured and ready to paint in your favourite colour **£450 bargain**

11D block with crank and good pistons - offers
Front and rear Hubs - offers
Virtually complete set of all the **Special**

Traction Tools..offers... very rare to find
Lt 15 Rad Grill - £40.

Dynamos, Starters etc etc .
PLUS .many other parts too numerous to
mention. What do you need?

Four excellent **11B wheels Powder Coated
Silver with good tyres - £200 the lot...**
bargain.

No reasonable offer declined. Everything
must go, preferably to keen Tractionists.

**Ring David Boyd 0152789 4599 anytime.
Redditch. ' Callers welcome.**

FOR SALE:

Light 15 Roadster Jig and Wooden Butt.

This jig and butt were made in 2007 to
enable the restoration of my Light 15
Roadster. It could be used on a Legere,
Light 15 or with a little modification any
of the other models. There is lots of it,
brackets, supports, dummy doors etc. The
butt was used as a pattern to make the
rear body panels on an English Wheel. The
main ladder
frame is
massive in its
construction
and could
easily be used
to straighten
crashed
shells. No
reasonable
offer refused.



Please contact me for more pictures and
information. Philippe Allison.

Email:
philippe.allison@whitewaterfinance.co.uk

FOR SALE:

Original parts for sale

Large collection of Traction spares available
Gearboxes, Bellhousings, 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), 140 x
40 wheels, pre-war
hubcaps and lots
more.



**Just email your
requirements
and enquiries to
bryndhughes@
yahoo.co.uk**

Thank you and
regards
Bryn Hughes
member no.
100



FOR SALE:

123 electronic ignition originally
purchased for my HY van but never
permanently installed. Offers please.

Contact: **citroenhy78@btinternet.com**

PARTS WANTED

WANTED:

My Citroen 1957 Normale has two different
headlight units: Marchal and Cibie. I
would like to swap the complete Cibie for
a Marchal unit with the diamond shaped
telltale. If anyone has parts that I can use
to make up a complete Marchal unit please
contact me at **citroenhy78@btinternet.com**

WANTED:

Urgently sought - **Rear Bench seat**
(lower section) for 1950 11 BN, upholstery
condition not important but wooden
sub frame required or even patterns to
refabricate. Please contact **Simon Martel**
07973 619456 simon@warwickmartel.
com. Based in New Forest

WANTED:

Grille for Onze Normale [11 BN, postwar].
Must be straight and in good condition. I
don't need the chevrons etc.
Nick Hall, 07941 703179
aghada_hall@yahoo.co.uk

MEMBER SERVICES

Classic Citroën Specialist.
Mark Harding, Devon Tractionists
For servicing, repairs and restorations.
Contact: **fb.me/DevonTractionists** or ring
Mark on 07973 192 198

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

**TOC SPARES
HOTLINE**

01243 511378

**Chris Treagust, 98 First Avenue, Batchmere,
Chichester, W Sussex, PO20 7LQ.**

Email: **spares@traction-owners.co.uk**

Please note, a full spares list is available on
the club web site at

www.traction-owners.co.uk

TOC SHOP

shop@traction-owners.co.uk

T: 01243 511378



TOC Grille badge £20.00



**Polo shirts with new logo:
various sizes £15.50**



**TOC Mug,
essential for the workbench £6.00**



Hi Vis Vest £4.80



**TOC Leather
Key Fob £8.00**



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



TOC Brooch/Lapel Badge £3.99



TOC Umbrella £20.00

**A selection of items are now available from the TOC Shop.
Contact Vanessa Plumpton for further details**

