

# *Floating Power*

July - August 2021

Official magazine of the Traction Owners Club Limited



## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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**Floating Power is the official magazine  
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### Registered Office:

58 St. Augustine Road, Griffithstown,  
Pontypool, Gwent, NP4 5EZ  
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## Missing Magazine?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

## Be a part of Floating Power...

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

**Saturday, August 14th 2021**

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

Bryan Pullan on:

editor@traction-owners.co.uk

## Cover Image

Image of his Traction in the Lake District, taken by John Dawes in May of this year. John had also provided an image for the rally plaque for the National...but you will now have to wait until 2022 to see that....alas.

Photo by John Dawes.



# Editor's Epistle



Alas, the 2021 National Rally is no more! It has been something of a roller coaster ride. We started at the beginning of 2020 with almost fifty cars, then had to cancel. All but a handful kept their bookings in place, but a general lack of confidence over the Covid variants that are popping up meant that a few more subsequently withdrew, and then with the possibility strengthening that the final stage of the lockdown release in 2021 would not happen in time, we found our numbers further reduced to around 27 cars.

Feasibility was now getting marginal, but we had agreed in principle that we would try to do something that would conform to the rules, but then in early June, we were facing a significant upturn in infections, and the lack of any relevant relaxations in the Government announcement on the 14th that should have cleared the way forward..... kyboshed the entire event once more.

So that's it for another year. Very sorry folks, thanks for your patience, and we will aim to re-convene in Summer 2022.

On a brighter note, Drive it Day went reasonably well. Our usual Northern group hit the road, although my Traction carburettor issues were still unresolved so I wheeled out my long suffering Volvo PV544, which, after a long spell not being driven, protested a couple of times by refusing to initially let go its handbrake and doing so after a few yards with a dramatic 'bong' from the back end.

Oddly enough, although there were a couple of groups of Historic car owners at our starting point, (and a lot of old bikes), I only saw one other Historic actually under way on the road, an Austin A35 near Garstang. Where were they all, I wonder?

So what have we in this edition of FP?

An article regarding the fitting of a servo onto your car brakes, Chris Bailey replaces his brake pipes, further comment on the cooling of a Big 6, and the outcome of the FBHVC 20/21 Survey on Car Clubs.

The latter gives a rather mixed verdict. Even though clubs are reporting a high level of activity, 1 in 3 clubs predict a decrease in membership over the next five years, largely due to increasing age and the failure to attract younger members. We discuss this periodically, as do many car clubs, but a quick browse through the prices listed in the classifieds in any classic car publication gives a strong clue as to why the young are not buying a historic vehicle as a hobby car. The days of a project classic for a couple of grand are rapidly disappearing, and the sort of car that many of the younger members want, or we would like them to have, is simply not affordable for many younger enthusiasts. There are one or two exceptions, you can still get a serviceable Moggy 1000 saloon for a sensible price, and small Standards like the eights and tens don't seem to be attracting the punters in a big way, but really you would be hard pressed now to find a Traction in decent order for much under £12-15k, and that is serious money for a family man with a couple of kids and a mortgage!

Is it too late for the IC powered classic anyway? We also have another missive in the letters from Mike Wilcock regarding the anticipated prevalence of Electric Cars. Well, as a dweller in a rural community, with as far as I have noticed, very few public charging points anywhere at all in the immediate area, and most new EV cars priced well up above the £30k mark, I remain a sceptic. But here is an interesting theory for your consideration. (from National Geographic)

*"Electric vehicles will one day push gas- or diesel-powered ones to the curb—but how soon? Sooner than you might think, according to researchers at the International Monetary Fund and Georgetown University: Based on how quickly horses and buggies disappeared in the early 1900s, the researchers argue, more than 90 per cent of the latter disappeared in 10- 15 years after the arrival of affordable motor cars.*

*We were surprised at how fast cars replaced horses as the main means of transport in the early 1900s," says IMF economist Fuad Hasanov. "It happened in only 10 to 15 years in spite of the many hurdles." By comparison, the barriers to adopting electric vehicles today seem small".*

These predictions date from 2017/18, and EV numbers since have risen to around 10 million, half of which are still in China, so to equate progress from four legs to four wheels in ten to fifteen years seems an unlikely precedent, given that there are now an estimated 1.5 Billion IC cars on the road worldwide. In the UK, EV's are said to be approximately 7% of cars on the road. So a way to go yet! I don't think somehow, that horse drawn logic can be applied to the UK.

Anyway, let's put that to one side. My fossil fuel carburettor is still playing up, and regardless of the latest twist in the tortuous path to a National Rally, it is still looking doubtful that my Traction will be going anywhere in the immediate future, unless I have a breakthrough shortly. Maybe I should boil up my carburettor as per the recent article in FP? We shall see. Look out for a white Hyundai on the road!

When will there, at last, be a Rally Report in FP?

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## Committee

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

### **PRESIDENT**

**Bernie Shaw**

**T:** 01933 274382 **E:** president@traction-owners.co.uk

### **CHAIRMAN**

**Bev Oates**

**T:** 01629 582154 **E:** chairman@traction-owners.co.uk

### **SECRETARY**

**Ian Harvey**

**T:** 01462 711248 **E:** secretary@traction-owners.co.uk

### **TREASURER AND COMPANY SECRETARY**

**Tony Malyon**

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

**T:** 01495 763239 **E:** treasurer@traction-owners.co.uk

### **MEMBERSHIP SECRETARY**

**John Oates**

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

**T:** 01629 582154 **E:** membership@traction-owners.co.uk

### **SOCIAL SECRETARY**

Volunteer sought

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

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

**Steve Reed**

**T:** 0115 911 0960 / 0044 115 911 0960

**E:** helpline@traction-owners.co.uk

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

### **CLUB SPARES**

**Chris Treagust**

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

**T:** 01243 511378 **E:** spares@traction-owners.co.uk

### **CLUB SHOP**

**Vanessa Plumpton**

98 First Avenue, Batchmere, Chichester, PO20 7LQ

**E:** shop@traction-owners.co.uk

### **EDITOR FLOATING POWER**

**Bryan Pullan**

**T:** 07513 362202 **E:** editor@traction-owners.co.uk

### **MARKETING & PUBLICITY**

**Chris Bailey**

**T:** 07768 325924 **E:** enquiries@traction-owners.co.uk

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

**Martin de Little**

**T:** 07951 417148 **E:** rwd@traction-owners.co.uk

### **NON-DESIGNATED**

Peter Riggs

Cleve Belcher

John Moon

### **SOCIAL MEDIA**

Andrew York

**E:** social-media@traction-owners.co.uk

### **NEWSLETTER**

Julian Pratt

**E:** communications@traction-owners.co.uk



# President's Ponderings

I start with a personal apology to Bev Oates whom I seemingly dismissed from office in the last issue when I unintentionally referred to "our erstwhile Chairperson". I assure her the error was a function of my propensity for using archaic words combined with modern predictive text replacing "esteemed", (admittedly possibly mistyped at the time), with another old fashioned word which I sometimes use. Easily done I suppose – at least it starts with the same letter!

It was certainly not any desire, subconscious or otherwise, to see her ousted from the Chair. So, for the record, I am pleased to clarify that Bev remains on-seat as our ESTEEMED (not yet erstwhile) Chairperson. Perhaps I should take the fact that nobody questioned me as a clue to how many/few actually read this page?

With little over one week to go to our planned Annual Rally in the Lakes, we have learned that the long-awaited relaxing of socialising restrictions will be further delayed. As a result, it has been decided, reluctantly, that the rally will be postponed for yet another 12 months rather than take any unnecessary legal or health risks.

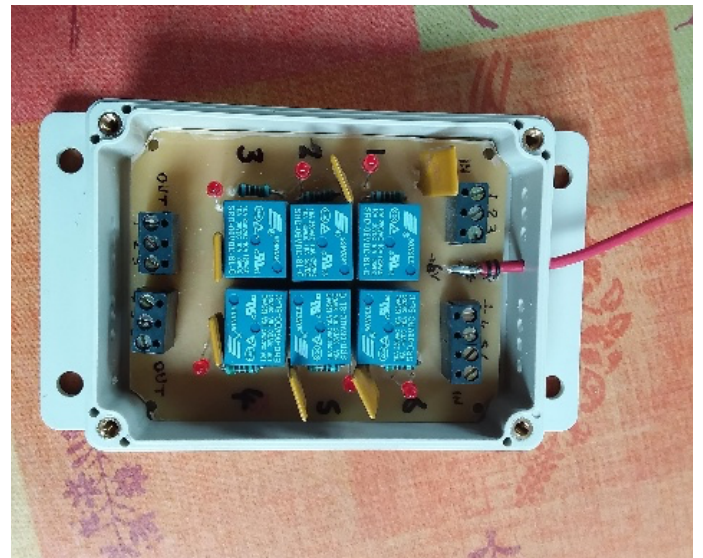
On a happier note, on behalf of the TOC, I would like to congratulate Brian Follain, the man behind our (now twice) cancelled Jersey Rally, on being honoured with a British Empire Medal (BEM) for his services to amateur boxing in Jersey. Brian has been unwell recently so I also send him best wishes for a speedy and full recovery and I look forward to sharing a celebratory "verre" with him when the opportunity does finally arrive.

Back in the garage ..... having fitted the tow bar to the 6, I still need to sort out the electrics so the hardware can actually be used as intended, (instead of just acting as a very effective reversing sensor). I have never liked chopping into original wiring loom so I plan taking the 7-core cable right through the car to make all the connections under the dash. To minimise the load on existing wiring an electronic genius friend has produced a wonderful box of tricks to take very small signals from each of the various circuits and trigger full power to the relevant towing lights. Similar kits are readily available for 12 or 24 Volts but nobody markets anything like it for a 6V system.

In addition, he has incorporated self-resetting fuses and LED warning lights to signal any short circuit. One bonus is the need for only a single circuit for the taillights because that frees up a spare circuit for André, the monkey!

The majority of YP's nickel plating is now back and the rest is due this week so I hope to be roadworthy again very soon. I am very pleased with the quality and look forward

to showing it off this time next year when the French 5HP Amicale is organising a meeting in the Loire region of France to celebrate the centenary of the 5HP.



Meanwhile, the 6 is promised for the London show in a couple of weeks time so I had been hoping to be able to take YP to the Lakes, but the best laid plans of mice and men .....

Fingers crossed for a speedy lifting of all Covid-related restrictions and subsequent return to happier times. I am sure I am not the only one looking forward to seeing old - and making new - friends after what seems an interminably long period of limbo.

## New Members

Welcome to the Traction Owners Club to the following:

- 2831 Mr Richard Holdys Hertford Hertfordshire
- 2832 Mr Chris Beaumont Weedon Bec Northampton
- 2833 Mr Michael Irwin Milnathort Kinross
- 2834 Mr David Long Hanover PA USA
- 2835 Mr Ian Tomline Cardington Beds
- 2836 Mr Mark Woodbridge Stratford upon Avon W Mids
- 2837 Mr Bill Rice Ashford Kent
- 2838 Mr Richard Ingleby Goathurst Bridgewater
- 2839 Mr David Franks St Margarets Bay Kent
- 2840 Mr Christopher Packard Blue Hill Maine USA
- 2841 Mr Alan Pugh USA
- 2842 Mr Rory Cooke Wells-next-the-Sea Norfolk



## Chairman's Chat

Firstly thanks to Bernie for his apology – I must admit I wasn't sure what erstwhile meant so didn't take offence. I am happy to be erstwhile or esteemed if someone wishes to take over the Chair!!

I start with bad news this Chat - as I pen this Chat (on 15th June) Boris announced last night that the Road Map is delayed for at least a month so unfortunately we had no choice but to cancel our Annual Rally. The rules still say only 6 people can meet indoors so not viable for our rally of around 50 members. I wish to thank Bryan for all his effort on arranging the rally and coping with all the uncertainties. Bryan has had a personal matter to deal with, the huge uncertainty of the rally plus ensuring this issue of Floating Power goes out on time. Thank You Bryan for your stalwart effort – it is very much appreciated.

I also wish to thank all of you who listened to my plea and promptly paid your membership fees. 190 members reading this magazine still need to pay please – or this is the last Floating Power you will receive and I know you don't want that to happen!!

With Postal costs, Insurance and other Club costs continuing to rise the Committee agreed we need to look at an increase in Membership fees for next year. We propose an increase from £36 to £40 – how do you feel about such an increase? Please let me have your views – naturally this will be discussed at our October AGM for members to vote on.

It was decided by the Committee that we cannot justify the cost of using a designer to produce a free online version of a TOC Calendar for members. However, is there someone out there who would like the opportunity to work with Martin de Little on producing one? If so please email or telephone Martin for a chat.

I can end on Good News – Bryan has kindly agreed to organise the annual rally for next June – luckily we had plaques and road books printed with no dates so we can store them for next year!! So let's all support Bryan and the TOC and plan a trip to the Lakes in 2022.

*Bev*



## Red Trio

Selection of red Tractions at the club rally in Holland during 2017.

# 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

### IAN SMITH & ANDY BURNETT

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

T: 01505 842263

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

See section report for coming meetings/events.

## Ireland

### DAVID SELFRIDGE

T: 7729 518992

E: Ireland@traction-owners.co.uk

See section report for coming meetings/events.

## Wales

### JULIAN PRATT

T: 01974 272888

M: 07824313541

E: wales@traction-owners.co.uk

See section report for coming meetings/events.

## South West

### HOWARD SPEIRS

T: 01872 862386

M: 0797 418 7267

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

See section report for coming meetings/events.

## Northern, Lakes and Borders

### BRYAN PULLAN

T: 07513 362202

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

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

See section report for coming meetings/events.

## Peak

### BEV & JOHN OATES

T: 01629 582154

E: peak@traction-owners.co.uk

The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.

## 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

T: 01284 827 039

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

E: surrey-hants-sussex@traction-owners.co.uk

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

## Kent/ East Sussex

### JOHN BARSLEY

T: 01892 722749

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

See section report for coming meetings/events.

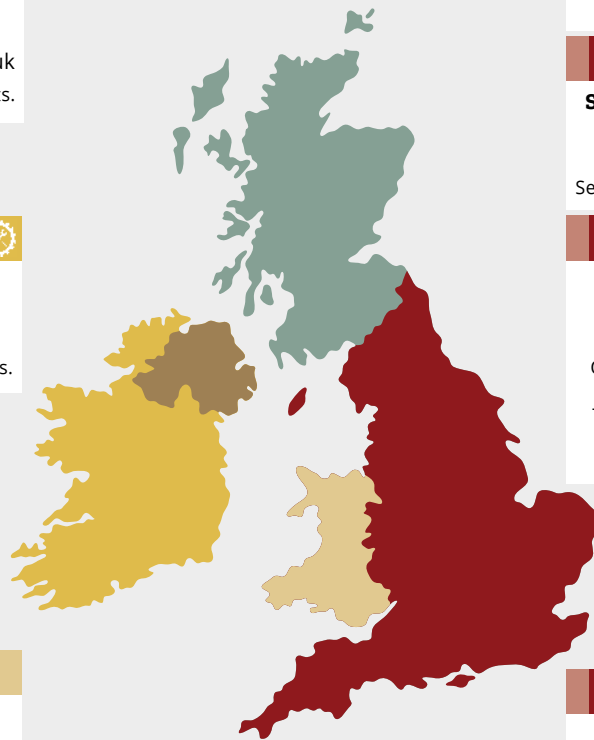
## West of England

### TERENCE MCAULEY

T: 01225 466939

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

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

Not a lot to report!!

Our long-time friends, Mick and Moira Holmes at Nottingham, at the time of writing, were desperately trying to finish the refurbishment of their Light 15 to drive it to the notional rally at the Lakes. As is so often the case, they were finding lots of small parts had gone missing or were in need of immediate replacement and specific parts for the Slough built models are now very hard to find. I had spent decades rummaging around autojumbles everywhere and thus retained a little stock of bits for personal use and for the other Slough cars which are/were in the area. In days gone by, Tractions here in the North were very sought after in their day, as they were really the only car which could move forward in the deep snows.

Mick initially was stuck for the specific clips for fixing the interior door panels, which I happened to have a stock of, then the little brown bakelite knobs at the end of the windscreen wiper spindles. Then he needed the specific Slough chrome window winders, interior door opening handles and the 2-pce spring loaded little finishers below them, and was able to help. Hope they both now enjoy the rally with their fine car!

Sheila and I regrettably decided to not attend the rally due to other commitments and the fact that there was a very real chance that government restrictions would not be lifted in time as previously promised.

The News regarding Smithy is not great. He fell down stairs at home, broke his collarbone and spent a few weeks at hospital. He is now home again, but still very dizzy and very unsteady indeed on his feet and not confident in walking. His daughter visits every day and sees to his needs. Sheila and I have been allowed to visit and would like to take him for a drive in the country, but at the moment, he feels he is not yet up for that. Hopefully, things will improve!

**Andy Burnett**

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

## Southern Scotland



I had originally planned a Drive it Day route way back at the beginning of 2020. That, of course, never happened, but this year we were able to have our run, once travel and hospitality restrictions were lifted sufficiently.

So, on the 2nd May, we assembled at the lochside in Lochwinnoch – an eclectic mix of cars from TOC/CCC Scottish section/2CV Ecosse members featuring Light 15, 11B, DS23, C6 3.0HDI, Xantia V6, 2x2CV's, GS engined Lomax 4 wheeler and Series 11A Land Rover as support vehicle – thanks Duncan.



I had sought out a varied selection of highways and byways in North Ayrshire and Inverclyde. In just 42 miles total, we experienced rolling countryside, moorland single track roads with superb coastal views, palm tree lined resort esplanades, bleak windswept upland country used as a location for filming BBC TV's Shetland, gritty urban industrial towns and a green wooded country park estate and stately home. I don't think anywhere else in the UK could give you a mix like that in such a relatively small area.

In fact, about half the route was on single track roads, many in not very good condition, so I was somewhat concerned that the cars might suffer, as well as their drivers. But, in the event, all was well, and the 'Clockwork Banana' aka the Landy was not called in to help.

# Section News

We ended up at the café in the Finlaystone Park Estate, all intact – both people and cars, and agreed that it was so nice to get out and about again and blether face to face.

Unfortunately, all the shows we normally go to over the summer are cancelled but our regular monthly meet at the Stables in Kirkintilloch, on the last Thursday of the month may well be reinstated soon – live rather than zoomed – I will let local members know asap.

**Peter Fereday**

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

## Northern, Lakes and Borders

Not a lot to report as per the Boris announcement on the 14th of June.

Did we get a National Rally? Well no. So I will not dwell on what might have happened and get on with what we do know. Which isn't that much at the moment.

As I have said elsewhere, Drive it Day went well. Some of Northern Section hit the road, in the company of friends, although my Traction carburettor issues were still unresolved and so I wheeled out my long suffering Volvo PV544. ( I have finally got around to replacing the pinion seal). Two other Tractions were there, amidst a selection of other cars, a Singer Gazelle, a 1950's Mercedes, an MG, a Humber and a few others. We gathered initially at St Catherine's, and had a socially distanced coffee and a chat before setting off.

This proved to be a popular venue and several other old car groups were also gathered there, setting off for various destinations around the North West. The sun shone and we made our way to Glasson, a small port on the Lune estuary, just south of Lancaster. The picture shows some of us gathered for coffee at the start of the run.

Alas, I am still struggling to get to the bottom of the carburettor issue. I have undoubtedly improved the



**Northern's Drive it Day start at The Mill, St Catherine's Hospice, Lostock Hall.**

situation after a good clean out, and an overhaul kit, but the Solex is still temperamental, the cure isn't total and I still experience chronic hesitation sometimes, as if the fuel supply is periodically lacking. As a result I don't feel that the car is reliable. I have spent a lot of time on it and it has been suggested that there is debris in the tank that occasionally blocks up the fuel pickup, causing reduced flow and fuel starvation. that doesn't however, explain why a temporary cure was effected by using some choke! However a fuel tank clean out would probably not go amiss anyway.

I am not the only one in the Section who has had problems with the Solex, that have resisted even ultrasound cleaning. Solutions involve carb replacement both with original spec and with an alternative. I am tempted to try a carburettor change. Yellow Box Engineering have on their list of products a manifold that will take an SU Carburettor. I may well try to follow George Halsall's lead and substitute an SU for the Solex. In the meantime, I need to get the b...y thing to work again with the setup that it already has!!!

There are some events coming up, although things are tending to start to drift again, as venues in particular get cold feet about Covid, Hoghton Tower, for example, are proposing a show on September 4th, 2022, so that is one for the diary for next year. The Hoghton Tower website has details if you want to plan ahead.

The Rotary Club of Fylde are, however, still aiming to hold a show on 4/5 September at The Villa Hotel in Wrea Green, so several of us have signed up for that. I am not sure if entry is still open, but a quick look at their website should provide information.

Hope to see some of you later in the year.

**Bryan Pullan**

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

## London

Summer's here and we're beginning to visit each other, our first pub meet is now very close. I've been fortunate to ride with Martin in his glorious Delage out to a country pub and then to have a slightly alarming trip in Ian's 5hp Cloverleaf. With a short wheelbase it corners like a seven year old roller skater. Phil Barass and I spent a day in a deserted underground car park, rather like a Bond set, checking his Normale. After a service



and tune it ran strongly, so tempting to test it up the ramps and round the concrete pillars but with only 3 working brakes....

Preparations for the London Classic Car show at Syon Park are well advanced, if you're reading this after a visit we hope the sun shone and you and your family had a great day. Let us know what you thought of our stand and the event. It's our first outside show with the "new" display system and a trial for future smaller shows. We're building everything in advance so that we arrive only with what we need packed in order for a rapid set up.



The designer realises that the gazebo supplier measures in feet.

Latest news of the new Dragon Rapide. Construction and assembly is finished and it successfully completed ground runs and flight trials.



It was handed over to the delighted American customer and then ferried across the Atlantic by BA to a new base in Brooklyn.

**Mike Wilcock**

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

## Eastern



For those that are happy to meet up we have resumed our regular meetings, it will be great to see you all, pub details on 'Section Details' page. The meetings are held jointly with the CCC, so conversations often are all things Citroen.

**13th July** The Angel Inn, Norfolk

**3rd August** The Compasses, Essex

**24th August** The Angel Inn, Norfolk

**14th September** The Compasses, Essex

**5th October** The Angel Inn, Norfolk

**26th October** The Compasses, Essex

Wishing you all the best

**Jasmin Gagen**

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

## Peak



It is now time we start planning to meet again... So there will be a Peak gathering on Sunday 1st August at lunch time.

It will either be a picnic or a pub lunch – this is still to be decided depending on Boris and his roadmap!!

**Bev Oates**

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

## South West



This is the time of year we should be out and about, going to events and meeting up, etc. I am rather well aware that I have not as yet organised any events locally. Perhaps this can be put down to Covid hibernation, or perhaps just age, but I have to confess to feeling a little short of ideas just now. Many events still seem to be cancelled for this year. If anyone has any suggestions of somewhere we might get together for a pub lunch or a picnic, or whatever, please let me know.

Cheers

**Terence**

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

## North East



Well we delayed Drive It Day and organised it to happen on a warmer day in late May. Good idea and the weather favoured us. Wendy and I, Michael and Heather Broadbent, plus new member Nick Price in his DS, because he awaits his Traction from James Geddes, met at the Stagshaw Roundabout on the Military Road. We ambled down to Chollerford over the North Tyne and headed up the twisting road to Bellingham. Lunchtime found us at the Railway Carriages Tea Rooms where we enjoyed a light lunch and a natter outside in the fresh air. So we then headed towards Otterburn and the infamous A68. Those of you who came on the Northumberland Rally 10 years ago will remember this road. It is fast with many hidden dips and blind top peaks. The problem for novices on this road is that when you get to the top of a peak you see nothing but sky and can't see the ongoing road. Many going too fast causes them to brake and going over the top they just hit the road going down at speed with brakes full on. Many an accident has happened because of this. No problems like

# Section News



this though for us Traction drivers. It was just good fun for twenty miles on a straight road back down to Corbridge. A great day out and we must do it again. Thanks for the picture Nick and I'm sorry it's just my car.

Newby Hall is still a possibility but I have to be honest and say parking in a row of nearly 1000 other classics doesn't inspire me. We have got used to having our own section with a dozen or so cars. We've been spoilt so maybe back to normal next year.

We may be off to Scottish Lavender at the personal invitation of the owner. Thanks James Geddes, let's hope he buys a Traction and Scotland opens up soon.

There are rumblings of a possible run next year to do the Scottish equivalent of Route 66. Could be as many as 9 cars up for it. The problem will be accommodation. Initial enquiries I've made organisers are more keen to get folk going now not next year. Here's hoping something comes of it.

**Graham Handley**

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

## Surrey/Hants/Sussex



The 23rd of May saw a convoy of Tractions heading out into the Hampshire countryside, despite showers, wind and the freezing cold! Our destination was the Hambledon Vineyard which produces high quality English Sparkling wine. This was our alternative Drive it Day and was well attended. After a tour of the winery and hearing some of the history we were able to sample some of the produce.

Our outside picnic lunch was confined to the cars due to the weather so although time to chat was limited it was



special to see everyone again. Many thanks to Jim Close for organising the visit many times, we made it in the end!

Our next outing is on Saturday 3rd July at the Army Flying Museum at Middle Wallop. This is a gathering of classic vehicles and aircraft. Please see the website for further details. The TOC flag will be flying!

Also coming up is the British Motor Show in Farnborough on Thursday 19th August until Sunday 22nd. We are very pleased to have a stand at this event.

**Sue Allison**

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

## Wales

Following the success of our drive-it-day outing to the Elan Valley Visitor Centre near Rhayader LD6 5HP (<https://www.elanvalley.org.uk/>) we propose a similar format for a meet-up on 24th July.



This time the visitor centre will be fully open with restaurant facilities and shop. They will set aside a parking area so we can be together in an area between the main building and the dam .

We all have a distance to travel so we'll meet at midday with picnics and perhaps follow the route round the lakes after lunch .

Hope to see you there !

If you have any questions, please make contact with us.

**Andrew Tweed/Julian Pratt**

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



# More on Cooling a 6

Dear Bryan,

I am responding to the article "Cooling a 6" by Philippe Allison in the May-June issue of FP. The issue raised by Philippe is well known and very recognisable. In 20 years and over 60,000 miles of 15-Six experience, I have looked into the matter on several occasions and undertaken quite a lot to try and improve the cooling of a Six engine, which is really only a problem when the car is standing still.

In my opinion the cooling problems are caused by the very design of the engine, in particular the close proximity of the exhaust manifold to the coolant inlet pipe on the lower right-hand side of the engine block (see the attached picture taken from the rear of the engine). As long as the car is moving the flow of air will keep the two more or less apart in a thermal sense, but as soon as the car comes to a halt the aluminium coolant inlet pipe gets fried by the radiation heat of the exhaust. As a consequence the coolant will get hot even before it enters the engine, also resulting in a blockage of the natural thermo-syphon effect. The original water pump apparently has insufficient power to keep the coolant circulating beyond this point and feed cooler fluid from the lower end of the radiator, which is why the engine will overheat so quickly.

I am convinced that the solution Philippe has chosen is the only correct one to overcome these difficulties: the electric circulation pump will force the flow of coolant to continue under all circumstances. As soon as this happens the tendency of the engine to overheat will become a lot less. This also applies in particular if the electric pump is kept running for a while after the hot engine is turned off. An electronic temperature dependant control device for the electric water pump will no doubt be of a benefit, but even with a simple ON-OFF switch the goal of a guaranteed coolant circulation could be achieved. Unfortunately, space is very limited between the radiator and the engine of a Six, but in my view the ideal solution would be to install the electric pump with a 80 or 85 degree thermo-switch on a bypass, and keep the existing water pump in place for normal use.

Many Six owners -including myself- have installed electric fans to the front of the radiator. My experience is that these have a limited to no effect, because they do not solve the problem of the circulation blockage when the car is not moving. And once the car gets moving again, the flow of air through the radiator is a lot more than the electric fan is capable of producing. The capacity of the radiator is not the



**"In my opinion the cooling problems are caused by the very design of the engine"**

problem here. Provided the radiator is clean, it will do its job, even with high outside temperatures.

In recent years I have had the cylinder heads of both my Sixes cleaned and refurbished. The effect of a professionally de-scaled interior of the cylinder head proves to be quite considerable. We all know how much more heat is required to boil water in a scaled kettle. When it comes to transferring heat from the cast iron to the coolant, the same applies in the reverse sense. This obviously will be true for the cooling jackets of the entire engine block as well, but the deposit of calcium from the drinking water that was used to keep engines cool will have been more in the hot areas (i.e. the cylinder head).

Karel Beukema toe Water

The Netherlands

# Your Letters

## More on the Mystery Pickup

Hello,

I suppose that you are receiving the Dutch club magazine of TAN?  
I saw some interesting articles in the May-June edition of Floating Power about the 22CV and a Traction Pick-up.

22CV

In our magazine of March this year, you can find an article about the latest 22CV project. Bouwe de Boer and some French friends who are building three 22CV Roadsters as close to the original concept.

Traction Pick-up

I wrote an article last year about Traction Pick-ups that are still in order and the grey one was standing for a long time in an Agriculture Museum in Salviac (France). It was for sale some years ago and here is a recent picture that I took at a French meeting. The back of the car is indeed from a Peugeot 404. The Traction is a 11B from 1950.

Regards,

Pim Berends

Editor Traxion



## Perfo/11D

Dear Bernie, Dear Bryan,

I have received a few days ago, the new edition of Floating Power, and I want to tell you how much I appreciate the way you put the things right about the pictures.

And let us hope that many others could follow your position about the rights and respect that pictures deserve before publication.

With this message I enclose a picture of an 11D engine, in its genuine aspect today in a 1956 11 Normale, in case you would like to say a word about our conversations with Andy Burnett.

With my Kindest Regards and my congratulations for the new lay-out of the magazine that I find really more attractive.

Olivier de SERRES



After Andy Burnett's piece a couple of magazines ago about the various engines that you might find under the bonnet of your four cylinder Traction, Olivier contacted us to say that he wasn't aware that the late production cars had an 11D engine with a Perfo head as a factory option. Andy, in his turn advised that he had come across so many of these in the course of his work on Citroens, that he was fairly confident that this must have

been a factory fit, rather than a change during a subsequent overhaul.

Olivier researched further and indeed was able to confirm that towards the end of production, Perfo heads were fitted to 11D blocks. I quote Olivier (below) Editor

*'If the 11D engine, the whole thing block and head, is released on May 1955, it appears that Citroën also started to produce a block with new crankshaft and new bearings shells, still with the Perfo head, and still called Perfo, since March 1955.*

*So here seems to be the answer, and from March at the Quai de Javel, it was still possible that some engines of this kind were delivered for the Summer at Slough.*

*And now I think it is this kind of engine you could have seen on some very last Light Fifteen.'*

**More on Engines.** Andy Burnett replies

With regard to the previous bit on engines a couple of months ago, expert on all things Traction, Olivier de Serres, has been in touch. His query concerned the fact that in the last of the Slough models, it appeared that some of the engines fitted were found to have the 11D block, crankshaft, shell bearing conrods, etc. but with the Perfo head,

This situation at first glance seemed highly unlikely given that the new complete 11D engine did not start entering the supply chain until May, 1955. Olivier then spent a considerable time searching the archives, and discovered that a couple of months prior to the introduction of the 11D engine to the supply line, the 11D block, crank, shell bearing conrods etc were being used in the last of the Perfo engines being produced, still with the Perfo head and still being designated as a Perfo engine. It could therefore seem indeed possible that such engines could be found in the very last Tractions being built at Slough.

Well done, Olivier for your interest and for taking the trouble to resolve the matter!

Andy Burnett

Brakes

Hi Bryan  
I don't know how most Traction owners adjust their brake linings but rummaging through my archives I came across this "blast from the past".

Back in the 1980's Mick Peacock and his father Larry (an engineer by trade) held a few open days in their then-new Loughborough workshop to demonstrate various aspects of Traction repairs and servicing.

One of these sessions covered the adjustment of the front brake linings in the absence of the correct Citroen tool, for which Larry produced the attached diagram which included his delightfully cryptic instructions!

Brilliantly simple, I have used this technique ever since with total success.

Kind regards Steve Kemp

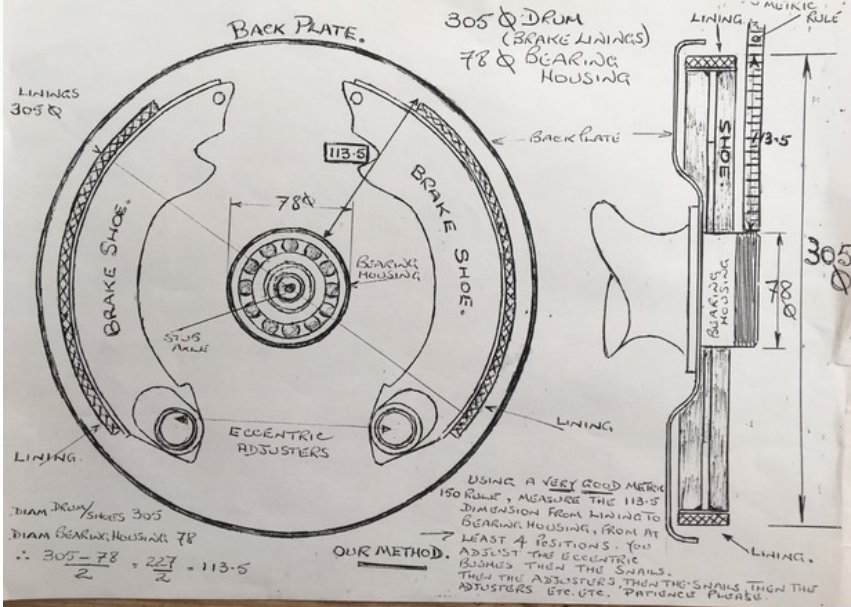
It's that man again!

Hello Bryan,  
Bet you thought you had heard the last from me as a retired Tractioniste although I have just sent off my membership renewal to John Oates.

Regarding Tim Walker's letter in the May/June issue of FP, I have some photographs which Steve sent to me in 1992 before I bought my Traction from him. At that time there was a 1953 Normale 11B Reg. No. 3635 VP 92 for sale and a 1956 Normale 11B Reg. No. 9084 XE 77 which was sold but I don't know when.

I'm not sure if this helps Tim track down his 1953 papers.

Kind regards,  
Barry



Winter and an EV spring

Hello Bryan,  
Your Northern winter does sound bleak, we had just 2 frosts that killed some geraniums, the majority continue in perpetual flower. Some consolation for a Northern exile?

As for EVs the deal is surely done. All car manufacturers are committing billions of capital and the political direction is set; too late to "rage, rage against the dying of the light"?

A few pointers.

Within a year, 2 at the most, cars will be built on EV platforms irrespective of their power system rather than the other way round.

Internal Combustion is a mature technology with little more progress to come while for EVs the technologies especially battery capacity and performance and the application of electronics and software are accelerating.

The unit manufacturing cost of an EV is significantly lower than for vehicles using any other power source; high prices reflect low production volumes and the dominance of Asian battery manufacturers. Sales volumes are rising, Tesla and BMW are building battery plants and another is planned for Wales.

As for charging, less than 5% occurs away from home; would you go to a filling station if you had a cheap diesel pump in your garden? And it is cheap, to fill my diesel Picasso costs £78, the equivalent range using home charging costs £18. And that's before Home to Grid and Neighbours Charger Apps. As for public chargers there seem to be more every time I walk around this area; where London leads...

Importantly what societal changes will follow and what will the future hold for us as car owners and particularly as owners of historic vehicles such as our Tractions?

As always there will be someone living in Warrington who regularly must visit an aunt living in Dover however for the majority we'll mainly drive to work and visit Tesco's with the occasional longer trip. We frequently drive to North Norfolk from inner London, less than 120 miles so well within the range of a small EV like a BMW i3 and in any event we'll install a home charger at either end. One obvious consequence is road charging to replace fuel tax, difficult to argue against what must be a fairer system.

The Traction's future with regulatory concessions, tax subsidies and an adequate provision of fuel rather than as a static museum exhibit might be best achieved by minimising these costs to society. That's why I previously suggested formally ending the Historic classification at 1960. As you observed what about later iconic Minis, E-Types etc? The solution might be in the name, nothing to prevent Iconic ownership but no subsidies.

Economics is always about tough choices and then there's the political imperative.

Hope your Traction is less leaky than ours, the rain has swept south.

Regards Mike Wilcock

*Alas, no response from the membership to your previous missive on the subject of EV mania. I think that identifying an EV spring is probably a little premature, current statistics from various learned bodies suggest that it may be into the 2040's before we can say that the EV has finally taken over, so a way to go yet!*

*From reading real world reports, it seems that the manufacturers are as dishonest about range as they were about emissions, and fuel consumption. However its biggest drawback for most of us is that cars cost upwards of £30K!!!*

*Electric cars, well if/when they do become large scale enough to be a taxation threat, then in my view, the government of the day is more likely to make it compulsory to meter and then tax charging points, domestic as well as public, than it is to invest billions in a nationwide road charging system with all of its inherent technical difficulties, not to mention the fact that the Civil Liberties brigade will be breathing hotly down their necks if they are perceived to be tracking us in our daily movements around the country.*

*The Political Imperative is largely the need to get voted in next time! I can't see the 'Red Wall' getting bashed down a second time if the Government (any Government of any colour) drive the ordinary motorists off the road.*

*Incidentally, I wouldn't swap life in rural Lancashire for one in London, I'm afraid, even if the geraniums do stay in flower!*

*I thought that the Dragon Rapide was great..*



# How do you make it stop?

**Since the coronavirus pandemic caused us to reconsider how we spend our days, all manner of projects have presented themselves – some of which are simply cosmetic, some are normal regular maintenance and others are more fanciful, often quite complex modifications that may (or may not) be classed as a ‘good idea’ at the time.**

Recently, Liz and I have been venturing out, confined in our own little bubble, in the Traction and taking it in turns to drive. On the first of such excursions, Liz had just taken over and was driving through a village near home and announced she would take the next right hand turning. She indicated, pulled into the middle of the road and the next thing I noticed was that we had sailed past the junction.

Years of driving modern cars with assisted braking systems means one forgets just how much effort is required to slow an older car without power assistance, and indeed this became quite apparent on our excursion. It got me thinking about fitting a vacuum servo on a Traction and I found an article on the subject by David Faulkner and I started to plan what would be involved.

My car is a late Légère and so is left-hand drive, thus the master cylinder is located on the left within the jambonneau under a bolted down cover plate. Furthermore, there is a considerable amount of space on the right side of the engine and of course the manifold is on that side too. Therefore, the installation would mean fitting the servo unit on the right and running two brake pipes from one side to the other.

This at first seemed quite a task and I did not really want to take the engine out just to be able to fit two pipes, so I started plotting out the best route they should take. At first, I considered running them down to the underside of the body, back to the floor beneath the bulkhead, across to the other side and back up again. However, this seemed rather convoluted and would require quite a few metres of pipe so I started to think that it should be possible for them to run across just beneath the front edge of the battery box.

I have a large 511 140AH 6v battery which does overhang the floor of the battery box slightly and it looked as if

there would be just enough room for the two pipes without obstructing anything. It would need to clear the clutch cable adjustment nuts and the gear linkage rods, but it certainly looked the best route.

Encouraged, I started investigating suitable servo units and soon found that such kits are available, often for upgrading the braking systems of MGAs and Bs, Morris 1000s, Sunbeam Alpines and the like, and the ideal would be the one suitable for cars up to 2 litres. I went ahead and purchased a ‘Remote Servo with Installation Kit





(LE72696 / TT3949Z) and 2 metres of 6mm copper pipe. I already had a pipe flaring tool which I had used to fabricate a petrol pipe for the Cloverleaf, but I would also need to form a take-off from the inlet manifold for the vacuum pipe. I found a 1/8" BSP fitting for a 10mm pipe and a non-return valve on ebay so ordered both and soon was ready to make a start.

Strangely, none of the servo kits I found came with any instructions, but there are plenty of diagrams available on-line, so it was relatively easy to see how all should fit together. It is recommended that the servo unit should sit at an angle of about 25 degrees and as the top of the jambonneau sloped up towards the rear, it seemed obvious to mount the unit with the cylinder facing backward. I adapted and fitted the brackets to allow the servo to be fixed as far to the rear as possible to allow the starter motor to be removed as may be necessary in the future, without having to disconnect the servo. I drilled an 8.5mm hole in the inlet manifold just above the drainage pipe and tapped the hole to suit the fitting which I screwed in with PTFE

tape. The servo unit had a straight connection for the 10mm pipe, but I swapped it for the angled one supplied and connected the pipe with the in-line non-return valve.

On the other side of the engine bay, I removed the cover plate over the cavity housing the master cylinder which revealed the short section of pipe that would need to be removed, connecting the outlet at the front end of the master cylinder to the 3-way connector on the engine side of the jambonneau. This was mounted such that the inlet connection to it was located on the inside the cavity directly beneath the outlet of the master cylinder, making it rather inaccessible and very hard to actually see! Forming the flow and return pipework was a time-consuming and very fiddly process, made slightly easier with the bonnet, battery, battery cables, HT leads removed and with much trial and error and gentle bending.

One of the new pipes would be required to be run from the front end of the master cylinder to the inlet on the side of the servo cylinder and the other from the outlet on the end of the servo cylinder back to the inlet of the 3-way connector. The two new pipes would need to pass through the cover plate so I planned that they should be close together to the rear of the opening such that I could cut a neat section from the cover and fabricate a small cover piece held in place with self-tapping screws which would mask most of the opening. Eventually I was able to arrange the pipes such that they were largely hidden from view and not prevent access to any vital future adjustments and I fabricated some pipe clips to hold them in place.



## How do you make it stop?



could be properly tested. I had already recently re-lined and adjusted the brakes on all four wheels, had cleaned and re-lubricated the handbrake cables and replaced the rear flexible pipe, so I was confident that the brakes would work as efficiently as possible. It was therefore gratifying to find that in normal driving, there was no real difference to the braking but when needing to brake more sharply, firm pressure on the pedal brought the car to a halt much more swiftly than before and as such, did inspire more confidence when approaching junctions, roundabouts, etc.

I found that the most difficult part of the process was connecting the return pipe to the 3-way connector inlet as it was impossible to see and almost impossible to get either hand in position to start to tighten the nut on the end of the pipe – this one connection took over an hour!

I had wanted to avoid any intermediate connections in either of the pipes but eventually had to accept that one would be required. Because the outlet from the servo cylinder was so close to the bulkhead, a 180 degree bend would be needed in order to connect to the return pipe and with the pipe in place there was simply no room to operate the pipe-bender. Thus, I formed the bend with a shorter section of pipe and used a 6mm compression connector to join this to the return pipe. Furthermore, as the servo cylinder connections are made for 5mm diameter pipe and I was using 6mm, it was necessary to drill out the pipe connecting nuts to suit before flaring the ends of both pipes.

Once all the connections were tightened and the vacuum hose secured in place, the braking system was filled with new fluid and then bled.

When all the components removed to provide access were re-installed, the car

Ian Harvey

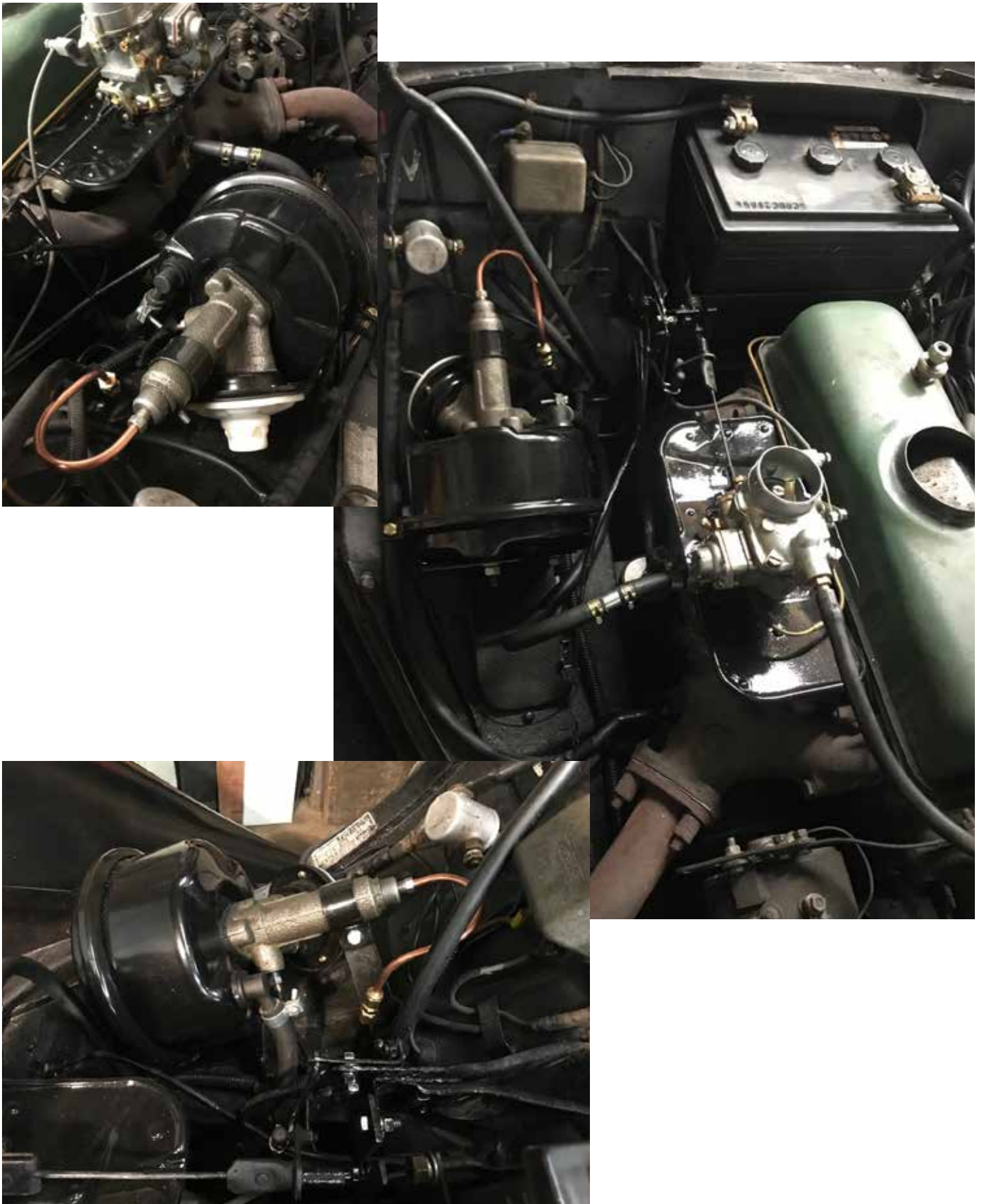
November 2020

*A worthwhile addition to any classic. If you decide to follow Ian's example, do also make sure that the rest of your hydraulic system is in good order at the same time, since you may be loading up the wheel cylinders and flexibles more than they have been accustomed to: Editor*





**Ian's general under bonnet layout, with servo mounted.**





# Seat belts and the Traction

**Anyone old enough to have ridden in the front of a new car without seat belts will now be at least in their late 50s. Front belts became mandatory in 1965 and their wearing in 1983; it was a long time ago.**

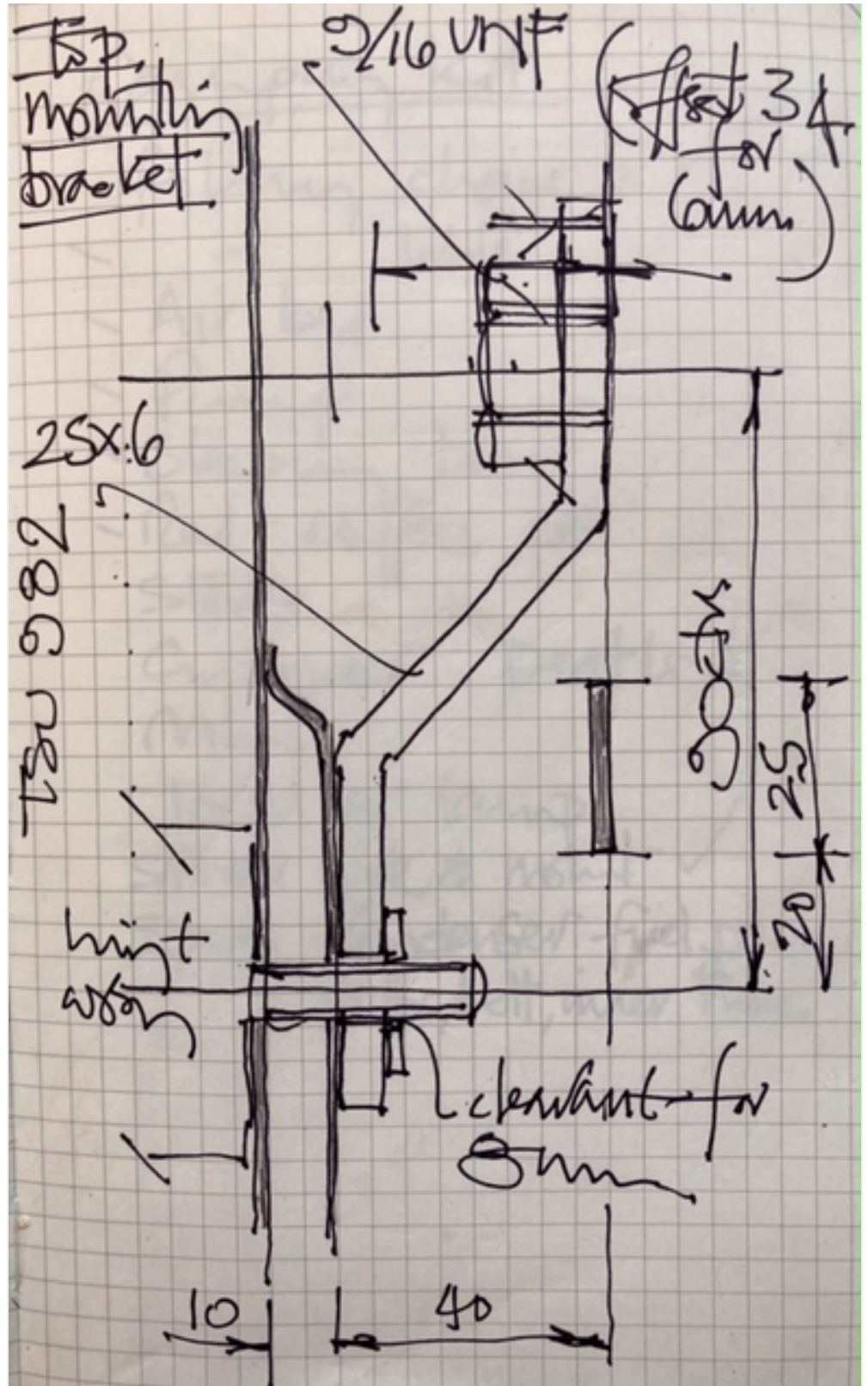
This means that for future, younger TOC members, their children and grand children seatbelts and child seats are an unquestioned safety routine. Traction, as historic vehicles are of course exempt, but not exempt from accidents, thus there is absolutely no possibility of our grand children riding in the back of our Legere.

Without belts, do we weaken the case for Traction, the great pre-war family car of France, as the historic vehicle for young families?

The recent FP seat belt article, that covered front and rear seats, is a valuable addition to the experiences of those many Tractionistes who've fitted belts.

Self evidently without type testing (anyone volunteer their Traction for a crash dummy collision with a concrete block?) TOC cannot endorse a standard solution. However it should be possible to encourage a debate and publish thoughts on the most satisfactory solution.

I've fitted belts twice, first through Darrin Myhill at Citroën Classics where I followed the example of Martin de Little with his Normale, and then with our current Légeré that



incorporated a modification recommended by Peter Simper.

These are my observations:

The task is the same for both Legeres (Lt 15s) and Normales (Big 15s)

Top mounting. The frequently used threaded sleeve at

the top B post hinge bolt to provide the over shoulder belt fixing is not satisfactory. The point is too low, even for an average male and the B post should be stiffened with a plate on its inner face.

If you're taller and it seems fine, then your driver's seat has sagged and needs attention.

This sketch is Peter Simper's solution. It raises the point by 90mm and is fixed to the hinge bolt with the existing nut and lock washer. The plate passes up within the B post behind the stiffener. The post should also be stiffened on its inner face.

Lower mounting. I can't think of a reason to use static belts as fixing the front reels is relatively simple.

Have a seat belt nut 9/16UNF(?) welded behind a clearance hole in a piece of sheet steel approx 80 x 100mm. Use a tank cutter to bore a clearance hole in the inner cill. (This is a good opportunity to squirt some more wax oil into the cill).

Weld the plate to the cill with the nut on the inside.

Central floor fixing. Standard eye bolts and reinforcement plates are available from Demon Tweaks and other suppliers of harnesses and anchorages.

As for the belts, Martin and I used traditional Irvin buckle type belts supplied made to order by FDTs of West Byfleet ([www.fdt-seatbelts.co.uk](http://www.fdt-seatbelts.co.uk)). They come in a range of fetching colours and buckle designs. The polished Irvin metal buckles are more pleasing than contemporary black plastic covered slot-in buckles.

Rear belts are trickier, not least because of the low seat back and parcel shelf. The ends of the shelf would seem to be the best site for the reels but as the shelf is low and flimsy some further fabrication will be necessary. Has anyone tackled a rear inertial reel installation without losing the space for 3 bottles of champagne and a jar of jam?

Mike Wilcock

*I think that as long as it is accepted that seat belts in a Traction do not convey the same level of protection as the various safety features in a modern car, then the addition of same is a well worthwhile modification, and may well serve to minimise injury in a minor collision. Psychologically, the benefits are even greater, especially for the passenger in a LHD car on UK roads.*

*Has anyone fitted rear seat belts? I have a buckle only to secure a (small) dog harness in mine, but have not attempted a full three point 'human' installation. Editor*



## Big 6 Downunder

### Not much to report this time:

I was hoping to have the seats reupholstered but the guy is currently booked out for at least two months so things are on hold.

I've bought 5 hides in readiness.

To be honest I have not done much in recent weeks so I apologise that I will have nothing to report.

I am still rubbing down the body work after spraying primer filler and finding small imperfections that need filling and block sanding.

Kevin Taylor

*It is a long job. I am just going through this with a Wolseley 1500 after some door repairs. It takes forever, and every time that you think that you have nailed it, you find another hump or hollow!*

*Keep at it.*

*Editor*



# Bailey's Banter

**On Drive It Day last year I drove all my working cars round the block and that was that. I'm not even sure that was allowed within the rules at the time.**

This year – hurrah – we could do more. We did not have to stay at home, but we were encouraged to stay local. Accordingly, we drove to our local beach, then along the coast to another local beach. And then we went home. We live about 25 miles from our local beaches, but as they are our local beaches that must be a local trip – right? We drove in convoy with our friends in their Triumph Vitesse. Quite an adventure - we probably did about 65 miles in all on a lovely sunny afternoon. We were so excited we forgot to take any pictures.

And what did we learn? First, that there were not many other old cars out on the road. It seems Drive It Day was not a big thing this year. Maybe our interpretation of “local” was a bit too “Dominic Cummings” for most people. Or maybe it was the cars which, having been ignored for over a year were a bit recalcitrant. My Traction was an eager beaver and fired up without any hesitation.

We also learnt the brakes work very well and that visibility to the rear is not so good. We knew all that already, but were reminded of it when meeting other cars on single track lanes. I chose to drive along plenty of those. I am pleased to report that a Traction still makes people smile, even when they have to back up to let it pass. If you are going to drive down a narrow lane I can recommend a left hand drive car. If you are going to be a passenger in a left-hand drive car on narrow lanes you might prefer to sit in the back for the sake of your nerves. But it also helps with the ride.

Those narrow lanes were also rather bumpy. Most roads are nowadays, but I suspect these in

particular always were. I was surprised how nicely the car rode. We were 3-up with added dog and a bit of weight in the back helps smooth out the bumps. The rear suspension was the target of Gregoire's aftermarket upgrade. It worked by adding springs which, due to the geometry of the set-up, effectively created a progressive spring rate, i.e. they got stiffer as the load increases. This is not because the actual spring rate changes, it is because one end of the spring moves in an arc so the deflection rate increases the further the wheel moves from its normal position.

My car is bog-standard. I renewed the telescopic dampers a few years ago but otherwise it has received no attention from me and therefore works as Citroen intended.

**There were not many other old cars out on the road. It seems Drive It Day was not a big thing this year. Maybe our interpretation of “local” was a bit too “Dominic Cummings” for most people.**

**LA SUSPENSION  
GREGOIRE  
ADAPTÉE AUX VOITURES  
CITROEN  
TRACTION AVANT**

**„mathématiquement parfaite„**

La suspension GRÉGOIRE offre aux utilisateurs des voitures CITROEN un confort inconnu jusqu'ici, tout en leur conservant une tenue de route devenue légendaire. Un ressort hélicoïdal travaillant en traction dans une position déterminée géométriquement, confère à la suspension une flexibilité automatiquement variable avec la charge. Aucun rebondissement n'est ressenti sur mauvaise route.

La suspension agit moëlleusement et réduit le taux de travail demandé aux amortisseurs ce qui augmente considérablement leur longévité. Elle est indépendante des facteurs extérieurs, tels que la température et l'état d'usure des amortisseurs. Elle n'exige aucun entretien. Les qualités de la suspension GREGOIRE à flexibilité variable sont constantes dans le temps.

LICENCE EXCLUSIVE D'ADAPTATION DES BREVETS DE SUSPENSION J. A. GREGOIRE SUR VOITURES CITROEN  
SOCIETE DES AUTOMOBILES TRACTA, 102, RUE DE COLOMBES, ASNIERES - TÉL. : GRÉ. 40-70

According to the Institute for the History of Aluminium (IHA) which owns a collection of Gregoire vehicles and documents, about 20,000 Gregoire suspension kits were sold for a range of French cars. I have seen a couple of Tractions so equipped but not yet had the pleasure of riding in one.

The Gregoire collection was, for a while, on display at Le Mans in the "Musée automobile de la Sarthe" but, when that was repurposed into the "Musée des 24 Heures - Circuit de la Sarthe" all but two vehicles were relocated to the "Cité de l'Automobile - Musée National - Collection Schlumpf" in Mulhouse.

I visited the Musée des 24 Heures a couple of years ago and saw those two remaining Gregoire cars but, as yet, I have not visited the Schlumpf museum. I have also seen Gregoires in other museums, including the Tampa Bay Automobile Museum that has Gregoire cars and a Traction with his suspension kit.

An alternative to the Gregoire upgrade kit might be to use coilover springs – i.e. a coil spring fitted around the telescopic damper. I have fitted these to the rear of my Chrysler New Yorker to assist the tired leaf springs. One might think this would be a simpler solution than the Gregoire kit, but not so. Firstly, these are usually supplied with linear springs and, as fitted to the dampers on a Traction their stiffness would not increase with load. A progressive spring could be fitted instead but they would have to be specially made. The second problem is lack of space. The top half of the telescopic damper is close to the body and would need to be moved out to accommodate the spring. But it can't move out very far because it would foul the wheel. One could add spacers to increase the track, which might mean a little modification the wheel arch was necessary. The bottom mounting of the damper would also need to be moved out, and that would require some more significant engineering as it is fitted on the inner side of the suspension arm.

Neither of these issues was a problem on my Chrysler. There is plenty of room and the only problem being solved was that the springs were tired.

All in all, I think Gregoire's solution was a very pragmatic one and is still the sensible way to add progressive rate springing to the rear of a Traction as an aftermarket upgrade. Gregoire was a very clever fellow. In the end Citroen chose not to endorse Gregoire's kit. It would have somewhat undermined the advantage of their own upcoming innovation – the hydropneumatic sphere. Compressing a fixed mass of gas will also naturally create a progressively increasing spring rate. And that is what you need for a comfortable ride – soft most of the time but stiffening up with increased deflection.

Gregoire's system did not provide a self-levelling function, but it didn't leak either.

As you may know, these writings also appear in the Citroenian. Last month I wrote about the V-8 engined 22CV. You will not be surprised to learn that this was not the first article on this topic to have appeared in the Citroenian. I am grateful to **Michael Scott** for finding a piece in the September 1969 issue by CCC President **Brian Drummond**. I am similarly grateful to **Peter Fereday** for sending me an extract from the Borge/Viasnoff book - '*La Traction, un roman d'amour*' which mentions a possible sighting of a 22CV Spider (cabriolet to you) in California. Apparently, the car was acquired by an American soldier when he was stationed in France – presumably during the war. He is said to have taken it back to California on his return home. As with all these stories identities cannot be revealed and key people have

forgotten exactly where and when they last saw the vehicle – and yet they are sure it was really a 22CV.

So, when I've finished scouring Madagascar for the saloon, I'll pop over to California and look for the cabriolet there. That's my pension plan sorted out.

Meanwhile, I must thank **Philip Clark** who responded to my appeal for a copy of the Fabien Sabates book "*La 22 Enquete sur une mysterieuse Citroen*". Philip has very kindly donated his copy for the club archives – but

not before I've had a good read through it.

And so to the topic of brake pipes. Not very interesting maybe, but to me it's a big thing which has been a long time coming. I've been saying I'll replace them for months (actually years). I bought a set of pipes several years ago but have been putting the job off. Now I've finally done it.

If you are contemplating doing such a job yourself and you haven't done it before, I can give you some advice. Don't.

I don't mean that you should just leave the old pipes in place – I mean don't do it yourself. Brake pipes would have been some of the first parts of the car to be fitted in the build process. The pipes would have been pre-formed off the car on a 3-dimensional jig and fitted before the steering rack, the engine or the torsion bars. Unless the car has been stripped for restoration, replacement is much more arduous.

Working with all the big bits in place makes fitting the pipes quite fiddly. Getting the old pipes out is hard enough; putting the new ones in is worse. At the front, the engine is in the way, as are handbrake and throttle mechanisms. The pipe to the offside front brake is clipped to the bulkhead under a P-clip behind the engine – precisely in the middle

**So, when I've finished scouring Madagascar for the saloon, I'll pop over to California and look for the cabriolet there. That's my pension plan sorted out.**



where there is hardly any clearance. Whilst this could be loosened using a right-angled screwdriver, it could only be removed using the edge of a thin electrical straight one. And everything around there, at least on my car, is oily and horrible. Both front pipes run through a gap between the ends of the rack and the bodywork. The rack needs to be dropped a few millimetres to change them – it's important to remember to tighten it all up afterwards.

Being a Normale my car is wider than a Legere. The master cylinder is easily accessible on my car whereas the Legere hides it inside the bodywork and leaves no room around the engine. I'm glad I wasn't attempting this on a Legere.

Tractions don't have many brake pipes, just seven so nothing like the number on a hydraulic Citroen. At 8mm diameter they are larger than I've worked with before. Larger means they are more likely to crush if you are not careful when bending them. I have a pipe bender but it is very hard bending a pipe when it is in the car – which you have to do

if you are working it in around the engine and all that other stuff.

However, I was expecting the worst pipe to replace to be the long one that runs from front to back. It's essentially long and straight with a couple of bends at each end.

There are three triangular section stiffening channels that run the length of the floor. On a left-hand drive car, both the fuel pipe and the brake pipe run in the channel on the driver's side. I wonder what the layout is on a right-hand drive car? On my car the stiffening channel is damaged, and I was expecting a bit of a fight to get the brake pipe though it alongside the petrol pipe.

I chopped the rear end off the brake pipe to be able to pull it out. I did consider routing the new pipe along the outside of the channel – pipes on the early cars run along the edge of the floor but my pre-made pipe would not be long enough for that. The new pipe had to go through the channel with its union nut fitted. No way was that going to happen with



the fuel pipe in place so that had to come out too. I did not want to drain the tank, so I disconnected the pipe from the pump, plugged it with an 8mm drill and pulled it through the channel to the back of the car. I had to push the brake pipe through from the front – there's no direct line of sight from the back, otherwise I would have tried pushing both the brake pipe and fuel line through together.

As it was the brake pipe went in from the front and then I pushed the fuel line through from the back. With hindsight I should have tied a string to it so I could pull it through. Pushing the rubber tube took a bit of doing – and quite some swearing, but it eventually made it. The fuel line was on the car when I bought it 24 years ago and maybe I should have fitted a new one. It's in good condition with no signs of attack from the dreaded ethanol but I suspect I'll be replacing it quite soon.

The only brake pipe I managed to remove without having to chop the ends off or distort beyond recognition was the one





that runs across the back to the offside rear brake. Even that one wasn't easy as the three-way union is so close to the torsion bar it doesn't leave much room to turn the spanner

All in all, it's a horrible job which saw me taking a 5 litre container of Swarfega into the shower to clean up.

This was all preventative maintenance. I did not have any reason to suspect a problem with the pipes except for their age. I had not been particularly diligent changing brake fluid and had no idea what the inside was like. Nor could I see what the outside looked like as they were covered by springs and, of course, that long one was hidden for most of its length.

As it turned out, most of the pipes had plenty of life left in them and there was no sign of internal corrosion. But the long front-back one was quite heavily pitted on the outside at the front. I don't know how much longer it would have lasted - maybe years - but I'm glad I replaced it. The pipes that came off the car were all covered with springs but the replacements are not. There are a couple of reasons for that. First, the replacements were already made up without springs and fitting them would have been very tedious. Secondly, the springs seem to encourage rust. The pitting I mentioned was under the spring I don't know the purpose



of these springs. Is it to protect against knocks and rubbing? Or is it to provide some kind of damping against vibration? I can imagine that both are true but don't believe they are effective at either. I have not come across them on other cars.



The other part of the brake job was the replacement of a rear wheel cylinder. Before I started the pipe job I had suspected a leak as the level in the reservoir had dropped a few millimetres. Last year I had found one of the rear wheel cylinders was seized. I freed it off but realised it would only be a matter of time before it needed replacing. When I removed the drum, I found everything to be dry and still working properly. It was the one on the other side that was leaking. I replaced both cylinders.

And so it came to filling, bleeding and testing the system which was all very straightforward and quickly showed me which joints I had not tightened properly - one at the front and one at the back.

The job is done. It doesn't look "factory" but it's finished and it's functional.

I may have mentioned an annoying rattle that occurs at 59 mph (and the equivalent engine speed in second). I had wondered if this was caused by a brake pipe and would therefore be cured as an added bonus. Not so. It's still there.

The job was finished in time for us to receive a visitor - not something that's happened much recently. Why should this be of interest to you? The visitor was none other than Ian Seabrook of the HubNut YouTube channel. He took my car off for a little drive and made a video review of his impressions of my shabby Traction. I was thinking I might give it a polish beforehand but ran out of time. It was raining so the car probably looked quite shiny anyway. I'm looking forward to seeing what Ian made of the experience. I hope the result is that more people, especially the younger audience, become aware of the Traction Avant and get to appreciate what a capable and practical car it is.

(You can see Ian's verdict on <https://www.youtube.com/watch?v=H3oUSn3T8RM>)





Next time, at long last, we will be able to see pictures of many shiny Tractionss glinting in the sunshine at the TOC rally in the Lake District. Or glistening in the rain.

Chris Bailey

*Unfortunately, no rally once more.*

*Black and White Hotchkiss cars with Gregoire suspension at the Tampa Bay Museum in the USA. I love the shape of these cars, remind me of my Volvo PV544.*

*The fuel line on my Light 15 goes through the passenger side stiffener, the brake pipe on the driver's side stiffener. Editor*



# Photo Competition

We have run this for a couple of years now and any judging has been thwarted generally by COVID. It had been our intention to judge the final entries at the National, but, as I write this it seems that this may well not be possible, so over the next few magazine editions, I will include a photo page with a small selection of the entries and then ask you all to give me your votes for the best. A few of these you will have seen in previous copies of FP. I make no apology for this, all the entries were to my mind, to a good standard, and so deserve the additional airing.

**This edition's entries.** Top right: Dave Faulkner, Centre: Cora Trim, Bottom right :Terry Gest, Bottom left: Roger and Veronica Diamond.



# 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

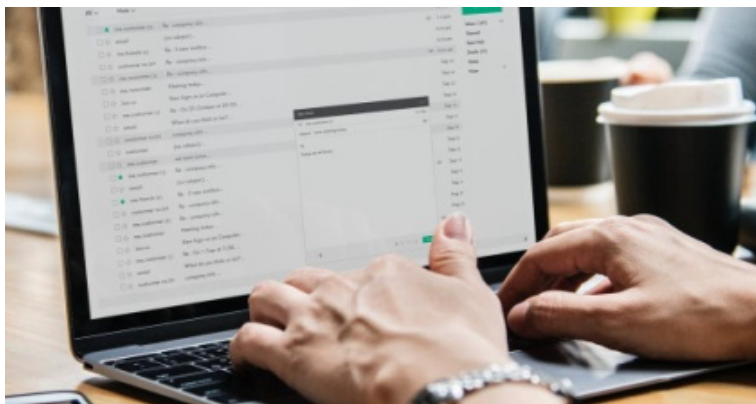
Editor



## Email address

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

The club does make regular use of emails, this being more efficient and a lot less expensive and time consuming than telephone or snail mail, so you may miss out on something important, and, for example, find that you are the only one who has turned up at a cancelled event!



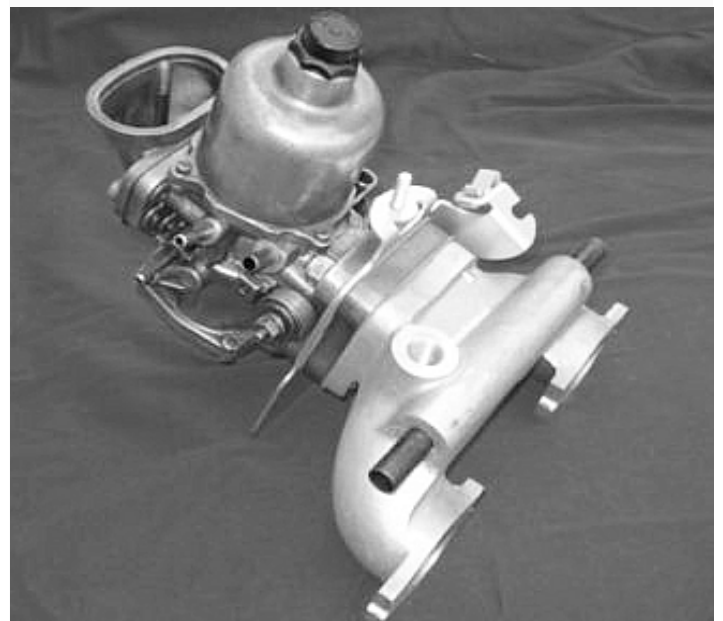
## SU Carburettors Conversions

We recently ran an article on an SU conversion by member, George Halsall. I am currently considering doing this and would aim to use the conversion, as the basis for an article about it for FP.

I am intending to employ the Yellow Box conversion which uses a HIF44 carburettor. I am aware that there are a few of you out there who may have gone down this particular route and wonder if you would care to give me any feedback on either installation or the benefits of driving a car so equipped.

(Image does not show correct manifold)

Editor



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# Survey

This is reproduced directly from the FBHVC website and makes interesting reading, especially regarding the possible future of the Car Club movement generally, as well as our own.

## THE NATIONAL HISTORIC VEHICLE SURVEY 2020/21 CLUB FACT FILE

HISTORIC VEHICLE CLUBS



### ARE BRITISH HISTORIC VEHICLE CLUBS HAVING A MID-LIFE CRISIS?

This short fact file contains results from 248 club surveys which form part of the National Historic Vehicle Survey.

The average age of Clubs since formation that completed the Federation's 2020 National Historic Vehicle Survey is 41 years. The survey reveals there are potential problems ahead for clubs who are not prepared and starting to take action - read on...

### IN THE NEXT 5 YEARS...



We know from the enthusiast part of the 2020 Survey that of those responding to the survey 87% of owners and 50% of non-owners are members of at least one historic vehicle club. This is a small decline from comparative figures of 90% and 56% in 2016.

We also know from the enthusiast survey that the average age of Club members is 64 compared to 59 for enthusiasts that are not a member of a historic vehicle club.

### DIRECTION OF TRAVEL

In addition we know that 43% of Clubs expect the average age of their membership to increase over the next 5 years, while only 5% expect it to decrease.

We also know that 1 in 3 Clubs overall expect a decline in membership over the next 5 years, when in 2016 they were predicting an increase.

All this when the number of historic vehicles on the DVLA database has increased and the estimated number of enthusiast owners has grown from around 500,000 to over 700,000.

### WHY MIGHT THIS BE?

**Lack of enthusiasm for historic vehicles? Probably not.**

We know that in 2019 21 million of the population saw historic vehicles as an important part of the Nation's heritage.

We also know that in 2019 around 10% of the adult population, 5.1 million people, do not have a historic vehicle but aspire to own one. Indeed the interest was strongest amongst younger adults.

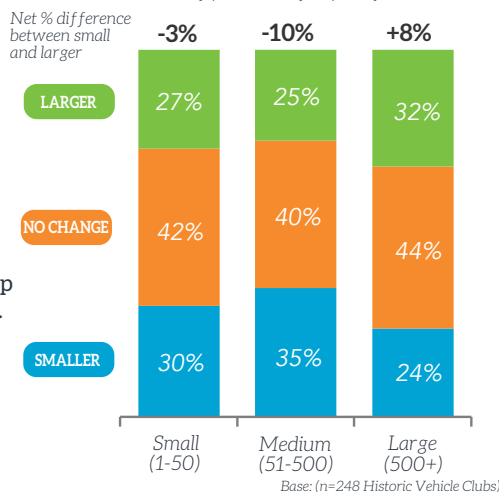
**Is it too expensive to join a club? Probably not.**

In 2016 the average cost of club membership was £20 per annum. In 2020 it has risen to £25.

*Beertoday.co.uk suggests that the average cost of a pint of beer is currently around £4.00. Membership of a historic vehicle Club for the price of five or six pints, hardly a night out!*

### MEMBERSHIP TREND

Q. How do you envisage the number of members of your club in five years from now?



**HERITAGE**  
**21 MILLION**  
People see historic vehicles as an important part of the Nation's heritage

**£25**  
Average annual subscription to a historic vehicle club (increased from £20 in 2016)

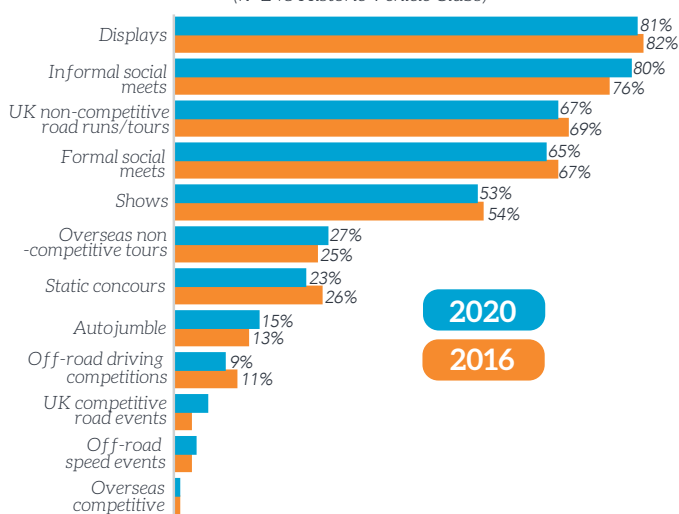
# IS THERE A PROBLEM?



**What then is the problem?** Are Clubs just not seen as relevant to today's historic vehicle driver? Clubs were mostly started by like minded individuals with a shared interest in vehicles, whether generally or specifically by make or model. Clubs offered the opportunity for enthusiasts to compare notes on their vehicles, seek help with problems and often obtain assistance with repairs. Clubs provided magazines and social meetings or events for the interest and benefit of members. Our survey shows that Clubs are continuing to do all these things:

## CLUBS ARE STILL VERY ACTIVE!

Q. Please tell us if you organise the following types of event?  
(n=248 Historic Vehicle Clubs)



But in fact is that the problem? Clubs are doing what they have always done yet most are not thriving and growing. We have to conclude: **'if clubs keep doing what they have always done the results will always be the same'**.

Communication between a club and its members has changed. 85% of Clubs have a website, similar to the number in 2016 (86%), but managing and maintaining this resource with relevant content must be challenging.

There has been a **significant increase** in the use of Social media where now over two thirds of Clubs have a presence against barely half in 2016. There is an emphasis in use with larger clubs far more readily adopting social media than small clubs (80% vs 45%).

One major change is the reduction in the number of clubs offering a library service, down from 40% of clubs to only 23%. Are Clubs finding members do not want the library service now that so much information, mostly free, is available on the web?

**85%** have club websites

Club websites are a valuable tool for clubs

**69%** offer Facebook content

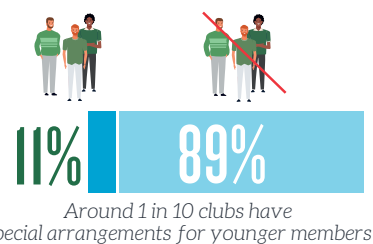
Around 7 in 10 clubs now provide content on Facebook

**23%** offer library facilities

Around 1 in 4 clubs now offer a library service to members

## ATTRACTING YOUNGER MEMBERS

Our research does show that 11% of clubs either have a youth group or make special arrangements for younger members. Set against that 89% that do not. It is the larger clubs that cater best for younger members (24% do so), which perhaps contributes to the potential for a polarisation effect - the large get larger, whilst medium size clubs get smaller and smaller clubs eventually disappear.



## HOW ARE LARGE CLUBS DIFFERENT?

**Large clubs** tend to be single make and benefit from the 'halo' effect of current vehicle production. These larger clubs tend to be national or international and have well developed communication routes. They are more familiar with social media and tend to have some dedicated staff or volunteers helping. **Small clubs** tend to be less formal groups. Many are multi-marque clubs based in a specific area or region. In these clubs communication by social media has fallen from 2016 to 2020 (from 50% to 45% of clubs).

Large clubs also offer more activity, for example, 93% of large clubs participate in displays (on average 23 per annum), where 76% of small clubs do so (on average 6 displays per annum). This pattern repeats down the range of club activities from informal social activity to static concours. The impact of this may influence membership patterns or perceived value of club membership.

In conclusion, some clubs will be thriving, many are not. This overview starts to illustrate some of the reasons that are in play in the club scene. The FBHVC is available to advise and share experiences between clubs, contact us at [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

For more information on the survey, or other opportunities to get involved [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)



# In Committee

## Committee meeting on Zoom – 16th May

**Editor** – lots of favourable comments on the new look Floating Power.

The Committee discussed the calendar and agreed that we cannot justify the cost of involving a Designer to produce an online version – maybe someone in the Club would be willing to take this on? Bev to add comment to her Chat.

**Social** – the annual rally is still up in the air because of the Roadmap and numbers allowed to meet indoors. It was agreed to make a final decision after Boris' announcement on 14th June.

The London Classic Car Show is still projected as going ahead on June 25-27 and we will have 5 cars on our Stand.

**Finance** – the Profit & Loss figures were shared for the year – 2020/21.

There is a small loss but this will be cancelled out by the non production of the printed calendar and the profit in Spares.

At the AGM we need to consider a small rise in membership fees next year.

**Membership** – since our last meeting we have 22 new members and 9 have left - we currently have 630 members. Renewals are now due so we expect around 60 people to leave.

**Spares** – Chris reported that March & April have been very busy months.

The paperwork with CTA seems to have been resolved.

Chris needs a new alarm system on the Spares store so it was agreed we would fund half of it.

**Any Other Business** – Chris Bailey has been given a rare edition of the 22CV book – it was agreed Ian will store it with the Archive.

Next year's annual rally – so far we have had no volunteers come forward. It was agreed to wait until after 14th June before contacting Area Reps as we may need to postpone this year's rally until next June.

**Postscript:** The National Rally has in fact now been cancelled as of June 14th due to the Government announcement of the delayed release of lockdown regulations. The Committee felt that it was not wise to proceed, and we were also told that Leighton Hall was unable to accommodate us due to the ongoing social distancing rules. The Lakes rally will now take place on the weekend of June 24th 2022, and all those who were previously booked in are invited to re-book....third time lucky.

## Second Hand Parts

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

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

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

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

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



# 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**

# Engine Mounting Replacements

## Joseph Dobson replaces his volute springs.

On an occasion when trying to start my 1957 Normale I was alarmed to see the engine shaking as if it were trying to free itself from the engine bay. I examined the convolute suspension springs and found that the off side spring looked a little tired and less springy than the nearside. I had read an account of replacing these springs with a kit of parts in *Floating Power* somewhere. The component parts looked easy enough to fabricate but for me the most difficult part was extracting the old springs, cups and rubbers, which had perished. This entailed removing the rear engine mount from inside the car and jacking up the engine to release the compression on the springs and give enough clearance for them to be removed



The silent block mounting kit was available for about £100.00

but I bought two engine mounting rubber bushes as used on a Land Rover Discovery from Ebay for £7.25 including postage. I turned them down to fit on the engine mounting supports which was a dirty job as the rubber came off like dust but the plates at the ends were fine. The threads on both ends of the bushes are 10mm which is smaller than the original adjusting bolt but fit snugly in the engine mounting bracket. The thread on one end of the bush was shortened so that a threaded bush could be made to accept a 10mm extension that would eventually fit through the engine mounting bracket. Removing the old spring arrangement revealed a slot in the support so a threaded retainer was made to fit on the bottom thread of the bush; the idea being that when the new bush was located on the support, a bit of juggling would be sufficient for the retainer to tighten up, which it did.

With all parts constructed and in place the engine was lowered to test that it was level by establishing that the two bolts that supported the rear mounting block were positioned centrally across the opening. I had to turn a small amount off the spacing bush to achieve this. Everything was tightened down and the engine started and the resulting 'kick' from the starter pushing the engine into life.

As per the article in *Floating Power* the rear engine support was left off. I have subsequently replaced it as I felt it would give extra rigidity to the mounting of the engine and reduce the bit of clutch judder I have experienced. This has come at a cost: at tick over there is an uncomfortable vibration that runs through the car but this disappears as revs increase.

*When I did mine, I left the rear block out, since in the original installation with springs, it used to bang around within its housing quite alarmingly, especially when decelerating suddenly. I assume that its main job is to stop the engine jumping off its mountings, which is unnecessary once you have fitted the metallastic bushes. I used a kit from (I think) CTA, but I haven't seen that listed for a while now. It was expensive, but made the driving experience much more relaxing. One interesting experience was with a fellow club member whose modern drive shaft unplugged at one side on a corner after he had been working on engine mountings. After a lot of head scratching it was realised that the engine was offset to one side due to the fact that the mountings had not been adjusted correctly. This had caused the CV joint seatings to wear and uncouple.*

Editor



# Welding

Anyone who motored through the seventies and eighties with an older car will probably have had the local garage patch up their chassis to get through an MOT, probably with a plate tacked over an untreated rust hole, and wondered why it cost so much to have done and still rotted back through within eighteen months. Things have moved on since then, many garages no longer weld, and in any event, modern cars are less likely to perforate due to better rust proofing, etc. In the previous copy of Floating Power, we discussed rust and various ways of dealing with it. By far the most effective way is to cut out thin or perforated metal and let in new. This involves the dark art of welding, at which most home restorers balk at doing themselves. In simple terms, welding involves the melting locally of two pieces of metal in order to create a blended joint.

You may well not feel that welding is a necessary part of your workshop skillset, but it is useful to know what is involved, and if you do decide to dip your toe into the water it is a very handy skill which will prove useful in any number of situations, besides those associated with the restoration of your car.

So, to start with, there are several forms of welding equipment and technique that you will probably have heard reference to:

## Gas Welding:

Still a traditional favourite with some restorers and heavy duty users, utilising an oxygen enriched cutting/welding gas, probably acetylene. This has advantages and disadvantages. Gas storage can be an issue and supplies of suitable gases can be tricky in these health and safety days, with fire and explosion risks. It has the advantage that the flame tends to burn off minor impurities without compromising weld strength.

## Arc Welding:

Creates heat by striking an electric arc via an electrical short circuit created between a steel workpiece and a sacrificial welding rod held in a handle. Tends to be used on thicker metals, being rather fierce for the sort of metal gauge that most cars are constructed out of. It needs cleanliness around the joint area to create a good quality weld and creates a lot of slag that protects the weldpool and needs cleaning off afterwards. more applicable for repairing farm trailer frames than restoring Citroën car bodies..

## TIG welding:

Tungsten Inert Gas (TIG) welding, also known as Gas Tungsten Arc Welding (GTAW) is an arc welding process that produces the weld with a non-consumable tungsten electrode. You will probably have seen this mentioned in technical magazines, but it is not widely used in amateur circles. Tungsten inert gas (TIG) welding became an overnight



success in the 1940s for joining magnesium and aluminium. Using an inert gas shield instead of a slag to protect the weldpool, the process was a highly attractive replacement for gas and manual metal arc welding. TIG has played a major role in the acceptance of aluminium for high quality welding and structural applications.

In the TIG welding process the arc is formed between a pointed tungsten electrode and the workpiece in an inert atmosphere of argon or helium. The small intense arc provided by the pointed electrode is ideal for high quality and precision welding. Because the electrode is not consumed during welding, the TIG welder does not have to balance the heat input from the arc as the metal is deposited from the melting electrode. When filler metal is required, it must be added separately to the weld pool.

## MIG Welding (metal inert gas):

This is the sort of welding system that most home welders will encounter. MIG welding was developed in the 1940's and uses an arc of electricity to create a short circuit between a continuously fed anode (+ the wire-fed welding gun) and a cathode (- the metal being welded). This is the sort of unit that you can buy from outlets such as Machine Mart for a couple of hundred pounds and is probably adequate for most amateur needs. MIG welding is sometimes referred to as the "hot glue gun" of the welding world and is generally regarded as one of the easiest type of welding to learn.

The heat produced by the short circuit, along with a non-reactive (hence inert) gas locally melts the metal, and the welding wire to form what is known as a pool, and allows the two items being joined to mix together. Once the heat is removed, the metal begins to cool and solidify, and forms a new piece of fused metal.

The basic principal is similar to Arc welding in that you are creating a small arc between workpiece and tool hot enough to melt the steel. The welding machine, however, also provides a shield of inert gas, either via a separate gas supply, or by a flux coated welding wire, which is fed



via a powered spool through the trigger tool and produces a more controllable arc that can cope with different thicknesses of metal. Again it needs a scrupulously clean workpiece to create a decent weld.

## More on MIG Welding:

This article is not intended to be a definitive guide on how to MIG weld. If you fancy having a go, you might first want to seek out a more comprehensive guide and I suggest that you start with the website at <https://www.mig-welding.co.uk/> which has a sequence of useful tutorials telling you how to set up and use a MIG. It also has a couple of case studies showing welding techniques on actual car restoration projects. What follows is merely to give an insight into what is involved.

## The Welder

On the front will be a series of controls, an on/off switch, a dial with various wire speeds marked on it and probably two or three other switches that can be



set to suit the sort of welding that you are doing. (these will be explained in the welder manual) Inside the casing of the welder you will find a motorised spool of wire and a series of rollers that pushes the wire out to the welding gun.

If you follow the wire from the spool you can see that it goes into a set of rollers that pull the wire off the big reel and feeds it into the hollow cable/pipe that connects it to the welding gun.

## The Gas

Assuming you are using a shielding gas with your MIG welder there will be a small cylinder of gas behind the MIG. This is either 100% Argon or a mixture of CO<sub>2</sub> and Argon. This gas shields the weld as it forms. Gas free welders are useful for outdoor use, but generally the gas assisted welders with a separate supply give a better result, but need a draught free environment to avoid compromising the shielding gas.

Once the wire passes through the rollers it is sent down a set of hoses which lead to the welding gun. The hoses carry both the charged electrode and the argon gas.

## The Welding Gun

The welding gun is the business end of things. It's where most of your attention will be directed during the welding process. The gun consists of a trigger that controls the wire feed, the flow of electricity and the shielding gas. The wire is guided by a replaceable copper tip that is made for each specific welder. Tips vary in size to fit whatever diameter wire you happen to be welding with. The outside of the tip of gun is covered by a ceramic or metal cup which protects the electrode and directs the flow of gas out the tip of the gun.

## The Ground Clamp

The ground clamp is the cathode (-) in the circuit and completes the circuit between the welder, the welding gun and the workpiece. It should be clipped directly to the piece of metal being worked on and in most smaller units is in the form of a large crocodile type clip.

The clip must be making good contact with the piece being welded for it to work.

## Safety Steps:

You need to weld in a well ventilated area. Welding produces hazardous fumes which you shouldn't breathe in if you can avoid it. You are advised not to weld galvanised steel for this reason. Wear either a mask, or a respirator if you are going to be welding for a prolonged amount of time. Use a suitable head shield, an auto darkening one is the best, thick leather gauntlets, overalls and some leather footwear. The flash from welding is extremely bright and contains high levels of UV. it can damage unshielded eyes and will cause a form of sunburn on unprotected skin if exposed for long periods. You may also strike sparks or spits of molten metal if welding on metal that you have not cleaned sufficiently so, have some form of fire spray nearby, water in a spray bottle is handy, or an extinguisher.

## Conclusion:

Not too hefty an investment, a welder often come in useful in a wide range of projects, but is possibly not for the one off restorer or repairer. Nevertheless it is a useful skill and MIG welders can be hired for one off purposes, although over an extended period, hire charges can rack up almost as large a bill as buying a medium range unit (which can always be sold off again at the end of a project if you don't envisage doing another in the near future). Welding courses can be found via the internet and at local adult education centres and the process is straightforward enough to be picked up by anyone who is fairly handy with their workshop tools.

Bryan Pullan

## Kick-Off "TerraAmerica": ACI is supporting the Traction Avant Panamericana expedition

The Citroën Terra America Adventure set off on 26 May from the Citroën Conservatoire in Aulnay-sous-Bois near Paris. At the wheel of a 1956 Traction Avant 11B, two adventurous women are heading for the American continent, where they will make the journey from Alaska to Ushuaia via the Pan-American Highway, the longest road in the world.

In the spirit of the Citroën cruises, this unprecedented journey through time and the history of the Americas aims to raise awareness of the plight of the 21 indigenous peoples encountered during the 40,000 km journey, which will cross 14 countries in three stages from July 2021 to January 2023.

As official partner and title sponsor, Citroën is supporting the expedition and providing the expertise of "L'Aventure Citroën", the organisation responsible for its heritage, for the preparation of the car and technical support during the adventure. Picture: Expedition leader Fanny Adam and initial co-driver Gaëlle Paillart

For more information see <https://www.amicale-citroen-internationale.org/2021/kick-off-terraamerica-aci-conservatoire/>



## Traction Avant Danmark : Summer Meeting 2021

Dear Traction friends!

The date for our Summer meeting: it will be

**10 to 12 September 2021.**

It will be held in the south of Denmark, near the German border.

For more information see the following link:

<http://www.traction.dk/klub/kale/Sommer2021.pdf>

Best regards

Eugenio Lai

Traction Avant Danmark

Eugenio Lai

Baldersgade 16, 2. tv.

DK-2200 Copenhagen N

## TAD Sommertræf September 2021



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## Discount for members at British Motor Show

**10% discount** is available to TOC members at the British Motor Show in August, at Farnborough.

For full details please see [www.thebritishmotorshow.live/discount](http://www.thebritishmotorshow.live/discount) and enter the code **citroen** at the checkout.

There are a wide range of interesting displays, including a number of Classic Car clubs, a technology section for those of you interested in future developments in motorcars, plus all of the usual exhibits, trade stands, electric converted classics.

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Farnborough International Exhibition Centre



# Once upon a time in a Summer, far, far away....



Shiny selection of Tractions parked up on a visit to Coultershaw Mill, in 2019.

Photo (probably) by MDL

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It still 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. Many earlier events both here and abroad have been pushed back into later summer or even into next year

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**, originally scheduled for May, has also been cancelled and refunds put in place for rally fees, etc. We have just now also had to cancel the **Lake District based National** as well, because the final release of restrictions due on the 21st has now gone back into late July. The final announcement from the Government on June 14th failed to release any relevant aspects of the current lockdown, and with the increase in the Delta variant, plus the last minute advice from Leighton Hall (who were providing a key venue on the Sunday), was that they were unable to accommodate us due to advice that they were now receiving from the Historic Homes Association, on numbers. This is very frustrating, but we intend to re-convene on the weekend of June 24th 2022, again in the Lake District, more details and booking forms later in the year.

It also remains to be seen whether the **Syon Park** car show, scheduled for the same weekend as the National, will have taken place. We are having a stand there.

As noted in the last magazine, **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.

**The Danish Traction Club** is intending to hold a rally later in the year, in South Jutland, see the news section for further information.

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## A few other things that are (hopefully) coming up later in 2021:

- **Carfest North:** Fri, 23 Jul, 19:00 – Sun, 25 Jul, 22:30  
Bolesworth Castle  
Bolesworth Rd, Tattenhall, Chester
- **Retro Carfest** Fri 13 Aug – Sun 15 Aug,  
Bicester Heritage, Launton, Bicester
- **The Lancaster insurance Classic Car Show, 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.
- **The Practical Classics Classic Car and Restoration Show** is now re-scheduled for **June 18th-22nd, 2022 also at the NEC**. This has been put back from its previous 2021 dates.

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## TRACTION



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



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# Classified Adverts

## Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

## Classified Adverts – Non Members

£20 inc VAT per insertion.

### Trade Display Adverts

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

Cost of £60 plus VAT per issue.

### Please note

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

Please email adverts to:  
[editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

### FOR SALE:

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

In good running order and very good condition. Built in Paris in early 1938, 1.9 Ltr Perfo engine. 6v electrics. Restored by the last owner in Belgium in 2003. Since acquisition in 2015 work undertaken includes addition of seat belts, new exhaust system, Pilote rims repainted, new tyres, exhaust manifold refurbished and new fuel tank fitted. Annual mileage is approx 1000. Garaged and driven regularly, used for weddings. **OIRO £17,000. Contact Patrick, email [pfrjones@talktalk.net](mailto:pfrjones@talktalk.net) or 01372 456031 (Surrey)**



### 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](mailto:eastlound@btinternet.com) Membership No.2065.Newark area.**

### FOR SALE:

**1952 Light 15. Small boot. Black/cream.**

**RHD.** 12 volt electric fitted dynalder (alternator). Cylinder head converted to run on unleaded. New Michelin tyres, clutch, brakes, radiator, battery, headlights, tail lights/indicators, s/s exhaust. New shock absorbers and drive shafts. New tan leather seats, door cards and carpets. Wooden dashboard and door cappings. Bodywork/chrome all in excellent condition. **£22,500 Herefordshire. Tel: 07800549263**



### 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**

### FOR SALE:

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**Contact Michael Fitzgerald on 01986 788766 or [ogshrimper@yahoo.com](mailto:ogshrimper@yahoo.com) . South Norfolk**



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

### 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**

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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**

**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:**  
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**Just email your requirements and enquiries to bryndhughes@yahoo.co.uk**  
Thank you and regards  
Bryn Hughes member no. 100

**FOR SALE:**  
**Traction parts for sale.** Many now sold but plenty still on the shelf and need to go to a good home or else the dreaded TIP!  
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Torpedo Air Filter with correct supports etc ...Rocker covers, New 6v Dynamo. Some headlights Suspension parts .etc etc  
Too much to list so give me a call anytime to see if I can help or just for a chat.  
**David Boyd - Tel 01527894590 - Redditch.**

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**123 electronic ignition** originally purchased for my HY van but never permanently installed. Offers please.  
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**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:**  
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My contact number is:  
**07960018306 - joeambaye@gmail.com**

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

