

Floating Power

September - October 2021

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the November/December *Floating Power* will be

Saturday, October 16th 2021

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

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

Cover Image

Chris Bailey's car on Morecambe prom.

The Tide does come in occasionally!

See Bailey's Banter for the full story.

Photo by Chris Bailey.



Editor's Epistle



I was out walking with Charlie recently. It was a nice sunny morning and about three quarters of the way around one of our walks we pass a pleasant little restaurant/café which will serve me coffee on a terrace that looks out across a wooded Pennine valley.

As I sit waiting for my coffee, I have a look around. The terrace is sparsely populated but there are various tables inside that are occupied. It occurs to me that Charlie and I are the only male customers present. The clientele is almost entirely composed of smartly turned out ladies who have arrived in an assortment of older Mercedes sports and Range Rover type cars.

This is obviously a place to go and be seen. To arrive in (what you consider to be) a conspicuously cool car, and be seen by all present to be successful and glamorous in spite of your advanced years. All apart from the fellow in the corner with the scruffy dog that is.

This led me into a train of thought about what it is about a car that makes it good to be seen out in? More particularly, what is the historic car (I know that one of my correspondents scorns the term 'classic') that it would be best to be seen in as part of polite society.

I vividly remember many years ago, sitting in a tea room in St Albans, when a family pulled up outside in a brand new Mk 2 Granada in a fetching (and very fashionable) shade of metallic red. There were a couple of posh ladies at a nearby table and as the family entered, one of them, in a very loud voice, exclaimed.

"What a lovely colour that car is. I suppose it's only a Ford though!" The ultimate put down.

So prestige isn't necessarily just down to monetary value. That Granada would have cost a significant amount of money new, but that was of no consequence in those circumstances. You can currently pick up a so called 'modern classic' such as one of the little Mercedes Sports cars, say eight or ten years old, for around four grand, but a nice and increasingly rare Cortina, for example, will now cost you at least twice that. However in the posh café car park prestige stakes, your Cortina will score very low, but somehow the late middle aged and possibly by now quite dodgy Merc, still retains its association with good living and therefore, cuts the mustard.

Life is very odd!!

Speaking of odd, I was trying to find a suitably antique radio to fit into one of my other classics recently (a Wolseley). Good old EBAY has a large selection of antiques at various prices, some ridiculous, others less so. The car in question is positive earth, so that cuts down the choice. Also, if you are looking for FM, then that cuts out most of the UK period brands such as Radiomobile, Pye, and Motorola, which is a shame because there are some nice looking radios at decent prices.

Some say 'upgraded'. Well you have to be careful at this point. Properly converted units from the likes of Tadpole can cost many hundreds of pounds, although some can be had for less. However, buyer beware, to many upgraders, that simply means soldering on a wire that allows you to plug in your mobile phone and your radio is still only LW/MW, which means that you either play downloaded music via your phone which can somewhat crucify both battery and data, or you listen to whatever you can still find on LW/MW.

I went online to see what was actually available in the way of listening material. Some local radio stations are still on MW, although numbers are diminishing as more and more are converted to FM. Alas my own local, Radio Lancashire, has already changed over. Humbug. Let's see what is on LW. Well I was surprised to see that good old Radio 4 can still be had on LW. Why, I wondered, and then this staggering piece of data came up on Wikipedia. The long wave signal is part of the Royal Navy's so called system of letters of last resort. In the event of a suspected catastrophic attack on Britain, submarine captains, in addition to other checks, check for a broadcast signal from Radio 4 on 198 Longwave to verify the annihilation of organised society in Great Britain!

I am not sure, having listened to a few programmes on BBC R4 recently, whether the presence of a good strong signal would confirm total annihilation or not!

Just the same, I think I'll keep looking for an FM unit.

The flagship item in these following pages is about a slightly souped up 6 that will appeal to those of you who like a Q car that looks standard, but hides its true potential (See Monte Carlo or Bust). Plus an idea to boost air conditioning without opening the windscreen, and, of course, the annual accounts for your perusal.

Thanks to all of you who rang or emailed in with suggestions as to what was wrong with my car. It is difficult to actually put my finger on exactly what was the cause, but advice regarding returning the ignition back to standard using known components offered by several of you, seems to have had the most beneficial effect. I think that the final touch will be via some fresh petrol (not refilled since early April). All I need now is a chance to actually drive it somewhere, and hopefully the retraction of most lockdown rules over the summer will have given me something of that opportunity by the time that you read this.

Finally, the Third Time Lucky National Rally is advertising again. Thanks to all of you who have stuck with us on this, for your patience. Hopefully this time the powers that be will actually allow us to deliver something.

Keep smiling.

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

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

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

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President's Ponderings

Well, at least the London Classic Car Show took place giving us our first "national" airing for what feels like an eternity. The Syon Park event was able to proceed because it was outdoors but that in itself then presented certain different challenges with respect to display design. However, the team produced an excellent stand with three vehicles, each representing a different decade of Traction history plus a clever, eye-catching (and all but hurricane-proof), montage highlighting the various activities of the TOC and the benefits of membership such as rallies and the Spares service.

On the subject of parts, I am extremely sorry to report that our Spares Guru, Chris Treagust, was recently admitted to hospital where he was diagnosed with pneumonia. The good news is that he has responded well to treatment and is on the road to recovery but the situation has obviously led to disruption in the handling of member's orders. We have put a temporary system in place but it cannot possibly match the level of service which Chris had established, so please be aware that there are likely to be some delays for a while yet. In the meantime, I am sure you will join in sending best wishes to both Chris and Vanessa.

Another, very worrying, matter is that several members have reported being contacted by a scammer offering specific parts in response to their "wanted" ads in FP. Detailed warnings have been posted on both the Forum and the Spares page of the website and Bryan is also including information in this issue explaining the "MO" and exactly what else one should look out for.

On the home front my list of garage jobs has not decreased as quickly as I would like. The seemingly simple towing wiring project triggered a number of additional tasks, not least of which was to rewire the indicators via the ignition switch. Although the original loom had been used, the power to the switch was live even with the ignition off and I could not fathom why. I initially assumed the indicators had been wired using the currently defunct parking light spur of the loom but, after tracing and checking much of the under-dash wiring, I found that set of wires safely taped up so that's now another job to add to the list.

In the great scheme of things, I suppose the indicators being permanently live was not really a major problem but it had led to them occasionally being left blinking away when the car was left locked and parked which, on one overnight occasion, was enough to flatten the battery. Anyway, having exhausted all other avenues, the problem was relatively easily solved by taking a fresh feed from the ignition switch for the indicators. Simple!! Yes, I know, why did I not just start by doing that?

Another non-essential - but very satisfying - project has been the renovation of a period, rad-mounted, "Calorimeter" temperature gauge for YP. I bought it "as seen" some time ago and found that, despite looking very much the worse for wear, it actually worked. The main



body was pitted beyond being replated but, with a bit of filler and a coat of black gloss (plus a lot of TLC on all the other bits), it is now very presentable. Unfortunately, I no longer remember from whom I bought it but, if you are out there, thanks again.

And finally, apologies to anybody who may have recently found themselves unable to navigate within the TOC Website. I initially thought the error message "There has been a critical error on this website. Learn more about troubleshooting WordPress." was the result of something I was doing but it transpires the site has an internal glitch following an update. As I write it is being investigated and, inshallah, will have been fixed long before you read this.



New Members

Welcome to the Traction Owners Club to the following:.

- | | | | |
|-------------|----------------------------|----------------------|----------------------|
| 2843 | Mr. Peter Gillin | Wrotham | Kent |
| 2844 | Mr. Thomas Schwartz | Hook | Hampshire |
| 2845 | Mr. Martin Gurney | Thames Ditton | Surrey |
| 2846 | Ms. Gaye Urquhart | Wavendon | Milton Keynes |



Chairman's Chat

If you read my Chat regularly you will know I am usually a half full optimistic person. However at the moment I feel my glass is down to the last dregs. Why? It is because I am worried about the future of our beloved Traction Owners Club. We are still getting people joining the Club which is great news but the bad news is we have so few people actively helping to run the Club. As I have said in the past I would love to have the time to knock on the doors of all our UK members and say "are you willing to help the TOC in any way" That is not possible - Please don't wait to be asked but see if you can volunteer to help. We need a Social Secretary - it doesn't mean running all the events but to be the link between event organisers and the Committee - to help and advise as necessary. Are you an expert on Websites? We need someone to run and develop our TOC website - if no one volunteers it may mean we have to pay someone to undertake this task OR close the Site - NOT an option in my mind. Are there other ways you would like to get involved??? Over to you - help me to refill my glass please.

We are planning to hold a AGM on Sunday November 21st at the Village Hall Steventon at 11.00. This will be the Formal AGM of the TOC Ltd but also an opportunity to hear reports from the various post holders on the Committee and a chance for you to have your say on the TOC's future. So please do try and come along.

As many of you will know Chris Treagust has had Pneumonia and spent a week in hospital. I am pleased to say he is making a good recovery but has to take things easy for a while. Ian, Cleve John & I spent a day with Chris & Vanessa on Thursday 12th August to help with stock and to unpack orders from CTA. Please contact Chris if you have an outstanding order - it may have been delayed due to Chris's illness or because we still waiting for some parts. Please be patient as there could be a delay in getting your order - remember we are all Volunteers! If anyone lives near Chichester and are willing to help Chris with packing orders occasionally please let me know, as help would be very welcome.

I am sad to say "Smithy" - Ian Smith- has decided to leave the Club due to ill health. Smithy & Andy Burnett are great friends and run the North Scotland section of the TOC - well Andy says he did all the work but enjoyed getting Smithy's advice and comments! The TOC sends our best wishes to Smithy.

In this issue you will read an obituary to Ray Andrews. Ray was a very early member of the TOC - membership number 16 - and attended many events in his Traction. In more recent years I would have a chat with Ray and his son Chris at the NEC Shows as they would usually be on the CCC Stand. Our condolences to Ray's family.

Bev

AGM

The AGM of the Traction Owners Club Ltd and the informal AGM of the Club will take place on Sunday 21st November.

It will be held at the Village Hall, The Green, Steventon, Abingdon, OX13 6RR, starting at 11.00.

Refreshments will be provided.

Do come along and support your Club.



Traction Owners Club: Section Details

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

Northern Scotland

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See section report for coming meetings/events.

Southern Scotland

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See section report for coming meetings/events.

Ireland

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See section report for coming meetings/events.

Wales

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ANDREW TWEED

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See section report for coming meetings/events.

South West

HOWARD SPEIRS

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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

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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

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See section report for coming meetings/events.

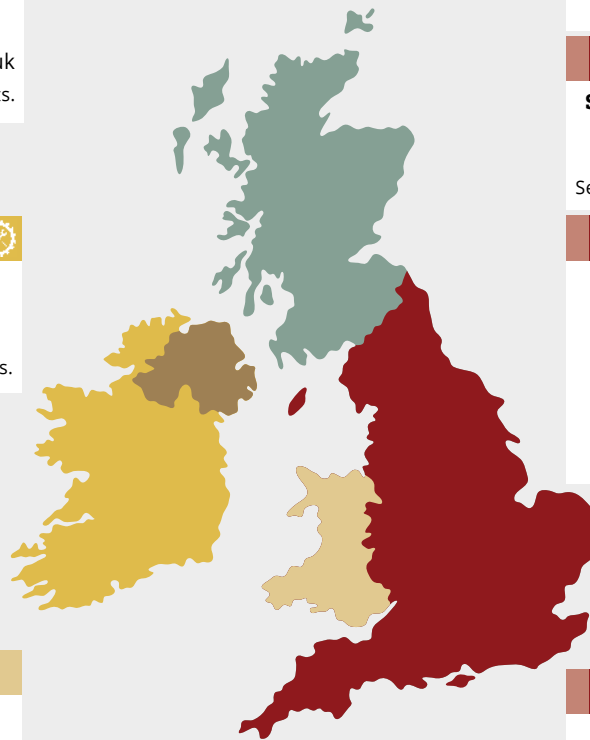
West of England

TERENCE MCAULEY

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See section report for coming meetings/events.



Note: all of the above are volunteers and will also have other commitments. Please bear this in mind when trying to contact them. Up to date details of forthcoming local events will be posted either in the Sections page of the TOC website, or within Section Reports in Floating Power. A summary of the current Section reports is also posted periodically on the club's Facebook site.



TOOLS

Club tools available for loan:

Section News

Northern Scotland

A far busier time this time round! Bad news first. Ian Smith, Big Smithy, our friend for the past 55 plus years, is not in a good way! He can hardly walk any distance, has a very severe shake, very dizzy and unsteady, and has lost around 5 stone in weight. He has not owned a Traction for many years now, knows he will never be allowed to drive again since having a blackout at the wheel, with near fatal consequences, and so has decided to give up membership of our club. Smithy has always been a steadfast follower of all things Citroen, particularly of the DS and Light 15, and we will all miss his company, friendship, generosity and good humour, but will always keep in touch with him. Onwards and upwards!



Attended the famous long established Kildrummy Rally along with son Andy, who took his newly completed 1951 Light 15 (over 30 years of ownership and total rebuild) on its first outing. Over a hundred cars in attendance, we did the road run, and after the judging was complete, the winner in its class was announced as "Andy Burnett in his Citroen Light 15". I approached the presenter and quietly asked which particular Light 15, as there were two and also both had the same named driver! A bit of confusion, then the winner was announced as Andy junior, so a great first outing for him and his car! Well done indeed! (his car is the maroon and black one, mine the maroon and grey in the photo)

Sheila and I also attended the CCC national near Huntingdon, not with Traction, and the only Traction there was Chris Bailey's one, so of course we had a bit of banter and met up with many other friends there. On the way back, we swung over to Liverpool to visit friends Tony and Christine Carrick, who is selling his really beautiful black and cream Light 15, then up to near Carlisle to visit Noel Davidson and his wife. Noel is a long time friend and a real gentleman, but has had to give up driving, thus selling his rare and exceptional metallic blue 1955 Big 15. Both cars are a credit to their owners and will probably be sold by now but if not, you will hardly find better examples!!

I was also asked to swing round to Eastriggs to check out on a bloke allegedly breaking a pictured beautiful BL, - whole

thing stinks as nobody would break such a car for spares and as anticipated, it was a total scam with no such house, street or person known there. There will probably be a follow-up in our FP to alert members of this!

Keep safe and if you need help, just phone!!

Andy Burnett

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

Southern Scotland



So little to report on local activities this time - no shows over the summer and even the Lochwinnoch event normally at the end of October will not take place this year. After all the work I had done on my Traction over lockdown I thought it would need a good shakedown before heading south for the national rally. A little run seemed like a good idea; in the end we had a wee trek down for an overnigher in Portpatrick - a delightful village on that knobbly bit of Galloway that sticks out into the Atlantic Ocean. The car behaved perfectly - even the clutch judder had gone.



With the rally then cancelled, there was a feeling of 'all dressed up and nowhere to go'. Except that I had already booked a night in a Dumfries B&B to break the journey on the way to the Lakes. Consequently, we had our own rally-of-one with a further night in Gatehouse of Fleet in this picturesque but little known area of Scotland. Once again, the car was fine - so much so that I largely forgot I was driving a 66-year-old car and wondered why people were staring at us. When you stop there's always someone who wants to talk. The other thing I notice is that youngsters just seem to love the car - 'Cool Car Mister' a frequent comment made through the window by school children. The Club needs to tap into this interest - but how?

On a totally different tack, we have managed to wade through the red tape and have escaped to our house in France for the rest of the summer. Together with fellow CCC member and DS owner David Park, I visited the 'village martyr' site of Oradour sur Glane in July. I have been several times and have always been overwhelmed by the atmosphere in this ruined town following the massacre

Section News



there by the Nazis in June 1944. However, this time, possibly to help reduce the almost tangible tension felt when walking around, we attempted to identify, wherever possible, the remains

of a considerable number of pre-war cars that were left scattered around the place and untouched since then.



Initially I was puzzled by the total absence of any Tractions – surely very popular in France at the time? Then I realised that they were extremely coveted both by the Gestapo and the FFF and had probably either been requisitioned by the invaders or spirited away for underground duties. The closest we came was a Rosalie (or similar) – doubtless somebody will know...

Peter Fereday

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

Northern, Lakes and Borders

Well, the demise of the National at the last moment rather left something of a hole in the calendar, and I spent the next few weeks unravelling who wanted to stay booked in for 2022, and who wanted to keep their powder dry and have a refund.

Not a terrific amount to report otherwise. The Corner House breakfast events of the first Sunday of the month have re-commenced. They have at the time of writing, just had number 3, which is the first one that I managed to attend, due to holiday and other commitments.

Not quite as big a turn out as usual, although still well attended, and a noticeable continuing trend towards Americana and modern classics. However, there was a nice



Model A Ford (owned by member George Halsall, whose Tractor was awaiting further attention) and a few other pre and immediately post war gems, including a 1940's Rolls that crept out of the car park in a veil of silence that would have done credit to a modern EV. Next event will be first Sunday in September (5th).

There is a possibility that the St Catherine's breakfast meets will also get going again in September, I will keep you posted. First likely date is September 12th. Of course the Mill Café is open again, and there is nothing to prevent you starting or ending a run there with a coffee and food, although booking is recommended.

As far as I am aware, the Rotary Club event at The Villa Hotel in Wrea Green is still on for the 4/5 September, so, weather permitting, I shall be attending my first 'proper' large show for almost eighteen months.

Also fairly locally to me, in Southport, is the Classic and Speed Show, in Victoria Park on October 10th. The blurb says that there is also a grand parade on Lord Street and the Prom and that admission is free. However, beware, if you are thinking of showing your car, the cost to enter your car is £15.00! I personally think that this is a bit back to front, giving the public free access but charging the exhibitors to show their cars, given that without the cars, there is no show. £15 isn't a king's ransom, but a lot of local classic car owners that I have spoken to, agree with me, and are intending to boycott the whole thing, as a matter of principle, so it will be interesting to see what actually happens there.

After a conversation with Mike McDonald, we are also considering a club presence at the Tatton Park 'Passion for Power' show in August 2022. This is something along the lines of the Syon Park Show reported elsewhere in this magazine. Given the demise of the Manchester shows, it seems a shame not to have at least one opportunity to expose the club to the wider northern public.

I am hoping that I have now fixed my own car and I am actually intending to try and use it as my daily local driver over the next week or so, to satisfy myself that all is well.

What did I do? I must confess that I am not really sure. I have returned the whole ignition system to standard and we will see over the coming days whether that has finally done the trick. A quick check over has also revealed a dodgy indicator that has inexplicably filled with water, corroded the contacts and some of the LED elements have

lost their fizz. I say inexplicably, because the car has been sat in the garage since April! It has been returned to (sort of) useable condition by cleaning everything up, but a new bulb is on order.

Bryan Pullan

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

London



London is opening up, we've now had 2 long overdue pub gatherings, great company, reasonable food and staggeringly expensive beer but sadly, no Tractions. We're a cautious lot, several with compromised health, so not inclined to be reassured by Old Etonians. On the plus side we've mastered ordering drinks with a QR code.

The London Classic Car Show at Syon was our debut 2021 event, a great, jolly and successful occasion and we did have fun. Particular thanks to Phillipe and the SHS section who ran the event once we were set up. Image shows stand built, almost ready for the visitors, spot the mistake.



The real test of the Roadshow concept is in late August at Farnborough, a bigger event with a bigger stand; this time in the capable hands of Jim Gibson. Hoping to see lots of Tractionnists.



Brakes that have been little used continue to cause problems, John Cresswell's Normale is the latest casualty. And, after weeks battling to replace and improve my Legere's system it's finally connected but the master cylinder has developed a leak so sadly it's a no-show for Farnborough.

This give an idea of the problem, on an early Légere the plumbing is above the torsion bar and below the engine mounting and distributor. They've both been removed, the car and engine separately lifted and the engine wedged over to provide working space. Even then it's 1/12 of a turn with short reach spanner, happy days!

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. At our last Larling gathering Dixi was joined by a exceptional green Traction owned by Clive, lovely to see Tractions amongst the varied selection of Citroen's from the CCC who join us. We have found both pubs are getting busy so best to order food early if you are intending to eat, The Angel Inn in particular is very popular with other car clubs so rubbing shoulders with GT 40s and XJRs no problem as we always steal the show.

14th September The Compasses, Essex

5th October The Angel Inn, Norfolk

26th October The Compasses Essex

16th November The Angel Inn

Jasmin Gagen

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

Tom Evans has also sent in some recent images from a show in Norfolk.

Classic Car meeting at Stody Gardens in North Norfolk, May 30th Bank Holiday Weekend when the sun shone and 100s of so called 'classics' turned up. Only 2 Tractions unfortunately,



Section News

but also this Northern Irish curiosity back from the future, with a Norfolk connection with the late great Colin Chapman and Lotus.



Peak



It was wonderful to have our first face to face Peak gathering on 1st August. I was delighted that 7 Tractions turned up plus a GS and a Spitfire. In total 17 adults and 2 children all enjoyed a cool but dry picnic at Carsington Water. Mick & Gill Boulton had used the excuse of a Traction meeting to drive up from Church Stretton and camp overnight. Other members had come from as far as Bishops Itchington, Birmingham and Sutton Coldfield. Thank you all for making the journey. We missed Sheila and Pete Marley who always attend the Peak meetings – Sheila has been very unwell and we all send her our best wishes for a speedy recovery.



Our next meeting is on Sunday 3rd October at noon. It will be at our favourite quirky pub – the Yew Tree at Cauldon.

Bev Oates

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

North East



It is with great sadness that we received the news of Ray Andrews death in July. Ray was a very active member of our Section and had been a Citroen fan for many years. Indeed he was one of the earliest members of TOC and was number 13 in the Club. There is a separate tribute to Ray written by his son Chris later in the magazine. He and his family had 9 Citroens between them. Due to Ray's bad health his pride and joy a 6H was auctioned off recently and if the purchaser reads this and wants a more detailed

history of the rebuild, Chris will be happy to provide. Ray attended many of our get togethers and we last saw him at the Newby Hall Show in 2019. He was often at CCC, 2CV and Traction and indeed Roller meetings. He and his cars received many awards. Dementia is a cruel condition. Rest in peace Ray.

Well the pandemic continues to curb car functions and because most folk are being cautious, there is little to report on. Hopefully we can have a run in September.

Graham Handley

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

Surrey/Hants/Sussex



On the last weekend in June we attended the London Motor Show at Syon Park. On display was our 1939 Roadster, John Moon's 1952 Light 15 and Bernie Shaw's Big 6.

It was well attended and there was a lot of interest in our Stand which looked amazing with a brand-new display system featuring historic photographs, information and maps showing places of interest that the club has visited. Also, information on spares and an impressive display of Traction 'parts'. The last day brought a bit of a 'disaster darling' but that will be explained in greater detail elsewhere in FP. Suffice to say it demonstrated the need for a more robust gazebo!

Our next outing was on the 3rd of July to Middle Wallop and the Museum of Army Flying for the Wings and Wheels event. We entered the Roadster in the Concours' D'Elegance and our son brought the Big 6. There was a lot of competition especially from a beautiful Jaguar SS and a Ferrari, which had been professionally restored. To our amazement (and for the first time outside of Club events) we won first prize and people's choice! Prince Michael of Kent was the Judge and so we forgave him for all the other times he passed us over!



July saw us holidaying (remember that!) on the beautiful island of Guernsey with Rob and Carol Kiff. Carol and I even

ventured into the dickie seat of Rob's Roadster and caused quite a stir, especially when trying to get out! We also had a great day out doing a treasure hunt with the Guernsey Classic Car Club, Phil and I in Rob's Roadster and the Kiff's in Rob's TR2. Thank you, Rob and Carol, for the most wonderful holiday and the use of their lovely car.

By the time you read this we will have had our annual Bar-B-Que, are things getting back to normal?

Happy motoring to everyone.

Sue Allison

For contact details see main table at beginning of this section

Kent/East Sussex

An event at last!

6 TOC members braved the near Biblical rainstorms in July to attend the "Great British Picnic" at Goudhurst. I'm sure many were put off by the forecast, but for those of us that did attend we had 2 hours of a warm and pleasant Sunday in a beautiful location surrounded by a really good variety of other classic vehicles including some stunning Bentleys.

It was particularly good to meet with founder TOC member John Waghorn and Hilary from Greatstone-on-Sea who are preparing to get their Commerciale back in service for an upcoming family wedding. John is seeking a good 6 volt battery supplier for the Commerciale, can anyone point John in the right direction please?

We welcomed new members Tim Turner from Minster-on-Sea and Trevor and Marcia Philpott from Hawkinge, both with their Light 15's currently undergoing restoration.

The journey home, albeit only some 10 miles for me, was some of the most challenging wet I have driven in, fording water most of the way and remembering to dry the drum brakes before needed next!

The "Great British Picnic" is now well established as a regular event which we look forward to attending next July.

Looking ahead;

Ron & Sue Herival have a couple of gems we might visit in the Autumn on the South Coast of Kent / East Sussex namely the Red Pig at Pett Level or The Snack Shack at Dungeness.

Perhaps combining a mini safari around Romney Marsh?

Adam Gilbert knows of The Kentish Horse, Mark Beech, South of Edenbridge, for a good pub meet.

Do let me know your thoughts on these?

Stay safe,

John Barsley

For contact details see main table at beginning of this section

West of England



I'm afraid our section is continuing to have a rather quiet period. Latterly this has been partly due to a mishap on my part, where my Traction met a metal fence coming

back from the Shelsley Walsh hillclimb in mid July. I would just say that one should beware of a long trip at the end of a very hot day. I am likely to be carless for the next 2-3 months which has rather put a dampener on things. However, I will try to organise something locally ere long (all suggestions gratefully received).

A not so pretty picture: (it looks a lot less dramatic with the wing and bumper taken off.)

Terence Macauley

For contact details see main table at beginning of this section



Ouch! Very annoying, I snagged the rear wing of my own car recently, only a scratch, but I can imagine your dismay. Editor.

Wales

Our section had its second trip to the Elan Valley near Rhayader on the 24th July. We were very lucky with the weather as after a very hot week the forecast was poor. However, on the day, there was no rain, and in all seven cars arrived and a very enjoyable day was had by all. One of the interesting experiences of living in Wales is discovering that Welsh Water is run by the Welsh Government and that includes the visitor centre. As a result, there is a feeling of "it costs what it costs" and the facilities are all excellent. There is a substantial play park, and my grandchildren spent the entire day running round some interesting options!

Andrew arranged our own parking area and our cars looked very smart lined up under the impressive face of the dam itself. It was felt that the day had been successful and there were some suggestions about trying a different location next time, perhaps with a meal. However, after some subsequent phone calls, it was felt that the Elan Valley offered the best all round package in these uncertain times and we have decided to repeat the adventure again on

Saturday 18th September, and as before, meeting up at about 12.00 and finishing around 4.00pm.

We would welcome any TOC members to join us and you can find out more about the Elan Valley on <https://www.elanvalley.org.uk/>. Hope to see you there!

Any questions, call us on:

Andrew Tweed/Julian Pratt

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



Your Letters

Traction Grand Prix

We were at Silverstone last weekend (in August) with our other classic, our Triumph Stag. We were delighted to watch a beautiful Citroen Traction Avant do a lap of the track and having media passes we were honoured to be in a good position to get good photographs.

The owner is Matthieu Dore, I checked he was happy for the photos to be used.

Regards
Jan Fuss



That ****! Misfire

Hi Bryan

Reading about your problem reminded me of a similar problem I had a couple of years ago so I thought I'd pass on my experience just in case it helps.

My car started intermittent missing, totally random and each one just a sort of hiccough. I spent a while faffing about with the carb, thoroughly cleaning etc. To cut a long story short,

it turned out to be the 123 distributor I had fitted only about a year earlier. I borrowed a friend's French distributor to establish the culprit., and to allow me to go on a Club Rally, So, I returned the 123 unit and it was quickly fixed.

Hope this helps
Regards
John Moon

Hi John. Thanks for this (one of many responses received to my tale of woe.) I have more or less got the car running properly again, although I am not clear as to exactly what the cause was, having fiddled with both ignition and fuel in the end. Bryan

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

Bastille Day, New York City 2021

Mark Gluck from the USA (Right, wearing Kepi) forwarded these pictures of his Traction plus numerous other French cars, parading through New York and New Jersey on Bastille Day.



National Rally 2022

The 'Third Time Lucky' National Rally 2022!

Here is, yet again, the application form for the National Rally in 2022. Same venue, same format as originally proposed in 2020/21. based at the Damson Dene hotel near Windermere over the weekend of June 25th. The hotel has a leisure club with pool etc. which is available at no extra charge to residents, so anyone who just wants to chill out can take to the water, sauna, or the other facilities. We have a block of rooms currently reserved, but have to commit to numbers at the end of January, so anyone who has not booked in by then, may unfortunately, miss the boat. This, does mean making your 2022 decisions a little earlier than you might otherwise have wanted to do, but unfortunately that is where we are.



The general idea, for those of you who are not familiar with the previous attempts (thwarted by the pandemic) is that we arrive on **Friday** afternoon, for a social gathering, briefing, and dinner. **Saturday** is a day for getting out and about in the Lake District National Park. You will be given a road book with a number of suggested routes of varying lengths and en route attractions, and you can choose one of those, or simply drive off and do your own thing for the day, returning in the evening for dinner at the hotel. For those of you who have had enough driving, there will be pointers to local attractions such as the Windermere Steamers, Lakeland Boat Museum, or the nearby steam railway.

Sunday is a little more organised, with a morning visit to the Lakeland Car Museum which claims to exhibit the largest collection of Motobilia in the UK, as well as many interesting examples of historic cars (including some Citroën exhibits), plus a large exhibition dedicated to the Campbells and their Bluebird cars and boats. Then off for lunch at and a look around nearby Leighton Hall, before dispersing in mid afternoon.

Rates for two nights are as follows. Double /twin room £336, Single room £208, Rally fee per person is £50. Supplements for dog: £10. Accommodation is half board, ie: breakfast and dinner. If you have any special needs, dietary or otherwise, then please advise when you book.

Rally fee includes Sunday lunch and entry to the Lakeland Car Museum.

Please make sure that you have supplied the information requested on the enclosed application form with your booking. If you cannot copy the application form overleaf or do not wish to damage the magazine, then contact me at tocnatrally@gmail.com and I will email you a copy.

Booking/PAYMENT

- If you wish to pay by cheque please forward to Tony Malyon (club treasurer) your application form payable to "TRACTION OWNERS CLUB"
- For ease of accounting please pay by BACS transfer to: Sort Code 20-20-62 Account No 40617679 reference TOC LAKES RALLY
- PLEASE email me at the same time as the payment is made with a copy of the form.

If you wish to stay for additional nights, please contact the Reception Team, **Damson Dene Hotel**, Crosthwaite, Nr Bowness-on-Windermere, LA8 8JE, Tel: **015395 68676** with requirements to book.

Traction Owners Club National Rally in the Lakes

24th-26th JUNE 2022

Based at The Damson Dene Hotel, Crosthwaite, Cumbria

Please complete in BLOCK CAPITALS

Driver's Name _____ Dietary or other Requirements _____

TOC membership No _____

Passenger Names _____ Dietary or other Requirements _____

Address _____ Post Code _____

Phone: Home _____ Mobile _____ Email _____

Vehicle Details: Model _____ Year _____ Registration _____

	Rate up to January 22nd, 2022	Total
2 nights Friday to Sunday (2 persons) Per room	£336	
2 nights single Per room	£208	
<div style="border: 2px solid black; padding: 5px;"> Double () Twin () includes HALF BOARD (ie: breakfast and dinner for both nights.) Please tick your requirement </div>		
Dog	£10	
Friday Evening Meal only *	£25	
Saturday evening meal only *	£35	
Rally Attendance Fee per person	£50	
Grand Total		

* Please note This supplement (per person) is for members who do not wish to stay at the hotel but have made other arrangements, or live locally. Breakfast and Dinner are included in the room prices for residents

If you wish to stay for additional nights, please contact the Reception Team, **Damson Dene Hotel**, Crosthwaite, Nr Bowness-on-Windermere, LA8 8JE, Tel: **015395 68676** with requirements to book.

Rally Attendance fee includes

- Rally Plaque
- Road book with itineraries
- Lakeland Car Museum Entry
- Sunday lunch

I agree to the terms and conditions of the rally as set out in Floating Power

Signature _____ Date _____

A Lack of Rear Brakes

Whilst cleaning around the back end of my car I noticed that the wheel was difficult to turn and on further investigation I found that the brake cylinders had seized on. This made removing the drum difficult but it eventually came free. When I got the wheel cylinder off, the pistons were really difficult to remove and there was a lot of rust inside the rubber dust caps. I honed the bore of the cylinder and cleaned up the pistons ready to remount onto the back plate. The brake fluid was a very dark brown with quite a lot of residue. A trick I have used in the past is to place a copper washer behind each of the rubber seals so the spring sits against them. This keeps the seals spread properly.

After fiddling with the eccentrics to get the shoes to sit right the drum was put back. I then had to check the other side of course but this wheel turned freely. When I dismantled this side the reverse was true; the cylinders had seized so they could not touch the drum. Effectively both these situations meant that I had been driving with no rear brakes. I got to thinking of a solution that would not be expensive and opted to buy a set of wheel cylinders meant for a late 2cv. I already had a set and compared the size with what I had taken off. The piston on the Traction is 25mm and the 2cv is 28mm, mounting holes exactly the same but the inlet was smaller and off centre. I made sure those that I purchased had the feed hole in the centre.



The banjo fitting to the rear of the cylinder is 11mm x 1.25 so a tap was purchased of this size and the feed hole in the new cylinder enlarged and threaded. The rubber seals on the new pistons are set into the pistons and there is no spring between the two pistons either. With everything cleaned up the new cylinders have been mounted and the brakes bled (a new fluid reservoir was also bought and mounted as the old one was had a lot of rusty sediment in it). I am amazed now, the brakes are working and very efficient but I have a problem to be solved at another time: pulling to the right when brakes are applied.

Since installing the new cylinder I have noticed a slight weep on the new fittings. I suspect this is because the joint face on the cylinders has not been machined true to the bore however, I shall keep my eye on it to see how it progresses. Picture attached showing the two new cylinders before and after rethreading to 11mm.

Joseph Dobson (alias: off his rocker!)

If you are thinking of doing this bear in mind that late 2CV's use LHM rather than DOT 4 brake fluid which isn't compatible with the rest of the Traction system. Check what you are buying. (LHM cylinders have green dust caps). The seals may not be compatible with DOT 4. The lack of a spring between the two pistons can sometimes (on a 2CV) also result in excessive brake pedal travel due to the pistons not always returning to the 'full out' position when the brakes are released. Some 2CV owners retro fit a spring between the pistons to counter this.

Pulling to the right might imply that your left hand flexible on the front wheel has an internal restriction and can't feed fluid through to the wheel cylinders at the same pace as the right had one.

Editor (2CV owner!!!)



London Classic Car Show

London Classic Car Show 25-27 June 2021 Syon Park

Normally held at the Excel Centre in East London, the 2020 show had been cancelled due to the coronavirus pandemic during the first lockdown and had subsequently been planned for April this year. The continuing crisis then forced the organisers to postpone it until June with the hope that the vaccine rollout would allow restrictions to be eased enough for an outdoor event with controlled entry admission and suitable social distancing to take place safely.

With that in mind, Mike and Ian set about planning a display to accompany the cars on show which would relate to the theme of the show – ‘Evolution’. They wanted to show the development of Citroën from an armament factory during the First World War to a car manufacturing plant producing simple hand-built cars and then, with inspiration from mass-production techniques in the Ford factory in the USA, through the pressed-steel bodied C4 and Rosalie culminating in the Traction Avant that we know and cherish to this day. They felt that an image-based exhibition stand with minimal text could form the basis of the display, augmented with a showcase of the benefits of Club membership – the availability of plentiful spares, expert knowledge, specialist tools for those undertaking restoration and servicing for themselves and a vibrant social side with rallies, tours and meetings all over Britain and Europe as well.



was only 6m x 3m and the team had to amend their plans accordingly.

They had also acquired the frame for a large 3m x 3m projection screen and used this to mount two printed banners which were found in the Club's existing exhibition materials. They then received a plan of the show indicating the position within the site and that the stand would be 10m x 10m which would accommodate 4 cars to the front, the display to the rear and still have room for a table and chairs.

Ian arranged with RWD Ltd, who supplied and store the exhibition stand, to collect 2 of our 3 wooden crates which would contain the appropriate components for the stand design and these were brought back to Ian's house, where a trial run was staged to determine the arrangement of the images and other display items. It was then decided to make use of the wooden crates as part of the display to showcase examples of Traction spares available through the Club, and Mike's friend, set designer Jonny Taylor, prepared the text title graphics and stencils to complete the effect.



The Club's modular exhibition stand system which has worked so well at the National Shows at the NEC would form the basis of the display, but would need protection from the weather at an outdoor event. Thus, they arranged to borrow what was understood to be a 9m x 3m marquee that had been used at weddings, and modified the stand design for the 2020 NEC show (which never took place), to fit. Unfortunately, at a trial set up, they discovered that it



London Classic Car Show

The show cars decided upon were Ian's 5hp representing the 1920s, Philippe Allison's Light 15 roadster representing the 1930s, Bernie Shaw's Paris-built 15-6, the 1940s and John Moon's Light 15 saloon, the 1950's.

The set-up started on the Wednesday before the show, which opened at 10.00am on the Friday morning and went very smoothly and pretty much according to plan, so that by the end of the afternoon all was in place ready for the cars to arrive the next day. Sadly, the transportation of Ian's 5hp did not go so well as he encountered problems with his trailer wheels such that he had to abandon the 5hp and the trailer at London Gateway services on the M1 and drive to Wellingborough to borrow Bernie's trailer, by which time it was too late to get to Syon Park, so he reluctantly took the car home.

Despite this, the three Tractions made a spectacular introduction to the TOC stand and attracted a great deal of interest, and once visitors were encouraged to enter, many were fascinated by the Citroën story and the activities of the Club. Philippe and Sue Allison, Mike and Ian were on hand throughout the show to welcome visitors, Bernie was there on Friday and John and Margaret Moon joined them on the Sunday.



Despite the uncertainty of the weather that weekend, Friday and Saturday were largely fine, warm days, but there must have been a hurricane on Saturday night as when the team arrived on Sunday morning, the roof was missing and the display was open to the elements! It turned out that the roof, which had been tied down with appropriate guy-ropes, had distorted to such an extent that the metal frame poles had been bent and broken by the force of the wind and had flipped over to the rear of the display. Fortunately, it had not rained, but showers were forecast for Sunday and it was decided to dismantle the whole display and pack it back into the wooden crate. The marquee roof was beyond repair but the banners on the screen frame were still intact and there were six TOC banners deployed.

London Classic Car Show



As such the show went on and a steady stream of visitors, attracted by the three cars, were entertained – and it never actually rained all day!



This show was one of the first large outdoor events to take place since the Covid-19 outbreak and some 15,000 people attended over the three days. As far as the TOC is concerned, the primary aim was to showcase the Club and demonstrate that owning and running an interesting and

iconic classic car need not be an unassailable dream – the Citroën Traction Avant is a practical proposition – it need not be exorbitantly expensive to buy, it is

not usually expensive to run and is both comfortable and safe to use on the road. We may not have recruited any new members at the show, but we have certainly planted the seed and if we continue to promote the Club at similar events, we can keep the Traction tradition in the public eye and hopefully ensure that there will be younger, like-minded enthusiasts driving and cherishing them for many years to come.

Ian Harvey



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Bailey's Banter

Well, the National Rally was cancelled. Again. But Christine and I went anyway.

Well kind of. We had planned to go on to Morecambe after the rally. Instead, we set off a couple of days later than the original plan and went straight there, taking in the Lakes on the way back. And did we take the Traction? We most certainly did.

A few days before departure I actually went into work. This was only the second time this year that this had happened, and I had become out of touch. The roadworks that had frustrated me for 10 minutes when I last went that way in March had now become much worse. A 2-mile traffic jam took an hour to get through. I was in the Traction because, for some reason, the DS did not want to start that wet Monday morning. No such poor behaviour from the Traction so I rewarded it with an hour of edging forward slowly in the pouring rain. I amused my Korean colleagues in a "Teams" conference call with views of a 70 year old car's windscreen wipers – although actually the wipers are new. I amused myself watching the rain turn to steam as it hit the bonnet.

Finally, I reached the green traffic light and could speed up to get through it before it changed to red. Er – Traction said "no" – or at least, "not so fast". Cough, splutter. Backfire. No speed – a bit like "limp home" on a modern car. Bugger. Those who had been queuing behind me were not amused and I had to pull over to let a couple of cars go past. Then the light turned red again. I did get the engine's attention by pulling out the choke and slipping the long-suffering clutch and when the light turned green again I was able to chug my way through the roadworks.

I suspect the cause was fuel vaporisation as things were getting very hot under the bonnet. I've no idea how hot as I have neither temperature gauge nor light. But it wasn't squeaking or boiling. I had one more mile to go and it seemed to sort itself out by the time I arrived at work.

Naturally, I gave the car a check over before we left for the North. Mileage has been low recently

and it must be a couple of years since the last oil change. I had a bit of a surprise when I saw the drain plug. I had completely forgotten that it was fitted with a magnet which had been sent to me by an anonymous well-wisher. In fact, this was the first time I had drained the oil since fitting it. If you were the anonymous donor, thank you very much. You can see from the picture that iron dust, suspended in oil, had accumulated on the magnet. Once I realised what it was, I was surprised there wasn't more dust and I was very pleased to see no shiny lumps of metal in the oil. I wonder what it will look like next time.

I had already fitted the headlamps with LEDs which work very well, but my taillights remained poor. The nearside lamp in particular is dim and tries to hide behind the bumper. Just before we left, I fitted a pair of LED combination lamps. These were supposed to function as additional indicators, taillights and brake lights supplementing the existing lights that are all fitted with filament bulbs. It seems the LED drivers don't like too many filament bulbs being connected in parallel and I could not get all the functions to work together. I could have up to two functions but if I tried all three, I got nothing. The functions I really wanted were the taillights and indicators, so I chose not to connect the brake lights. I suspect that if I swap the existing filament brake lamp bulbs for LEDs the additional

LED lamps will work on all functions, but I did not have time to do this before we left.

The only faults I knew of were a split boot on the inner CV joint – the same one I had replaced in 2018 – and that annoying buzz at 59 MPH which I believe is a loose baffle in the silencer. The baffle wasn't going anywhere and, although a split CV boot would be an MOT failure, this was an inner joint and therefore posed no risk, so I left it alone. Had it been an outer joint I would have repaired it.

And so we set off for the North with complete confidence in the car and fully prepared for wet weather.

There was no rain – none at all. In fact, the weather was fantastic. We had become rather used to rain in the south east, but we left it all behind.

We chose to let Waze navigate the route for us, having told it to avoid motorways. First overnight stop was Worcester and then on to Morecambe where we stayed for 2 nights.





I was very pleased to take a few photos of the car in front of the Midland Hotel. I had never visited it before and had been looking forward to this for a long time. A decent photographer might have got a better angle – or even cleaned the bird poop of the car – but I was very happy just to take the picture.



We bumbled around the local area for a couple of days and then moved to Ambleside for one night and then on to Kirkby Lonsdale for another before we headed home again. We broke the southbound return journey with a stop in Lichfield.

Our confidence in the car was well founded as it performed faultlessly using no detectable amount of oil or coolant. The latter is significant because we did some climbing in the lakes and the Yorkshire Dales and we got stuck in some heavy traffic in Halifax, Huddersfield and Sheffield on a very hot afternoon. The radiator is filled with Fernox Alpha II inhibitor which has a slightly lower boiling point than regular antifreeze, but it all stayed put. And we did not have a repeat of the fuel vapourization problem (if that's what it was).

There are always a few rattles and one tends not to worry about them - until they stop. A new one emerged as we

headed south. It seemed to come from the speedo. It was certainly speed related – starting at about 30 MPH and going away, or at least being subsumed by other noises at 52 MPH. That gave us a window between 52 and 59 MPH without unpleasant noises. I didn't know if the problem was in the speedo itself or the cable but was concerned that the speedo head was not going to survive. It did though and, the next morning when I was checking the oil, I jiggled the speedo cable. I found nothing wrong, but jiggling seemed to do something as the rattle was no more but the speedo still worked. I'd better have a closer look at the cable.

As well as the return of relative peace and quiet this was also good news because I use the odometer as a fuel gauge. I always reset the trip when I fill up and like to refill before it reads much above 220km. I can use the satnav to check my speed but would probably forget to fill up without the speedo. Despite this, I didn't take any note of the total distance we covered but I estimate it was about 800 miles in all.

And so, we arrived home without having used the lights, the wipers or any of the tools, oil or water that we had taken with us. No engine management lights came on and nothing fell off. I call that a win.

You may have seen my car featured on the HubNut YouTube channel. If you did you would be one of the 52,000 viewers so far, over 400 of whom left a comment about either the car or the video, or both. Most of these were very positive but there are a couple of people out there who do not like Tractions. One viewer thinks the car looks like a "cross between a Hot-Rod and a Hearse" and goes on to say it is "uglier than a 65 year old heroin addict prostitute from a Birmingham housing estate (other housing estates are available)". On the other hand, other reviews use words such as "beautiful" quite frequently. One viewer commented that the car had been spotted on the promenade at Morecambe.

Another comment included a link to a Light 15 owner's Instruction Manual. I wasn't going to bother clicking on it but I'm glad I did. We have the same document on the TOC Website but I hadn't really studied it. It says it is for the 1953 Light 15 and Big 15. Now we all know that the Light 15 and Big 15 were made in Slough and were thoroughly English. Certainly, this manual is written in English – including exclusively imperial measurement units. But why does this manual have the Quai de Javel address on the front cover? And why does it show left hand drive French style dashboards? On the dashboard it shows a control for a heater. At the back, it gives both the Slough and Paris addresses for spare parts catalogues and repair manuals.

However, we also have a 1953 Instruction Manual for the Light Fifteen that is 100% English, right hand drive with no French addresses at all – and yet it does give metric equivalents for most of the details in the specification section.

Bailey's Banter

So what's the story for the first one? My guess is that this manual is for the LHD "Export" version – of which, in 1953, there were a grand total of 7 cars made in Slough – all were Light 15s.

Without looking at this manual, I would not have noticed that the big boot French cars had a knob on the dashboard to turn the heater on. Small boot cars don't have this and, as far as I know, neither do the RHD big boot Slough cars where one must reach down – or across in the Slough cars – and push or pull the bung in the bulkhead. The knob, on the other hand, moves a pushrod which opens or closes a rubber flap - luxury. It won't make it any more effective though.



I am grateful to **Michael Quinlan** for alerting me to a recent sale at the Osenat auction house. A very nice 1937 7C with only 22,400 kms on the clock was sold for 24,000 euros. A lot of money but a very nice car. As well as being low mileage and in fine fettle it sported unusual art deco bumpers and front indicators. The bumpers are like those that were offered as aftermarket accessories by companies such as GM (or G Maire), Speed and Repousseau. The latter are listed in the accessories catalogue on the TOC website which also shows the sidelamps, although no manufacturer is named for those. I would very much like to see those on my car,

especially when parked in front of the Midland Hotel. Who knows, if they were, I might even have given the car a wipe over before taking its picture.

Since the trip to the North I have done precisely nothing to my Normale except drive it some more. It has used neither oil nor water – but it has drunk lots of petrol. The main reason for that is that I have driven it quite a few miles. A few trips to work, the CCC National Rally (which was not cancelled) and a bumble around the Surrey lanes have consumed several tankfuls.

I don't really measure the fuel consumption which could be higher than it should be because I think it is running a bit rich – even the reception committee at the CCC Rally commented on that when we arrived at Abbots Ripton. I'll be sticking the Colortune in the spark plug holes soon. And what if I find it is running rich? If this was an SU, Stromberg or even a Weber I could fiddle about with a mixture screw somewhere on the carburettor. But this is a Solex and apparently does not have such things. Well, it does have a screw for the idle mixture but not for normal running.



If something needs to be done invasive attention will be necessary. I would look at the simple things first. Is it still rich with the air filter removed? It's a new filter – maybe more restrictive than the old one? Is the fuel level in the float chamber too high? I've had that before on my Chrysler when



the modern fuel had hardened the valve seal rubber so that it didn't really shut off. And what about the inlet manifold drain tube? That allows a small air leak which would weaken the mixture. A blockage would result in richness. That's an easy check which I could have done in the time it took to write it down. But it's raining. If those things don't resolve the problem (assuming I have a problem) the carb will have to come off and be taken apart.

I'm loathe to do that because the engine is running fine otherwise. We did a little over 300 miles on the weekend of the rally with three adults, a large dog, a couple of suitcases and a boot full of tools. I fear that if I take the carb apart, I'll be writing about flat spots, pinking and other nightmares for years to come.



The CCC rally was a delight. We arrived late on Saturday, missing out on the Fenland drive. **Ian Harvey's** Traction was already there. On Sunday, however mine was the only one and the oldest car present (where were the rear wheel drive cars?). Since cars were parked in order of age we were in pole position. Next to us was a 1952 2CV. I think they made a good pair. The Normale was awarded the prize for best pre-1955 car and I feel a bit guilty about that as the 2CV had such wonderful character. Previously my car has been voted Best Traction – normally because it was the only Traction. Had Ian brought his car back on Sunday his car would have won it. However due process was followed and we came away with a Concours Certificate which must add thousands of pounds to the value of the car. That was not the only valuable piece of paper we received. A charming and talented girl drew this brilliant picture of my Normale from a photo in the July Citroenian. It was worth going to the rally to see how pleased she was to see the car there.

I enjoyed the rally for other reasons too. Meeting other Traction owners for the first time in ages was very welcome. **Ian Harvey, Ian Beale, Mike Wilcock** and I discussed all sorts of thing including the merits of adding a brake servo to a Traction. Ian has done this to his (see the last issue of Floating Power) so it must be a good idea. I don't plan to add one to my Normale but, as I am in the middle of rebuilding an old one for another car, I have an interest.

Did you know that the vacuum brake servo was invented and patented in 1920 by John Godfrey Parry-Thomas – he who was famous for land speed records and Babs. I had no idea that Parry-Thomas was such an accomplished engineer. More than ten years earlier Parry-Thomas had been developing a whole range of devices, mainly automotive. He had patents for valve gear, electric drives, suspension and a continuously



variable transmission. This was trialled in trains and road vehicles including a Leyland bus. Eventually it was realised that the "Thomas Transmission" was too complicated, and the project was shelved. Parry-Thomas then took a job with Leyland as chief engineer. He would have been a contemporary of Sensaud de Lavaud whose own continuously variable transmission was intended for the Traction Avant. Perhaps they should have worked together. Maybe they would have made it work and the Traction could have had the transmission that Andre Citroen envisaged. And maybe Parry-Thomas would not have broken those speed records or lost his life in the process.

At the end of 1929 Citroen Ltd was accused of infringing several patents relating to vacuum assisted braking, including Parry-Thomas's. The court found that Citroen had not infringed the patents. The plaintiffs appealed but Citroen was still found not to have infringed any of the patents.

I don't know much about the rear-wheel-drive Citroens but I do believe some of them had servos, supplied by third parties, e.g. Westinghouse. The infringement case was brought by Societe Anonyme Servo-Frein Dewandre of Liege, Belgium who themselves made brake servos which they licensed to Bosch. A subsidiary was Clayton Dewandre of Lincoln, UK who supplied servos to Riley and other British car manufacturers.

I don't think Citroen made their own and, as far as I know, no Traction Avant left a Citroen factory with a brake servo. Or do you know different?

Despite the appalling weather forecast it did not rain at the rally. It certainly did on our way home though. I now consider I have given the new wipers a proper test and found them to be good. I would go so far as to say they were excellent. Some who saw the HubNut review of my car on

YouTube commented on their slowness. On a wet screen, especially when the motor has warmed up, they are quite quick enough for even heavy rain. Being a small screen, the wipers have much less water to clear than they would on a modern car.

We had another opportunity to test them on a mystery tour some friends organised. The route was described in a series of "What Three Words" codes, which, it turns out, is a very frustrating way to navigate – especially when there's no phone signal. It was a good drive though, taking us along some extremely narrow and muddy Surrey lanes which were new to us. On this adventure we were again three adults plus dog, but this time without suitcases. I am becoming aware of the exhaust grounding occasionally which I think is a new thing. I hope this is a sign of failing exhaust straps

and not a problem with the springs. Another thing to look at.

And there we have it. There's no such thing as a free lunch. If you spend all the time driving your Traction without doing any maintenance, at some point it catches up and you'll do it eventually. Or will I?

Chris Bailey



Big 6 Downunder

Kevin Taylor gets some paint onto his Big 6, (Well a bit anyway!)

It's now the end of April and as we move into Autumn the weather is milder and the plan was to get some colour on the body of the car. I started by spraying primer filler and as the car is outside, the primer highlighted many of the small imperfections that could not be seen whilst the car was in the garage. So colour will have to wait as I spend more hours sanding back and making good the small scratches and uneven surface.



When I bought the car it came with the Pork Pie rear light which I intend to use but need also to add brake lights and indicators. With that in mind I ordered a pair of brake lights from the UK and they arrived in just over a week. I'm told they are more appropriate for a 1951 as the slightly larger lights were fitted after this time. I've also ordered five leather hides so that I can get the two front seats and rear passenger seat re-upholstered. The colour chosen is called Simply Red.



Painting the car has been on hold as my air compressor decided to pack up. I had only given the rear guards one coat before the air pressure fell to below 10psi which brought everything to a halt.

The seats were dropped off at the upholsterers on the 22nd July and should be ready in a month. The upholsterer is also going to make up some hidem binding using the offcuts of leather as I cannot find anywhere that does the original edging, which is a loop of furry material.



Look forwards to seeing the freshly re-covered seats, Editor

The Traction Owners Club Ltd



Explanatory notes on the accounts for the year ended 31st March 2021

Introduction

There have been no significant changes to accounting structure this year, the focus, inevitably has been on ensuring the Club continues to function effectively and remain solvent with the challenges of "lockdown".

The new rules relating to the import of parts from the EU came into effect late in this financial year and is anticipated to have some impact in the coming financial year.

Summary

The company made a loss before tax of (£3,027)	(2020 -loss £3,188)
This was a trading loss of (£861) before depreciation charges	
Spares sales in the year were £37,826 (inc shop sales)	(2020 -£40,977)
Net income on spares sales after costs was £12,601	(2020 -£14,030)

Other Income

Subscriptions	£22,089	(2020- £23,090)
Spares Levies	£1,094	(2020 - £1,085)

Overheads

Magazine Production	£22,535	(2020 - £23,090)
Postage & Carriage	£3,890	(2020 - £3,148)
Stationery	£126	(2020 - £842)
Tour & Exhibition Costs	£608	(2020 - £608)
Depreciation	£2,167	(2020 - £2,328)

Cash in Hand

Barclays Spares Acc	£6,110
Spares Petty Cash	£11
Barclays Main Acc	£107
Barclays Premium Acc	£2
Total	£6,230

Note: Should you have any queries please send them to me by email to web@traction-owners.co.uk by no later than 30th September 2021 **Cleve Belcher**

TRACTION OWNERS CLUB LIMITED

PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MARCH 2020

	2021 £	2020 £
Turnover	37,826	40,977
Cost of Sales	<u>25,225</u>	<u>26,947</u>
Gross Profit	12,601	14,030
Administrative expenses	<u>38,505</u>	<u>40,437</u>
	(25,346)	(26,408)
Other operating income	<u>23,175</u>	<u>23,585</u>
Operating Profit (Loss) on Ordinary Activities Before Taxation	(2,728)	(2,822)
Tax on ordinary activities	<u>(299)</u>	<u>(366)</u>
Profit (Loss) For the Financial Year After Taxation	(3,027)	(3,188)
General fund brought forward	118,529	
General fund carried forward	<u>115,502</u>	<u>118,529</u>

BALANCE SHEET AS AT 31 MARCH 2021

	2021 £	2020 £
Fixed Assets		
Tangible Assets	14,811	15,943
Investments	<u>301</u>	<u>301</u>
16,244	15,112	
Current assets		
Stock	106,159	108,359
Debtors	946	1,331
Cash at bank and in hand	<u>6,230</u>	<u>5,573</u>
	113,335	115,263
Current Liabilities		
Creditors: Amounts falling due within one year	<u>12,945</u>	<u>12,978</u>
Net Current Assets	<u>100,390</u>	<u>102,285</u>
Total Assets Less Current Liabilities	115,502	<u>118,529</u>
Capital & Reserves		
General fund	115,502	118,529



Monte Carlo or Bust!

Haymarket Press kindly allowed us to use this article, originally printed in *Classic and Sports Car* in October 2020. It gives an account of a drive through the uplands of Portugal in a subtly modified Six, originally used for motorsport in the 1950's by Joao de Lacerda.

My thanks to *Classic and Sports Car's* Editor in Chief, Alistair Clements for his permission to use this article, and of course to its author, Richard Heseltine.



MONTE-CARLO OR BUST!

Beneath its unassuming exterior, this racy Citroën 15-Six Traction Avant has been built into a recreation of an unlikely rally competitor

WORDS RICHARD HESELTINE PHOTOGRAPHY MANUEL PORTUGAL



'Once freed from the bovine throng that passes for traffic in these parts, the *Reine de la Route* hooks up with a chirrup from the front tyres. Blimey, wheelspin!'



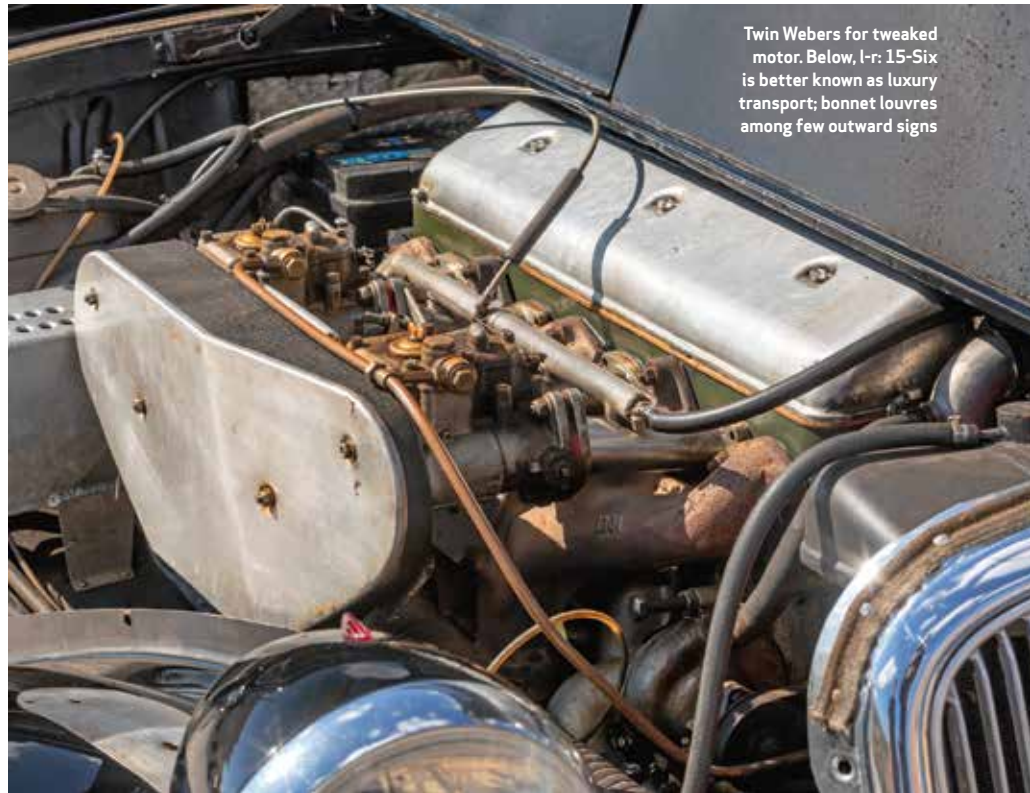
She furrows her brow and nods, curious and approving, before returning to the business at hand. We are moving at the pace of a funeral cortège, having lost sight of the camera car a while ago. Flanked by the nice lady with the headscarf and a big stick, not to mention her herd of chocolate-brown heifers, there's plenty of time to take in our surroundings. It isn't as if we will be catching up with our comrades soon. We are more than halfway up a mountain, with weather-beaten stone walls and farm equipment ventilated by age and neglect peppering the landscape. In the distance, wind turbines churn and behind us is an elderly gentleman aboard a very noisy, modern-ish microcar.

And then there's the road ahead. It is much the same as the road behind us: sinuous, perfectly smooth, and with only the occasional sliver of Armco to stop you from tumbling into a different realm. Motorsport is rife in this locale, and this has World Rally Championship stage written all over it, and writ large. Perfectly contorted switchbacks beckon you, and we have the perfect tool for the job – a 1951 Citroën 15-Six D. Talk about bringing a dull spoon to a gunfight.

Except, as soon becomes clear, this isn't your average Traction Avant. Scroll back half an hour and glances were exchanged and batted away between mechanics and the car's keepers. Those, and smirks. They then let slip that outward appearances here are deceptive; that this Citroën would be full of surprises. Accordingly, this leaves us with no excuses for how surprised we are by what surprises us. Once freed from the bovine throng that passes for traffic in these parts, the so-called *Reine de la Route* (Queen of the Road) hooks up with a slight chirrup from the front tyres. Blimey, wheelspin!

A few more revs and we're into second on the vertical H-gate with a pronounced 'ker-klunk'. It's an idiosyncratic gearchange, the 'mustard spoon' lever protruding from the centre of dashboard – it is almost six feet away from the actual gears. You also have to remember that the shift pattern is decidedly odd by modern standards: first is where you expect fourth to be, second is first, third is second, and reverse is first. Of course. Naturally. It doesn't like to be rushed, either, but you don't think about it after five minutes spent behind the vast tiller.

It's all rather austere in here, that's for sure, but there's plenty to commend. The Citroën's signature feature is its limousine-like proportions, if only on the inside. There is plenty of room in the cabin, in part due to the lack of a transmission tunnel. The painted metal dashboard is simplicity itself. However, it appears to have picked up a few extra gauges along the way. It's blisteringly hot, mind, a situation that isn't helped by the fact that the 15-Six is black (naturally), and ventilation is



Twin Webers for tweaked motor. Below, l-r: 15-Six is better known as luxury transport; bonnet louvres among few outward signs



somewhat lacking even with the windscreen cantilevered open. That said, it doesn't help that fiddling with the controls back at base has resulted in the heater being engaged by accident: two pipes are now feeding hot air from the engine directly to the driver's feet.

Not that there's much time to remedy the situation. Even with only a modicum of throttle, this thing moves. It isn't fast by modern standards, but it's way quicker than its sober exterior would have you believe. On a straightish section, it romps along with an eagerness that belies its antiquity. Into top gear, the swell and soar of the 2867cc straight-six is enthralling. It doesn't sound like a Citroën at all, but instead has the timbre of something that bit more thoroughbred; perhaps a Le Mans Delahaye. It bellows when pressed, detonating sound

in fusillades when double-declutching for downshifts in a manner that makes it hard not to giggle with childlike glee.

The beauty of any Traction Avant is its roadholding. *The Autocar* famously opined that the car's prowess at taking bends at what appeared to be foolhardy speeds had no peer. 'It is a quite exceptional car,' it claimed, before adding: 'One of those rare cars that improve on one's best time for a familiar journey.'

With a little acclimatisation, it is indeed possible to hustle through bends far more quickly than you might have thought possible. The rack-and-pinion steering set-up was advanced for its day, but it isn't lightning-quick in terms of responses – and you wouldn't expect it to be. But it isn't slow-witted, either.

There are limits, though. On these roads you should be anything but tittering – more clinging to the huge Bakelite wheel like a life belt. The thing is, for a four-door saloon that's close on 70 years old, you cannot help but be astounded by its agility. Understeer isn't pronounced; it doesn't threaten to spill. Even by Citroën's lofty standards, it feels as if it is from a different age. And then there are the brakes. There are some decidedly non-vintage levels of stopping power, here; levels of retardation that inspire

Monte Carlo or Bust!

confidence. You won't find yourself desperately pumping the middle-pedal on a downhill section. It's almost surreal.

After only an hour or so spent in the company of the Citroën, one thing is abundantly clear: you cannot quite believe it, but you can believe in it. It's a Q-car, but not one where the essence of the original Traction Avant has been eroded. Latter-day running gear hasn't been substituted – well, not exactly. It's hard to define what, precisely, this car is. You can't call it a 'restomod' because it still feels like something redolent of its era, just with its faculties dialled up to 11. All of which goes some way to explaining why the family that owns the Citroën enjoys using it so regularly, be it for a quick trip up the mountain or on long-distance events. They do so despite having access to half a dozen Bugattis, several Ferraris and other exotica.

So what is the story here? It stretches back to 1951, the year that privateer João de Lacerda entered the Rallye Monte-Carlo in a Traction Avant. The 30-something roped in Harry Rugeroni – whose family held the Rolls-Royce concession for Portugal for several decades – to be his wingman, but theirs wasn't a happy outing and they came home in 119th place. A year later, de Lacerda entered a different Citroën and fared somewhat better. That was the year when Sydney Allard famously became the first man to win the Monte in a car of his own manufacture, with rallying new boy Stirling Moss claiming second spot aboard a Sunbeam-Talbot 90.

De Lacerda was that time assisted by Jaime Azarujinha. The duo was one of only nine crews to depart from Lisbon, Portugal, which ultimately assisted their bid. Even though it was one of the furthest start points from Monaco, the weather was better than, say, Glasgow, from where most of the British teams embarked in sub-zero temperatures. There was, of course, the small matter of the Pyrenees to contend with, but they had plenty of hassle-free running early on. Most equipes did not.

As *Motor Sport* reported at the time: 'Mostly, the 1952 Monte-Carlo Rally was a story of crashes and ditchings in the snow and ice from Clermont-Ferrand onwards. Hereafter, conditions were terrible and car after car either

collided with objects mobile or stationary or slid into snow banks and ditches.' De Lacerda and Azarujinha, meanwhile, placed a highly respectable 13th overall from 328 starters. There were 165 retirements that year.

What's more, they didn't rack up a single penalty point, which put them in rarefied company. De Lacerda would drive the same car to 43rd place in the altogether less treacherous 1953 event, and 69th a year later. He also raced and hilleclimbed the Citroën, prior to switching allegiances and campaigning a DKW.

An amateur from a time before the term became a slur, de Lacerda competed for the fun of it. However, his motorsport outings came to a juddering halt in 1957, when his brother Abel died in a road accident in which João was also seriously injured. Following a long convalescence, he was obliged to give up his medical practice and run the family health resort. His competition career was over, but the purchase of a decrepit Ford Model T and its subsequent restoration led to a new-found obsession: reviving old cars. His collecting instincts would ultimately lead to the creation of the Museu do Caramulo.

Nevertheless, he never forgot his rallying exploits. The Citroën in which he claimed his best results on the Rallye Monte-Carlo still exists, but this isn't it. His grandson Tiago Gouveia explains: "He was very fond of the Traction Avant, and in the 1990s he became aware of a car built by Philippe Rochat. Philippe was – and remains – very well-known in the Traction Avant world, but perhaps more so for his restorations. He made modifications to his own car, which transformed it. This led to him perfecting the changes and my grandfather commissioned him to build something similar. You have to know that he collected many cars and motorcycles but he would never alter them, they were always kept in original condition or restored to how they were originally, so this was something unusual for him."

"A car was located in France in the late '90s, then restored and modified accordingly," he continues. "The engine was stripped and rebuilt using Porsche valves. The oil pump is also a Porsche item. The crankshaft was balanced,

and a pair of Weber carburettors was installed along with things such as electronic ignition, an electric fan and an oil can to retain the oil from the engine breather. Because the transmission was always the Achilles' heel of the car, two Audi halfshafts were also fitted." This is a thumbnail sketch of the work that was involved, not least because not even Gouveia and his cousins who maintain the car are aware of all the changes that were made. That said, it has been tweaked a little subsequently.


"Some time after he took delivery of the 15-Six, my grandfather and Philippe decided to do the Tour du Maroc," Gouveia adds. "There was an issue with overheating, so louvres were cut into the bonnet. The louvres are the only outward difference people spot between it and a standard Traction Avant. There were problems with the brakes, too, which took a beating so discs were installed. It's a Maserati set-up."

Portuguese motorsport historian and author

De Lacerda/Azarujinha head for 13th on the 1952 Monte. Right, from top: extra dials for cabin; discreet hot rod



Adelino Dinis recalls: "I remember João talking about bombing down from France to Spain and then to Caramulo at 170kph [106mph] or more in his souped-up Citroën. He was still a fearsome personality even into his 70s – a remarkable guy who drove flat-out everywhere. He used to impress visitors to the region with a drive up and down the mountain."

João de Lacerda died in 2003, but his grandchildren and other family members still enjoy this 'tribute car'. "We participate in a number of rallies in Portugal and have a lot of fun overtaking cars that are 20 or more years younger, which leaves their drivers baffled," Gouveia chuckles. "We normally let everyone in on the secret on the final day of an event. We wouldn't want them to go home still scratching their heads..." 

*Thanks to Museu do Caramulo, Portugal
(www.museudocaramulo.pt)*



Ray Andrews

29th May 1948 to 14th July 2021

Ray Andrews, from Hartlepool, had long been an active member of the TOC and his Big 6H was well known within the club. Always been interested in cars, Ray became interested in Tractions due to his love of Citroens; owning numerous A-Series, GS and DS over the years. In his youth he had had been a fan of the 1960s Maigret TV series, noticing that the car on the show was a rare 'hydraulique', he was hooked, and had to own one. The car from the show was bought by the actor, Rupert Davies, but sadly, was stolen and lost. Years later, a TOC member contacted Ray to see if he would give his opinion on a car they were looking to purchase. It was a 6H which had been stood in a barn in Newcastle for many years and needed a lot of work.

To Ray's surprise, he was able to identify this car to be the 6H which had been stolen, recognising it from seeing it on the TV Series, despite it wearing different number plates. The car was able to be returned to the Davies family with the help of Ray and other TOC members. It was quite a find and took real attention to detail from Ray to identify the car. The Davies family were delighted to have the car back and it featured in a few articles, including one in the TOC magazine, written by Ray.

Ray looked at many examples back in the late 1970s but not until the early 1980s, did he find the car which was to be the one he would buy. A 1955 Big 6H, which had spent its earlier life as a road research car for MIRA. Equipped from new with a central 5th wheel, a water tank on the roof and measuring devices inside, it was used up and down the new A1 to test the skid resistance of the road surface. Ray bought the car in 1981 from London, hired a transporter and went to collect it himself. It was in a bad way, stripped of its road research testing gear, it had a large hole in the roof where the water tank used to be, a large hole in the floor from the 5th wheel and no fixed seats. The bodywork



was very tired and so was sent off for extensive bodywork. Originally it was black, and so a few years later, after initially being resprayed in red, the car was repainted black. Ray always kept on top of the maintenance and cosmetics, owning his own Citroen Specialist business, he was well placed to look after such a car which never wanted for anything during his ownership, it was his pride and joy.

Owned for 38 years, the 6H became part of the family, and was a regular at local car shows where it often won awards for its condition and rarity. Sadly, due to Ray's ill health, the difficult decision was made to sell the car in 2019, where it was sold through a classic car auction. Due to the nature of auctions, it isn't clear where the car is now, but it would certainly be rewarding to be in touch with the current custodian to fill them in with much of the car's history.

Sadly, Ray passed away on 14th July 2021 from a long-term illness. He is missed by his wife Margaret, his daughter Louise and son, Chris. Ray will always be remembered as a kind, thoughtful and enthusiastic person who would go out of his way to help anyone.

Chris Andrews

Photo Competition

As noted in the previous magazine, 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, this was cancelled, 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.



Top right: Dave Faulkner.

Top left : Terry Gest's car with Just Jane, restored Avro Lancaster at East Kirby in Lincolnshire.

Left: Graham Tullet photographs the oldest Slough Roadster in the world.

Bottom: Jim Close.



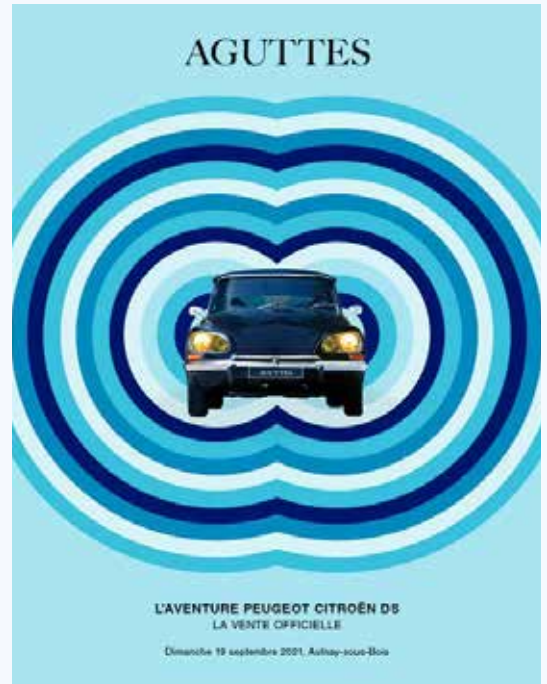
Stephan Joest, ACI. says 'Good morning everyone'

In the context of the soon upcoming "European Heritage Days" (french: "Journées Européennes du Patrimoine", see also https://en.wikipedia.org/wiki/European_Heritage_Days) the Conservatoire Citroën & DS is also taking an active role: The third Classic Bourse will take place on Saturday, 18 September 2021, and L'Aventure Peugeot Citroën DS organizes an auction the day after, in cooperation with the auction house Agutttes.

Best regards, stay healthy and safe, greetings from the ACI Board.'

For tickets please log in to:

<https://laventurepeugeotcitroends.fr/visiter-conservatoire/>



E10 Roll-out

In spite of all pressures brought to bear by various motoring organisations, E10 is set to become the default fuel grade with up to 10% of each litre being bioethanol. Simon Williams, RAC fuel spokesperson, said: "Everybody agrees that steps must be taken to reduce emissions from road transport, however introducing E10 as the standard petrol will pose some challenges."

"Some retailers will also not have the capacity to be able to provide both E5 and E10 fuels on forecourts, so the impact is likely to be most keenly felt by those with incompatible vehicles in rural areas."

"It is also vital that owners of affected vehicles are aware of the changes. We'd like to see the DVLA writing to these owners to inform them that E5 will no longer be the standard premium grade, and to let them know their options."

"For the overwhelming majority of drivers with compatible vehicles, the introduction of E10 petrol will make little difference other than a possible slight reduction in fuel economy."

The media have been making dire predictions about the fate of classic and historic vehicles with statements along the lines of 'will not work', etc. Well your historic car will work, but with higher levels of maintenance required, for example, more frequent replacement/cleaning of fuel filters, replacement of rubber fuel lines with ones made of more tolerant materials and probably longer term, more frequent overhauling of items such as fuel pumps and carburettors with ethanol tolerant seals and diaphragms as well as using a proprietary fuel stabiliser. However it will be sensible to seek out refills wherever possible, at garages with E5 pumps. Many garages will, for the time being at least, continue to offer E5 fuel and so it may be

advantageous for Sections to start to come up with a register of garages in their areas that are offering same. Pumps will be clearly labelled E5, or E10. It is intended that Super grades such as Esso Synergy Supreme+ 99 and Shell V power, will



continue to be E5. (Indeed in some parts of the south of the UK, Synergy Supreme may actually not contain any bioethanol at all).

The Government ruling includes a requirement "that filling stations that have sold over one million litres of fuel in the last calendar year (including diesel sales), and which stock at least two grades of petrol, would sell a petrol grade with no more than 5% ethanol, 2.7% oxygen and have a minimum of 97 octane. It would also prohibit these filling stations from selling super grade petrol that contains more than 5% ethanol."

SCAM WARNING

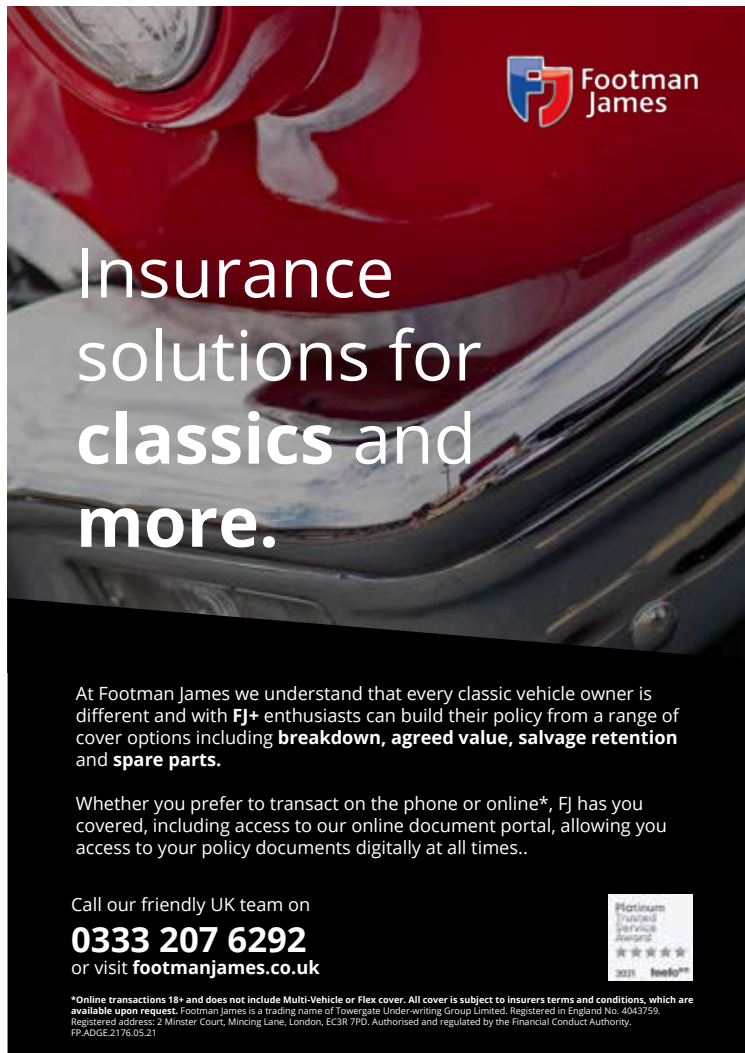
As per Bernie's piece this month, a few members have, as a result of placing an appeal for parts either in FP or elsewhere, been approached by a Mr Criddle, or a Mr Burwell. In each case there has been the story that due to ill health or other issues, they have a car identical to the one appealing for parts, that they are breaking for spares. There may also be a photograph provided of a donor car, which appears to be far from a failed project fit only for dismantling.


In each case, fortunately, the members concerned had become suspicious with the responses from the person offering their spares, in particular their apparent anxiety to obtain the members' addresses.

Quite how this scam might have played out is not exactly clear. It might have been simply that the scammers hoped to get someone to pay for parts that wouldn't ultimately turn up, or it could be a way of gleaning information leading to possible theft of the member's own car. Mr Burwell has in one case responded to an ad that was several years old! So beware, if you have placed an ad in FP, on a club forum or anywhere else, asking for spares, then be very careful with responses from non members.

- If it is a scam, it is quite likely that they will not have any in depth technical knowledge of the car allegedly being broken and you should be able to establish this via some careful questioning.
- If via FP or the club Forum, make sure that the responder is a member before giving out any details. Check with the membership secretary.
- Preferably visit him and view/collect/pay for the spares on offer in person.

We are, incidentally, not the only club approached by scammers using this story. Mr Criddle is also known to the Wolsey Owners Club and probably others. We asked Andy Burnett to check out an address given by 'Mr Criddle' in the Scottish borders. There was no such address or person in that village.




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Traction Air Conditioning

Having re-sited my battery and installed a heater unit, I hit upon an idea of using the redundant inlet that would have allowed warm air into the body of the car using the old method. By using a 1 metre length of 76mm flexible Silicone air ducting, two rainwater fittings and two 76mm clips. I have been able to provide a gentle flow of cool air into the car.

At one end a rainwater downpipe bend fits tightly into the sleeve of the opening into the bodywork. The fitting needs to be quite plain as some have a little more embellishment in the form of a rounded lip on the outside which must be filed off.

I have used a 45 degree bend as this was handy but a 90 degree bend may have been better. The 76mm ducting is a loose fit that can be tightened with a jubilee clip. There is just sufficient space for the ducting to be fed through between the bodywork and the radiator so the free end faces the flow of air when the car is driven. When I next remove the grille, I will use another fitting and clip to finish the job, but at present it is quite satisfactory.

I now have the ability to close off or open a simple method of bringing fresh air into the car.

Joseph Dobson



Events



It still remains difficult as I write this, to predict exactly where we are going with regard to events in the way of meetings and rallies. Although the Syon Park show (left) was successfully held, many events both here and abroad have been pushed back into late Autumn or even into next year. However a few large scale events have taken place through the Summer, for example CarFest, plus the number of smaller local shows has been on the increase.

The situation remains less clear on the continent, with many European countries having only rolled out vaccines at a relatively slow rate, and a further wave of infections becoming apparent. Plus, there does seem to have been bureaucracy in place within the EU which has been hampering trips into France, in particular.

Our own **Jersey Rally**, originally scheduled for May, was cancelled and refunds put in place for rally fees, etc. If you haven't yet received a refund for this, it is probably because you haven't given your bank details to Tony Malyon. If that is the case then please contact him.

The **Lake District National Rally** is now scheduled for **2022**. A substantial number of you have retained your bookings, but we still have plenty of room. Details and a booking form are elsewhere in this magazine..

As noted in the previous magazines, **The Brittany Rally** was cancelled. Things are particularly bad in Northern France with regard to the pandemic and UK travel restrictions and EU requirements for tourist quarantine make it currently very difficult to predict what will happen. CTAB will reconvene and hope to organise something in 2022.

A few other things that are (hopefully) still coming up later in 2021/ early 2022:

- **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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Headline Sponsor: LANCASTER INSURANCE

Official Show Partners: Discovery, SILVERSTONE AUCTIONS, ERA, PGM

*Exclusive discount code is for club members use only. Applicable to advanced adult tickets booked before midnight on Thursday 11 November 2021. After that, limited full price tickets will be available at the show. Full ticket information: www.necclassicmotorshow.com/tickets.

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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



CARS FOR SALE

FOR SALE:

1952 Small Boot Light 15
Finished in Old English White with red leather upholstery.
Totally rebuilt in the early 1990s and still in very good condition. It has a sunroof and four inertia reel seatbelts.
Brakes just rebuilt.
Offers on £12,700.
Contact Graham Eaton on 01636 893895 or eastlound@btinternet.com
Membership No.2065.Newark area.

FOR SALE:

1952 Light 15. Small boot. Black/cream. RHD. 12 volt electric fitted dynalator (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.
£18,000 Herefordshire.
Tel: 07800549263



FOR SALE:

1953 Traction Avant 11BL
Paris built, full history; restored 10 years ago. 11D Engine. Front inertia seat belts; s/s exhaust; reconditioned starter motor just fitted. Very good condition. Converted to run on unleaded.
OIRO £11,750
Contact Michael Fitzgerald on 01986 788766 or ogshrimper@yahoo.com .
South Norfolk Membership no.: 1112



FOR SALE:

Citroen Traction Avant Light 15
Big Boot fully restored over 9 years, new modified front drive shafts by steam car developments, cylinder head hardened valve seatings, electronic ignition, new carburettor, 2 new front shockers, stainless inserts to master & slave cylinder, new interior, new stainless bumpers,

new tyres and other numerous items
£18,500. Contact number, 07785 754552. (Merseyside)



CAR WANTED:

Member seeks **Slough built Big 6.**
Do you have or know of one for sale?
If so, please contact Steve Reed,
onestevejreed@aol.com

PARTS FOR SALE

FOR SALE:

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

PARTS FOR SALE:

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

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

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

FOR SALE:

Light 15 Roadster Jig and Wooden Butt.

This jig and butt were made in 2007 to enable the restoration of my Light 15 Roadster. It could be used on a Legere, Light 15 or with a little modification any of the other models.

There is lots of it, brackets, supports, dummy doors etc. The butt was used as a pattern to make



the rear body panels on an English Wheel. The main ladder frame is massive in its construction and could easily be used to straighten crashed shells. No reasonable offer refused.

Please contact me for more pictures and information. Philippe Allison.
Email:
philippe.allison@whitewaterfinance.co.uk

FOR SALE:

Original parts for sale

Large collection of Traction spares available Gearboxes, Bellhousings, Chrome Light 15 grilles, gaskets, UJ's, 12 volt starters, lights, points, plugs, bumpers, (including a rare pair of 11BL accessory ones similar to 15/6 type), 140 x 40 wheels, pre-war hubcaps and lots more.



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

FOR SALE:

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! Nice BN bonnet remaining and a rear OS BN Wing . Both cheap. Brake parts and some Electrical bits too as well as new Mains/Big End Shell bearing sets. Good set of Liners and pistons and a complete Fuel induction setup for a Pre War engine ie polished Inlet Manifold, 35 FAIE Solex Carb, 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.

FOR SALE:

123 electronic ignition originally purchased for my HY van but never permanently installed. Offers please.
Contact: citroenhy78@btinternet.com

BOOKS FOR SALE:

22 V la les Traction Sabates £15
Traction Avant 34/57 Taylor £10
clivehoskins@yahoo.com
07516 923710



FOR SALE:

I D 19 SHORT ENGINE - STRIPPED CRANK REGROUND MINUS 25 THOU - PLUGS REMOVED & SLUDGE TRAPS CLEANED. SUPPLIED WITH NEW MAIN & BIG END SHELLS + 25 THOU. STILL IN ORIGINAL BOXES . BLOCK ACID CLEANED, PAINTED, FITTED WITH NEW CAMSHAFT BEARINGS (EXPENSIVE BUT VITAL !) COMES WITH OLD PISTONS & BARRELS, SUMP, STARTER MOTOR ETC. OFFERED FOR LITTLE MORE THAN COST OF MACHINE SHOP WORK & SHELL BEARING SETS .
OIRO £1000. UNFINISHED PROJECT.
CAR NOW SOLD.
PAUL WIDDUP (01548 830785)

FOR SALE:

Gearbox with big 15 bellhousing, best to assume in need of overhaul .
£400.00
Andrew Tweed , Shrewsbury .
07891970499

PARTS WANTED

WANTED:

Tyres wanted: I urgently need x4 serviceable tyres, 165R400 for my 11BL 1952.
My contact number is:
07960018306 - joeambaye@gmail.com

WANTED:

USED TAN LEATHER SEAT COVERS:
Does anyone have any used tan leather seat covers for sale?
I want to refurbish/replace the existing tan leather driver's seat cover for my 1948 Light 15 (as opposed to reupholstering the whole interior in new leather). I am doing this in order to retain as much as possible the patina of the interior.
The condition of the leather is not important because I will salvage what I can in order to repair mine.
Tel: 07789 398702
Email: mike@tippingbrow.f9.co.uk

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Mark Harding, Devon Traction
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Club member. Hull area.
Steve Thompson 01964 533433
stevethompsonmotors@rocketmail.com

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shop@traction-owners.co.uk

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TOC Grille badge £20.00



Polo shirts with new logo: various sizes £15.50



TOC Mug, essential for the workbench £6.00



Hi Vis Vest £4.80



TOC Leather Key Fob £8.00



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



TOC Brooch/Lapel Badge £3.99



TOC Umbrella £20.00

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

