

# Floating Power

September - October 2022

Official magazine of the Traction Owners Club Limited

Lakeland  
Motor Museum

Cafe  
Ambio

@ The Lakeland Motor Museum

English Lakeland  
ICE  
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## Honorary Life Members of the Traction Owners Club

**Dave Shepherd**  
**Peter Riggs**  
**John Gillard**  
**Tony Hodgekiss**  
**Chris Treagust**

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**of the Traction Owners Club Limited.**

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## Missing Magazine?

Please contact John Oates

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## Be a part of Floating Power...

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

**Sunday October 16th 2022**

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

**Bryan Pullan on:**

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

## Cover Image

*Eric Pennington's car outside  
the Lakeland Car Museum  
on the TOC National in June.*  
*Photo by editor.*



# Editor's Epistle

The show season is almost over, and I read in several places recently, suggestions that some larger events are struggling for numbers. One in particular was a joint MG/ Triumph rally which was cancelled as a result of applications being



70% down on last year. This was partly attributed to fuel costs, which were making owners seek more local events. However, I was also at more or less the same time, given notice of a local two day show, which was seeking to attract cars to a Rotary organised event, with a cost per car per day of £10. Now Rotary do some good work, but it seems a little off to me to charge the people who make the show, a total of £20 for the privilege over the weekend, especially when you are only charging the public a fiver to come in. A bit back to front. I can accept that there are costs involved in mounting a show, but to expect private owners to stump up that sort of money, on top of a likely cost of almost £2 per litre for £5 to drive there, seems rather misguided. No doubt they will claim that they had plenty of takers, but I am aware of a growing movement that boycotts admission to shows as exhibitors, where anything other than a nominal charge of a couple of pounds to a charity is levied. There seems to me to be a principle at stake here. What do you think? Would you pay a tenner or more to show your car somewhere?

The National in the Lake District in late June, seemed to go well. We had a couple of (car) casualties, although nothing catastrophic, and feedback suggests that everyone enjoyed the more relaxed format. The weather was okay on Saturday when out and about, depending on whether you copped one of the wandering showers. Alas my car's rear brakes partially locked a few days before and I was unable to fix them in time, so I went in a South Korean SUV. Shame! Perhaps as well though, since I probably wouldn't have got all of the necessary paraphernalia into the Light 15! My thanks to those who sent in their photographs, and to Adeline Davies for writing up a report.

I particularly admire those of you who committed to an expensive and lengthy drive from both the deep south and the far north. Did you resort to motorways? I have a short item in the following pages about Smart motorways, and note that increasingly clubs are recommending that their members steer clear, due to the risks of breakdown and resultant collision. I wonder how many members have proper (visible) flashing indicators with a hazard warning facility. No use flipping up your semaphore trafficator when your car grinds to a halt by the crash barrier!

The 2023 National looks as if it is going to be down in Devon and after the ups and downs in numbers for 2020/1/2, it will be interesting to see if confidence has returned sufficiently to boost uptake. I received some interesting feedback from my previous editorial on the low numbers who appear to be interested in the National Rally, and it seems that increasingly, distance and cost are deciding factors in where you are prepared to drive to for a weekend. One member pointed out that a trip to Cumbria from the South Coast consumed 130 litres of fuel and was 'not an enjoyable drive'. That is an extreme example, of course, but others slightly more northerly also fed back that members in their local Sections were increasingly against such a long drive. Of course, central Midlands to Barnstaple is almost the same distance as it is to Cumbria. It will be interesting to see how numbers stack up.

In this magazine, a few regulars are missing due to lack of space, resulting from minutes, accounts, rally booking forms, etc. Normal service will be resumed in the next magazine.

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## Committee

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

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# President's Ponderings

Despite my previously demonstrated inability to maintain and use a diary, I did actually manage to attend the 5HP centenary meeting, in Orléans in June. Needless to say, the trip was far from uneventful but this is not the place for detail. A full "report" will appear in due course, subject to Hon Ed's red pencil and availability of space – you know me, why use one word when half a dozen will convey precisely the same information! Nevertheless, the picture is a teaser.....

However, the big news on the calendar front is the likely further postponement of the Polish ICCCR originally planned in Torún and several options were tabled for discussion at the recent ACI AGM. They included a longer term postponement of the Torún meeting and a possible interim meeting, probably France, in the meantime. Unfortunately I was unable to attend and am still waiting for the Minutes but I shall update the forum post as soon as I know what has been decided. Meanwhile back home, in this issue you will find details of, and possibly application forms for, two Club rallies in 2023. The much-postponed Jersey Rally is now back on track for May, although precise dates have still to be confirmed to fit in with ferry timetables which, as I write, are still not published. The annual rally will be in the West Country this year as we attempt to move it around to add variety and introduce members to new areas of the UK. Please register



your interest for either - or both - ASAP to assist the organisers. I shall call it a day here in case Bryan manages to squeeze in the report on our French trip .... don't want to risk anybody suffering from an overdose.



## New Members

Welcome to the Traction Owners Club to the following..

2878	Chris Jones	Ashford	Kent
2879	Neil Burdett	Bedford	Bedfordshire
2880	David Howman	Bourne	Lincolnshire
2881	Dickie Bird	Eastbourne	East Sussex
2882	Joseph Oliva	Mount Vernon, New York State, USA	
2883	Francis Potts	Penzance	Cornwall
2884	Alex Biek	Penzance	Cornwall
2885	Alan Tate	Totnes	Devon
2886	Andrew Daniels	Leominster	Herefordshire
2887	Richard Watson	Northleach	Gloucestershire
2888	Geir Solberg	Stavanger	Norway
2889	Patrick Green	Rotherham	South Yorkshire
2890	Cliff Spence	Market Rasen	Lincolnshire
2891	Mark Breugelmanns	South Croydon	Surrey
2892	Richard Phipps	Tring	Herts
2893	Brian Wilson	Crewe	Cheshire



# Chairman's Chat



It happened on the third attempt - if you weren't there you missed an excellent rally in the Lakes. The Damson Dene Hotel was great – good location, lots of parking, lovely food and such welcoming and helpful staff. Well done and thank you to Bryan & Janet for all their hard work on organising such a good event – even the weather was kind to us. We had a raffle on the Saturday evening plus Tony Malyon's friend, Jan, had made Traction cushions from old T shirt & Polo shirt stock – these were auctioned off and in total we raised £250 which we agreed to donate to the DEC Ukraine Fund. You can read more in Adeline and Greg's article – thank you for "agreeing" to write it – I love willing volunteers!

So now it is time to think ahead. First event for your diary is our AGM on Sunday 16th October at 14.00 in Steventon Village Hall. Do come along and have your say – it's your Club so what do you want from it?

Looking forward to 2023, we have 2 excellent TOC events planned. In May there is the "Traction in Jersey" Rally - this has been well publicised in Floating Power as it was originally planned for 2020. Lots of members have already signed up for it – so if you would like to join us, please complete the application form available on the TOC website asap.

In June our annual rally is taking place in North Devon – thank you to Chris Bailey for organising this – lots of information and the application form are in this issue of Floating Power.

If you still have time and money left there is the rally in Brittany in July – again filling up fast so see page 36 for more detail. Also local Section events, Shows etc to keep us driving and displaying our lovely Traction.

Since my last Chat and membership renewal time we have lost 87 members – those who tell us why they have left mention ill health, getting older, finding the car too heavy to drive or decided to buy something else. However we continue to get new members so our membership remains fairly stable around 560 but has dropped from previous years. I know I keep saying it but Direct Debit is the best way to pay as it means you don't have to remember to do it!!! *Beu*

# 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

**ANDY BURNETT**

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See section report for coming meetings/events.

## Southern Scotland

**JOHN WHITE**

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See section report for coming meetings/events.

## Ireland

**DAVID SELFRIDGE**

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See section report for coming meetings/events.

## Wales

**ANDREW TWEED**

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## South West

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

See section report for coming meetings/events.

## Northern, Lakes and Borders

**BRYAN PULLAN**

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

Summer meetings at monthly Breakfast Meets at the Charity Farm, 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**

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See section report for coming meetings/events.

## Peak

**BEV & JOHN OATES**

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

## Midshires

**STEPHEN PRIGMORE / TINA O'CONNOR**

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See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

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

## Kent/ East Sussex

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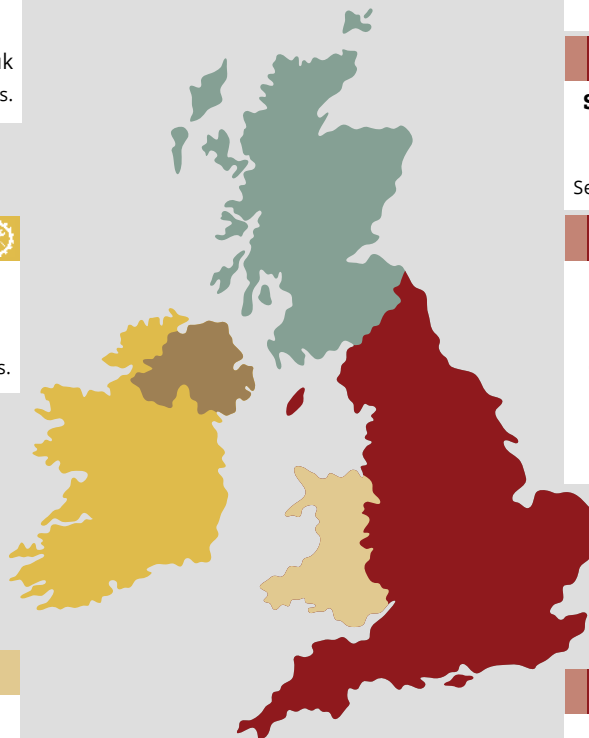
## Surrey/Hants/Sussex

**SUE & PHILIPPE ALLISON**

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



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

Further to the mention of our newest members up here in past issues, we had a visit from John, Ann and Tom Mackenzie from Kiltarlity who wanted to have a good look and drive in my 1949 Light 15 as it is the same age and model as the one they own! We spent a good couple of hours discussing all things Traction, and after some photos, they set off north again. Great to have them visit and make acquaintances again!

The Kildrummy Rally has now passed, with a great show of over 100 beautiful cars from a bygone age! Regrettably, only 2 Citroens were shown, the Light 15's of my son and I and this year, no prizes won but lots of interest from many.

On a personal note, my wife and I were out on the hills when she slipped and fell coming down a steep scree slope and broke her ankle badly. Meantime in schtuk and will know shortly what the hospital is going to do with it, but for the moment I am chief cook and bottle washer!!

Lastly, Smithy is still in a care home, no real prospect of getting home in the near future, and not a happy chap at the moment!!

Enough for now and keep safe!!

**Andy Burnett**

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



event. There was an almost Formula One atmosphere with supercars, classic racing cars, VIP lounges, corporate hospitality and artisan arts and crafts – not quite the usual muddy feet in a wet field.

On our combined stand, representing Citroens in Scotland, we had 3 Tractions on display – the 11B's of John White and Graham Irwin (my old car) and the Light 15 of Richard Larter. Add in a tricolore of 3 DS23's, a 2CV and the only surviving RHD GSX and we had something for everybody. We were kept really busy all day dealing with comments and switched-on questions from visitors both young and old.

The end of October sees the resurrection of the Classics at Castle Semple Show – a friendly small-scale end of season show on the edge of Castle Semple Loch in Lochwinnoch - raising funds for the local hospice. This year it's on Oct 30th and entry is by individual application; I have details, please let me know asap if interested.

This will be my last report for Floating Power. As I have said before, now that I no longer have a Traction, it seems appropriate that someone else takes over the South Scotland Rep spot. I am delighted that John White from Glenrothes has agreed to take this on. A TOC member for some considerable years, John has a wealth of experience with Tractions and admits to having built his own 11B from a collection of bits in cardboard boxes. He will also look after the TOC tools should any Scottish member need to borrow them.

For the foreseeable future I will continue with my membership of the TOC. Indeed, Carol and I went to the Lakes Rally in the DS and were quite taken with the amount of interest shown in it. So, see you around sometime, somewhere, soon I hope.

**Peter Fereday**

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

## Southern Scotland



After very little to report, show wise, for the last couple of years it was great to swing back into activity on 19th of June with a strong presence at The BVAC Classic Car Show at Thirlestane Castle in The Borders. This was a huge show with over 1200 classic cars and much more besides. There were over 20,000 visitors, numbers probably enhanced with the associated razzamatazz of the Jackie Stewart Festival of Motoring which ran alongside as a combined

## Northern, Lakes and Borders

We had the National up in the Lakes on the weekend of June 24th, as reported elsewhere in the magazine, so hopefully those who attended enjoyed their visit. I certainly did, and it was a great relief that after two cancellations, it all finally came together and everyone seemed pleased with the outcome.

I attended my first local breakfast meet at Charity Farm at the beginning of July. The venue is very good, a large flat and firm field with good access, toilets and a kiosk selling refreshments and snacks. I believe that there is also a shop and café elsewhere on the site, but I did not see that. Anyway, four members were present, albeit only two in Tractions, myself and Ian Gardner. George Halsall was in his MG, his Traction having been making odd ticking noises, something that seems to be associated with the main pulley, but which he can't diagnose the cause of. Alan Mason was also present, but also bereft of his Citroën, which was having some paintwork attended to. There was a decent selection of cars on show, with a few pre-war offerings, but also a lot of post-war and sixties and seventies machinery. Further meets on September 4th and October 2nd.

St Catherine's regular second Sunday of the month meeting has, as I prophesied, increased in size and scope now that the Summer has finally taken hold



My own car saw some action on July 20th and August 17th on the monthly Preston and District mid week run, held every month through the Summer around the highways and byways of the North West. The sun shone for both, though not as mercilessly as it had a few days earlier, and we had very enjoyable runs, the first through South Lancashire and Sefton, ending up back at our old friend, the Corner House in Wrightington, in time for lunch and the second along some steep and narrow roads around Ribblesdale, dining at Longridge Golf Club which has one of the best panoramic views in North Lancs. Nice also not to be the only Traction, with Vic Lupton also joining in on the Ribblesdale one. I could have done with his power steering!

In both cases, an eclectic collection of old machinery, with a number of very nice pre-war cars, an Austin 10 Conway, Alvis 12/50, and Model A Ford amongst them, together with a real veteran on the first run, a early Maudsley roadster, (see image). We looked the part in my Light 15, in spite of being post war!!

Colin Lea is getting on with his 7, which came as something

of a kit of parts, bought from its previous owner as an abandoned project. The car had been restored in bodywork terms and painted by the previous owner, but remained unassembled. Colin is currently reassembling the car around a later engine and gearbox, using the stash of parts that came with it. He is still performing various bits of further restoration on certain components, and conducting an engine overhaul of the Perfo that he intends



to install. He does, however, still have the original engine, which he has undertaken to keep with the car in case someone in the future wants to return it to its original condition. As you can see, he has a way to go just yet!

To come, the Autumn Car Show at Hoghton Tower on September 4th, and Cars and Crafts at Haigh Hall on October 1st. Don't wrap your cars up for winter just yet!

Incidentally, as a follow on from the Editorial paragraph about charging for car shows, I met someone recently who had been to the Lytham Hall show, and was flabbergasted to be charged £17.50 to show his car!!! He politely turned around and came away! I understand that there is also a forthcoming show in Southport, where entry for exhibitors is allegedly £20, but with free access for the public. Madness. And a rip-off!

Finally, welcome to new member, Paul Taylor, based in Preston, who has just joined the club. We met up at the Charity Farm event in early August. I look forwards to seeing your car very soon.

### Bryan Pullan

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

## Peak

Our Meeting to the Car Museum was cancelled in August due to broken cars, poorly people and holidays!!

Instead six of us met at Carsington Water for a picnic and natter. It was great to see Moira making such a good recovery following her recent knee replacement operation – she'll soon be dancing again.

We will now visit the Great British Car Journey Museum on Sunday October 2nd – to visit the Museum, have lunch and display our Tractions.

Do join us if you are in Derbyshire on the 2nd.

### Bev Oates

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

# Section News

## Surrey/Hants/Sussex



Those of us not involved in Jubilee celebrations braved the cold on the 5th of June to attend the Floral Fringe event at Leonardslee, in Horsham. Quirky is probably the best way to describe the event with a very strange mixture of outlandish outfits with a flavour of the dark side! Our meeting at the Fairmile on the first Sunday in July was very poorly attended, we can only guess due to holidays and grandchildren duties. This is the second month that this has happened and if it continues, I think we may consider cancelling altogether. We feel it is unfair on the very small number of members who do make the effort every month to attend. Ten cars attended the Brittany rally, it was much reduced this year as the French had problems finding restaurants to accommodate large numbers. We saw some beautiful countryside and crossing the Seine several times was an exciting experience. The welcome we get from local people everywhere is amazing. Our last outing was to the Gloucestershire Steam Extravaganza at South Cerney. A huge thank you to Mike Wilcox and Ian Harvey who packed the event tent, display boards and posters (and camping equipment) into their Tractions and spent the whole weekend at the show. They were absolutely exhausted and still had a long drive home on Sunday evening.

See you all soon, Sue

A report from Hazel Nelson on our annual BBQ which we were unable to attend due to illness.

Once again, the annual BBQ was held at Hazel and Marcel's home, attended by only 12 members this year. In spite of the excessive heat and with the help of a gazebo, parasols and a fan we all managed to keep reasonably cool and enjoyed a relaxing afternoon. It was quite unusual to see so much water consumed!!! We were so pleased to see Sue Simper again as she was able to join us but we did miss Phil and Sue.

Best wishes to all, Hazel

**Philippe Allison**

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

## West of England



Looking back, things have been quite busy on the Traction front. In June, Jill and I went off to South-West Brittany for a couple of weeks cycling with the bikes on the rack on the back of the Traction. All went well, even leaving the car in a cramped hotel car park in Quimper for a week didn't generate any dings or scratches. In July, there was the long awaited Brittany tour, this time in Normandy. My report on this may, or may not, appear elsewhere in this issue.

Once back from that, my lunch invitation generated 20 folk who came and had what I hope was a jolly time. Lunch was in the garage as we were treated to a, mercifully brief,



downpour in this otherwise parched summer. Must do more – any ideas welcome.

The South Cerney Steam Fair was fun. Many thanks to Mike Wilcock and Ian Harvey for organising the splendid stand. I was there on the Saturday and the artistic scattering of Tractions seemed to generate lots of interest. It is an enormous show and makes you realise what a big industry "old stuff" now is.

Finally, I must mention the open day at Middlewick House just outside Corsham. Home of Nick Mason of Pink Floyd fame, he has an annual open weekend in aid of local charities and liberally scatters his wonderful collection of cars all over the grass. We rocked up in the Traction and somehow found ourselves directed to the "supercar" line-up, which at one point went Ferrari, Ferrari, Lamborghini, Traction, Ferrari, Ferrari, Ferrari. Good to be out again! Thought for the summer: "happiness is a car in the shade"  
Cheers

**Terence Macauley**

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

## London



Summer, the end of Covid restrictions and the rally season have all arrived. There's hardly been time for get togethers as members prepare and spread out on rallies.

Bertel is in Norway, Ian and the other Thompson twin are close to resident in France and Andy, heading for the CTAB Brittany rally cooked his gearbox. It had been so hot in France that his low ratio gearbox for caravan towing, overheated. He was 'forced' to camp up, open a bottle of good red, and wait for things to normalise. He never made the Brittany rally but did wonders for the wine producers of Bordeaux.





Ian and I have been hard at it preparing for, and setting up the Cotswold Roadshow before he headed to the reputable cold and wet north to enjoy the sun and we set off for a south Brittany camp where the rain was torrential!

Thus these notes come to you from a bar overlooking the Villaine river below the lovely town of La Roche Bernard.



The excuse for this excursion was my 75 year and young Bob Street's much earlier birthday. As well as our children and grandchildren, the gathering included Annette and Martin de Little in their Normale, and Motard Jonathan Taylor on his fabulous 1950 BMW 'bike. Trish and I, Bob Street and Peter & Amanda Chilwell, though in more modern vehicles, joined in for the endless lunches, aperitif, and evening celebrations. We of course were in our Legere loaded with so much camping gear that on return we may have to limit our wine, cheese and chocolate buying; Europe is a place of hard decisions!

Incidentally, we and the Traction have been most welcome in France, no one has bothered about GB or UK plates and French officials have been keen to talk about our cars before waving us on with "enjoy your time in France". Could this be the reason?(see picture).

Make a note to join us for the last flying day at the Shuttleworth Collection on the 2nd October, it's always spectacular and special.

**Mike Wilcock**

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

## Kent/East Sussex

On Saturday 11th June, we visited John Gillard's establishment at Collier Street, Kent.



8 TOC Traction, 1 Dodge D2 and a Panhard PL17 gathered with about 20 owners/passengers at Den Farm under clear blue skies, dotted with the odd Spitfire from Biggin Hill airfield.

John and Shirley welcomed us with tea & coffee.

We had a wonderful time looking in amazement at his workshop, storage and graveyard areas.

It must add up to be the largest of its type in the UK? We didn't get time to see John's own Traction off site.

Lunch was at the nearby Chequers Inn at Laddingford where they kindly opened up their field for us to park in. Good food and drink made it an excellent location.

Andrew Roxburgh (see previous FP) took the award for furthest travelled from New Zealand came along in his 1936 Dodge D2 interestingly with "Floating Power" script on the speedometer.

Bob and Diane Cross travelled from Birmingham.

Graham Bradley from Ipswich in his Light 15 'PNE 796' which we have been avidly reading about in F.P. which he drove in the 1984 Paris-Moscow-Paris raid.

It was lovely to see other TOC members from outside our section joining us.

### **On Sunday 31st July, The Great British Picnic at Goudhurst**

8 TOC members and 3 'associates' made it to a glorious day in beautiful Wealden countryside, sadly there were only 2 Traction, one 11 Normale and one Big 15, Ron & Sue Herval's dropped its exhaust outside his house failing to proceed and John Waghorne's Commerciale is undergoing works at present. However John's beautiful SM came along, in the ownership of his son John. It was good to see founder member Graham Brice with his new acquisition of an MG "M" type.

A wide assortment of interesting vehicles were there. Not many 21 year old daughters get to drive their father's blower Bentley, but our hosts daughter did. A Ford V8 Pilot shows that in 1949 it was not that far advanced compared to the Traction in aerodynamics!

### **Looking forward to the Autumn;**

Ron Herval is investigating a trip to the unique Morgan Three wheeler museum at Rolvenden, an Aircraft Museum in Kent and Car Museum at Dover. We also heard of a Normale owner running a pub at Penshurst, that must be worth investigation!

Safe Tractioning,

**John Barsley**

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

## North East



It has been some time since I wrote for FP but James Geddes and Michael Ridley surprised me by offering to take me and my Traction to the Annual Rally. We both needed the run.

# Section News

James serviced the Tractions and brought her with Michael in his, to head off for the jaunt. Getting to the Lakes from Northumberland means going over the Pennines so we headed up to Alston (England's highest town) and on to the Hartside Pass at 1900 feet. It's a bikers road with many twists turns and a couple of hairpin blind bends. Fortunately nothing coming on the opposite side of the road and the Tractions got round in one go. The climb didn't tax the Tractions and it was sad to see the famous Hartside Cafe burnt out yet again. Glorious views over to the Lakes as we dropped down to the M6 at Penrith. Just an easy run down the motorway to the rally base at the Damson Dene Hotel in Crosthwaite.

It was great to see and chat to old friends and we were delighted to see that Michael and Heather Broadbent from our section had come over from Durham.

The relaxed atmosphere of the Rally gave us a choice of runs over the weekend around the Lakes. We headed to Coniston and on to Hawkshead for a lunch stop. Having a Blue Badge came in handy for parking for my car but Michael doesn't need one and a rather aggressive traffic warden chased us out of Hawkshead before slapping a ticket on Michael's Traction. And we thought we were giving the locals and visitors such a nice display for their village!! No taste some folk.

The hotel was a good choice by Bryan with excellent meals. Unfortunately I didn't win any raffle prize!! (In joke!!)

The final day gave us time at the Lakeland Museum. Good collection of vehicles and memorabilia. Worth a visit.

I couldn't make it to our annual get together at Newby Hall. Unfortunately things aren't yet quite what they used to be. Perhaps next year.

Anyone any thoughts on a run before the winter? Please post on our Web page.

**Graham Handley**

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

## Wales

Saturday July 16th, following closely on the heels of the wonderful national rally was, by contrast, sunny and dry. Members of the Wales section met once again at the Elan Valley visitor centre which has become our regular bi-monthly summer venue.

We picnicked under a shady tree, walked around the river and dam and then drove in company around the other lakes and dams (looking very short of water already) before departing for home.

A bonus picture from our holiday in Northumberland is of our surprise neighbour in a beach side car park upon our return to the car. Quite the most glorious model T and its justifiably proud owner.

Next visit to Elan valley is scheduled for Sat 15th October, arriving around midday as usual.

Please let me have your suggestions for alternative venues for the winter.

**Andrew Tweed**

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



*From what I remember of Model T controls, it's a brave man who drives one on modern roads. Editor*



# R.W.D.

As I read my latest copy of Floating Power for which I also contribute the odd missive, I noticed my name listed as contact for Rwd models. I was quite startled. It isn't that I mind, my concern is that I may be the "emperor with no knowledge". I will do my best for anyone who contacts me via either club, but feel like Winnie the Pooh compared to some of the wise wols elsewhere in the membership. I mention this as I have received a couple of messages in bottles from members seeking assistance. However I have been reassured and thankful for the support promised by various members, you know who you are. As I've said before, aren't Citroen people a lovely bunch?



awaiting fitting: New tyres, dashboard, bulkhead, exhaust manifold and system, clutch, flywheel; plus reconditioned radiator and cowl, headlamps, bench seat, leaf springs, steering box.

Looking for around £2000. The car lives in Reigate, Surrey.

Also looking for a cosy home and caring hands, is an earlier model last owned by Manny Motashaw who has sadly passed away. This 1923 example was originally sold and registered in Scotland .

Although looking weary and partly dismantled, it looks like an excellent project. This has had me out in the garage with a tape measure trying to find space that doesn't really exist. Anyone want to buy an Alfa Spider?



Last month featured a brace of Rosalie. This time it's the turn of the pretty little 5HP.



I was contacted by Michael Westman, who finds it is time for his project to get another lease of life with a fresh custodian.

Michael says: 'Regretably, I decided to move my 1924 5HP Boulangère style project on, as I have no time to continue with it, and it should be completed, re-assembled and be back on the road'.

LHD, 3 speed, with wooden body frame and panels, two passenger doors, bench seat plus rear drop-down tailgate, as per the photos attached. It was probably last on the road in the late 90s, is partially dismantled (and so it is complete and did start) and needs little work to chassis or body apart from painting of wings and metalwork ahead of the windscreen and reassembly of interior. Many new parts

Continuing the Type C theme Robin Mills of the CCC sent me this image from a book of his called "Pageant of the Century". The century in this instance ends at 1933. Under the page headed 1924 he found a familiar little face which he feels may be a Type C. However given the opening upper windscreen this must be a Type A or later. Thanks all the same Robin for the contribution.

Perhaps others would like to send in titbits of a RWD nature? On that subtle note I will end for now....

Andrew



THIS is the first white line to be laid down in a London street as an experiment in solving the traffic congestion problem, which at this time had become acute. First is the new type electric coach adopted by the City & South London Railway. Compare it with the picture on page 34.



## Vintage Traction? Steve Kemp attends a VSCC Tour

The Traction isn't a "vintage" car, but the Vintage Sports-Car Club VSCC caters for certain prewar cars under the designation of Post-Vintage Thoroughbred (PVT). This is based on the Club's assessment of their significance and overall merit and a prewar Traction deservedly qualifies. Together with at least two other Roadsters (the ex-David Boyd Lt 15 and Willie Sellers' BL) my own 12 (DUO157) carries a "buff form" confirming its VSCC eligibility, albeit in the modified class due to its ID19 engine and twin SU carbs. Unlike David and Willie, though, I've never plucked up courage to campaign DUO on the racetrack or against the clock!

In April we decided to blow out the Covid cobwebs and participate in the VSCC Snowdonia Tour, a superbly-organised event took in some truly breathtaking scenery plus a fascinating guided tour of the workshops of the Ffestiniog narrow-gauge railway which proved to be a thoroughly absorbing technical and local history lesson. Who would have thought that, tucked into deepest North Wales, flourish the skills not only to restore but also to build from scratch brand new steam locomotives and traditional, coachbuilt railway cars? Nothing is seemingly impossible in these workshops from a bygone age but it's ironic that the most pressing concern of the entire enterprise is the continued availability of quality

steam coal! Local Welsh coal is now unobtainable as Britain embarks on its "net-zero policy" that includes (or did, until recent events) coal imports from Russia and Australia. Sadly, whilst the Railway is currently experimenting with various blends of coal and reconstituted nuggets, it recognises it may need to increase reliance on (obviously imported) diesel ..... 'Nuff said.

Having never attended a VSCC road event before, we weren't sure how the Traction would be received by owners of more exotic, "proper vintage" machinery - especially when, on arrival at the event HQ, the Waterloo Hotel in Betwys-y-Coed, the car park marshal cast a stern eye over the Roadster before asking whether we were "part of the old car event" ..... but as soon as we'd parked, the interest, recognition and appreciation of the Traction from other owners was evident and continued throughout the weekend, even though some had never seen a Roadster or even knew they were made.

We had hoped to see some wonderful cars during the event and we certainly weren't disappointed: DUO was dwarfed by a huge 8-litre Bentley Saloon that was evidently fresh from a titanic restoration, looking and sounding truly magnificent. We were surrounded by GN, Fraser-Nash, Sunbeam, Alvis, Leaf and Riley - to



name but a few. We were made very welcome and enjoyed making some new friends as well as seeing Willie and Dominique Sellers again after a year or three. They were unfortunately unable to participate as planned in their Salmson due to last-minute clutch failure so Willie nobly offered his marshalling services instead. His Plan B, to bring his Roadster instead on a 450 mile trip into the Welsh mountains, was shelved when Dominique reasonably pointed out it hadn't actually been used in anger for rather a long time and might need a look over first!

Under glorious blue skies, DUO behaved impeccably. I had been concerned that the 10x21 CWP might be unsuitable for steep Snowdonia hills but, with a little patience before trying second gear after a hill start, it was no problem. Once rolling, the flexibility of the engine with a high second was ideal for all but the steepest gradients. In fact, I think the standard second would have been too low, yet top too high. We hope to do more VSCC events in future and it would be good to see more prewar Traction in the mix, reminding everyone of what an iconic and capable car it is.

On the subject of SU carbs that has been featured in recent editions of FP, as mentioned above DUO runs twin SUs and they have performed faultlessly for 25 years. Mine were installed by an ex-SU employee, Dave Morris, who was a great fan of the Traction although, sadly, he is no longer with us. I met Dave at the time when a TOC member (I can't remember who?) had a batch of suitable twin SU manifolds produced for the Six. I had a 1948 15/6 at the time and it was suffering from carburettor problems so Dave offered to find and rebuild a pair of the correct carbs and to produce all the brackets and linkages using his period SU installation drawings, specific for the car. A few weeks later, he turned up at our

house one morning with the entire package and had everything installed and tuned in a couple of hours! This all but cured the persistent "shunting" on light throttle openings that I couldn't eliminate with the original Solex, and I never again needed to touch the carburation. As Dave was leaving that day, he suggested that I should also convert DUO if I could find a suitable manifold as he knew they had been available in period. Then I remembered a twin carb manifold lurking on the spares shelf, that had come in a box of bits from a long-dead Lt 15. I had no idea what carbs it was made for but Dave immediately confirmed what it was, then came up with a pair of 1950's H-type SU's (with the knurled brass dashpot cover) plus, once again, a complete fitting kit made from the original SU drawings. As they did on the 15/6, SUs have performed impeccably once some initial problems of vaporising were cured by extending the heat shield originally specified by SU and installing plastic insulating blocks between the carbs and the manifold. Until this year they have never needed any adjustment or balancing but, due to ethanol, both carbs recently started to leak from degraded cork jet seals. Fitting upgraded "Superdry" seal and gasket kits from Burlen Fuel Services was an easy job and has completely cured the problem. I'm not sure how much they actually increase performance but they always deliver smoothly and reliably.

Steve Kemp





# Finally, into the Lake District

## The 2022 TOC National Rally

*As you will probably know, the 2022 National Rally was cancelled twice previously, due to Covid restrictions, once in 2020 and again at the last minute in 2021, when the lifting of anti-infection measures was not quite as comprehensive as anticipated. Several of the original participants stuck with it stoically through the two cancellations, but numbers were still relatively low by the standards of recent years and consequently, a few simplifications had to be made. However, those who did make it, seemed to enjoy a relaxed weekend and made all of the organisers' angst worthwhile.*



Because of the nature of the rally, everyone had different experiences on the Saturday, and there follows Adeline Davies' summary of their particular experiences in the Lakes during that weekend as the second part of this report, plus some of the photographs, are by her and co-driver Gavin.

Twenty seven cars were initially booked for the third iteration of the 2022 National Rally at Crosthwaite in the Lake District National Park. Alas a series of late mishaps reduced this number to twenty two, of which eighteen were Tractions, plus several modern cars, the latter as a result of late Citroen problems. Peter Fereday also turned up for the rally in a very nice blue DS, having recently parted company with his Traction.

On Saturday, the format was that everyone split up and went their separate ways, most following the various suggestions in the Road Book. We (editor and wife) opted for the steam train and steamer ticket and lunched in Bowness. We only saw two other Tractions out and about, one in Bowness itself and one at the Haverthwaite Steam Railway terminus, and felt that this rally format achieved the object of not clogging up the local roads with a convoy of old cars. Several members had a crack at the various mountain passes, (in spite of dire warnings in the road book), others preferring a shorter drive such as the one to the Bobbin Mill, and one car found its way south onto the so called Lake District Peninsula, to visit friends in Silverdale.

In spite of reduced numbers, we still made an impressive display on Sunday morning on the forecourt of the Lakeland Motor Museum at Backbarrow, and were joined by a local 2CV owner who had spotted an announcement of our arrival on the Museum's website, and was fascinated by the display of old Citroën metalware.



Also present at the museum, just to say hello, was member, Bob Cuppage, who wasn't able to join the rally, but who lives not far away, in the Windermere area.

A traditional roast Sunday Lunch was taken at the adjacent Café Ambio.

The combined Saturday evening Raffle and the sale of car cushions (cunningly made from old club teeshirts by Tony Malyon's friend, Jan) raised £250, which was donated to one of the Ukraine Aid funds.

There were only two recorded breakdowns, although some time was spent under bonnets over the weekend. Tim Greg suffered starter motor failure en route, and Adam and John Czutzkowna experienced fuel pump failure on Sunday morning. They, however, had an exemplary experience with the recovery organisation which came as part of their car insurance, and whisked them back to Bolton after only a very short wait by the roadside.



Furthest distance travelled was probably neck and neck between the Taylors, who had driven up from Bridgwater, and Adeline and Gavin Davies, who drove up from Chiselborough, which is slightly further south in the same county. Shortest distance was undoubtedly John and Julie Dawes, who only live a few miles down the road, in Ulverston.

Adeline writes of their weekend:

'This rally was our first opportunity to drive our recently acquired (November 2021) Light 15 Roadster.

We safely arrived in "Lily" at the Damson Dene hotel on Friday 24th June at approximately 3pm and were greeted with a warm welcome by organiser, Bryan, various TOC owners and the hotel staff.

We had travelled up without any issues from South Somerset over the previous days, enjoying the best of the British weather and countryside, stopping over at various friends en route.

On Friday evening, we discussed over dinner which route to take for Saturday and planned our rally journey for Drive 1: "Into the Fells".

We headed out straight after breakfast into the Lake District National Park and made our way to our first stop, Townend, just outside Windermere, and then Troutbeck. We then continued on to Ambleside and up the Kirkstone Pass towards Ullswater.

From here it was steady on the brakes for the descent towards the shores of lake Ullswater and to the Aira Force waterfalls. After a short walk exploring the falls, we drove off towards Keswick, stopping occasionally to take pictures of the beautiful scenery, particularly St Johns in the Vale and the Castlerigg stone circle.

From here we started our journey back south towards the hotel, stopping in Grasmere for lunch, and then at Low Wray castle and finishing our day at Sizergh Castle, a journey close to 100 miles. Back at the hotel, we had a relaxing time in the jacuzzi and sauna, just in time for an apéritif before dinner. After dinner, the much anticipated raffle was held with some excellent car care prizes shared amongst the lucky winners.



## 2022 TOC National Rally

All too soon, Sunday morning arrived and it was time to depart the hotel and drive to the Lakeland Motor Museum at Haverthwaite.

In summary, we took a lot from the event and made lots of new friends. The weekend was very well organised and the hotel was comfortable with excellent facilities and great customer service. The breakfasts and evening meals were exceptional with an excellent menu to choose from.



We especially enjoyed the openness and friendly nature of all the rally participants, the knowledge of TOC members was unlimited.

What worked particularly well for us was to be able to utilise our National Trust membership to explore points of interest in the Lake District and its beautiful countryside.

Thanks once again for those involved in the organisation of such a successful and memorable event. We look forward to taking part in the next rally!

*Thanks also to Ian Gardner and Bill Dyke who helped marshal the cars on Sunday morning, and the museum for allowing us to park in their courtyard, rather than the main car park ...and of course, our various sponsors!!!*

Bryan Pullan/ Adeline Davies



*Above, Evening line-up at the Hotel  
Bottom left, Earnest discussions.  
Bottom right, Richard Larter at Honister Slate Quarry*







**Top and middle right:**  
Lineup at the Lakeland Car Museum,  
**Middle left:** Peter Fereday's DS,  
**Bottom left,** Wray Castle (spot the Traction).  
**Bottom right,** arrivals at the Damson Dene Hotel.

Photo credits: Adeline Davies, Janet Pullan, Richard Larter, Chris Bailey and the editor





# More on Values

The recent item on Traction values, triggered by Hagerty offering a view on the subject, led to a number of replies from members who had some recent experience of buying or selling cars. Most of the replies agreed that it was something of a free for all, in terms of defining a car's value, some owners viewed their cars through rose tinted glasses, many simply hadn't a clue. Here are three of the responses received.

One member noted that he had: *'Purchased last July, a 1951 LHD Normale which I have no doubt should be listed as a 1 and paid £14750, after the usual hagggle. This did include quite a few spares for the carb, ignition and petrol pump plus others and some brake adjusting tools. Included as well which I thought adds to it, is a very comprehensive listing of its services in France, its near full recondition in France in 1995 and details of its registration history whilst in France plus lots of photos of her throughout her life.'*

This strikes me as a good value purchase, given the detailed backstory that went with the car.

The author was also intrigued by a car being offered at £22k, after having allegedly received £27k of restoration work.

Another member offered his own assessment of prices, based on his experience of selling and buying a variety of Traction models in recent years. He notes:

*'The attached is my assessment of prices for very good condition cars which probably lie between 1 and 2. Note, I differentiate between Slough and Paris (Belg) cars, pre and post war, small boot and big boot, and offer a thought on the premium for concours/new build. I have no experience of Commerciales. This assumes the car is in broadly original configuration.'*

## Very Good condition

### Pre war

11 BL £17,000 (international market)

12 £13,000

Lt15 £16,000

B15 £16,000

11 N £19,000 (international market)

Lt15 Roadster £60-90,000 (international market)

11 BL Roadster £60-85,000 (international market)

11 N Roadster £90-125,000 (international market)

### Post war small boot

11 BL £13,000 (international market)

Lt15 £14,000

B15 £18,000

11N £16,000 (international market)

15/6 £30,000 (international market)

B6 £28,000

### Post war Big boot

11 BL £11,000 (international market)

Lt15 £13,000

B15 £18,000

11N £11,000 (international market)

15/6 £25,000 (international market)

B6 £20,000



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Interesting. Particularly the difference in price between Right hand Drive (Slough) models and French LHD cars, in post war models, which isn't repeated on the same scale in pre-war cars.

Finally, I also received this: *'It was with much melancholy that I parted recently with my 1951 Light 15*

*We are downsizing, I am ageing and there will be no room for the trusty Traction that I have owned for 25 years. In the latest FP you asked for real-life experience of selling prices achieved. I asked and received £14,750. She was as near as dammit in condition 1, according to Hegarty's definition.'*

This shows some commonality with member no 1 and also suggests that the table given by member no 2, is realistic.

Do let me know if you all have any further thoughts.

Editor



# Traction in Jersey, Rally May 11th - 15th, 2023



**Details of the 2023 Jersey Rally Itinerary were printed in the July/August 2022 magazine and is now available on the TOC website in the Events Section.**

Please direct any queries to Chairman Bev Oates.

Application forms giving details of all costs known to date, have been sent out to all those who have currently expressed an interest in this event. Ferry costs are yet to be finalised.

If you haven't received an application form, then please contact Bev Oates to receive an email copy.

Please complete the application form as soon as possible to ensure a room at The Westhill Hotel.

Please email to [Chairman@traction-owners.co.uk](mailto:Chairman@traction-owners.co.uk) OR post to Bev Oates, 55 The Knoll, Tansley, Matlock, DE4 5FP

## **Payment**

Please pay a £50 deposit per person or the full amount with the application form.

The full amount is due by 1st February.

- BACS transfer preferred please to "The Traction Owners Club Limited". Sort Code 20-20-62 account number 40617679. Reference "Jersey Rally".
- Payment can also be made by cheque or PayPal.
- Details of costs are not yet available from Condor Ferries, but will be advised as soon as they are published.

## **Conditions of Entry**

All vehicles must be covered by at least a third party Insurance policy and have an up to date registration.

Vehicles must not be driven or left in charge of any person who does not hold a current UK or EU driving licence.

The TOC cannot accept any liability for member's vehicles.

The TOC reserves the right to change arrangements at short notice in the event of unforeseen circumstances.

It is advisable to have travel insurance for Jersey to cover you for healthcare costs or medical treatment. If you don't have travel insurance in Jersey you will need to pay for any medical treatment.

**Please note that the European Health Insurance Card (EHIC) is not valid in the Channel Islands.**

# Your Letters

## No Deals!

Hi Bryan,  
In good company at the Gillingham and Shaftesbury Show 17th August 2022  
Neither of my neighbours wanted to swop. Not sure why.  
Regards,  
Roger Grix



## Aero Anyone?

Good Morning Bryan

I hope you're keeping well. Someone I know has acquired a 1.9 litre Dumas Colinot aero engine with the possibility of putting it in a trials special. The engine is late 1930s and unused. It has been suggested to him that it is based on the Citroen Light Fifteen engine. Do you know anything about this engine? Looking at the photos can you see any resemblance to the Citroen unit? Is there anyone in the Club who might be able to help?

I look forward to hearing from you.

Cheers

Martin Jelley



Hi Martin

Thanks for the email. I hope that you are well.

The obvious difference is that the aero engine is air cooled with removable finned cylinders and the Citroen engine has a full one piece water jacket. I can see no resemblance between the crankcases of the two engines at all, although it is possible that the original manufacturers may have used some internal components from the Citroen.

Since the mounting for the carburettor is under the manifold, I would suggest that this is probably designed to run upside down, rather like the Gipsy Major, (eg: Tiger Moth) and would hence be dry sump with a separate oil reservoir, which is probably the large canister in the photographs.

It is going to be complicated turning this into a car engine. Aircooled Citroen engines from 2CV's and Visa's are converted the other way, to power ultralight and microlight aircraft, but this looks like a 'proper' aero engine designed for the purpose, with dual ignition, etc..

Does anyone have knowledge of a link between Dumas Colino and Citroën? Editor

I have researched through all the books and literature I have on the Traction and have found no reference to the Dumas-Colinot company, which interestingly is still in business. It does appear that they were/are part manufacturers for the motor industry. So whether Citroen initially bought parts for their prototypes? But I see nothing that appears Traction related at all.

Regards

Steve Reed



## Prescott

Prescott Hill Climb, Sunday 7th. Aug 2022: The old and the new( ish )!

David Boyd

## Up In The Hills

Richard Larter writes: 'I have just remembered that my car featured in FP in 1980 doing the Lake District Rally at that time. The owner then was Peter Cotterell who ran a Citroen garage near Kings Lynn, I did try and see him while on holiday in Norfolk last summer in the Light 15 but he had recently died aged 93, his family said he was an enthusiastic Traction owner and kept the car for many years, travelling as far as Switzerland.



*Richard came along on the recent national rally in Cumbria and tried his hand at a couple of the mountain passes. He is another convert to SU carburettors and his car has a twin carb setup ( see picture). He managed to ascend both Honister and Wrynose passes, which is no mean feat.*

Editor



## Six Cylinder Memories

Dear Bryan,

I re-joined the TOC earlier this summer (no. 2875), having been an original member way back in 1976! In the July-August 2022 issue of 'Floating Power', the Southern Scotland section by Peter Fereday included details about my involvement with Tractions since 1971.

That issue of your brilliant magazine (truly!) has that magnificent picture of a 15/6, reg. YWG 975. It looks like a 1950 or 51 French 'Big 6'. Two questions, if I may....which you might care to print in the next issue....?

1. Who is the present owner, and where is (s)he based, I wonder? and
2. Could this be the 1951 15/6 that I sold to Reg Winstone (living at Iford, nr. Lewes, in Sussex) in June 1975, when I left Cambridge to move to the Tyrol in Austria?

Background: I bought my 15/6 from the Garage Guitteny at Ingrandes-sur-Loire, between Nantes and Angers, in April 1972, for the princely sum of NF.600 (about 50 quid then!) She was 'roulant', and I had NF.300 work done on her to ensure she was roadworthy. The original Registration no. was 5138-QL-44 (Loire-Atlantique). The Garage had acquired the car from a stone-mason! The first owner was the French ambassador to Turkey, and he commuted between Paris and Ankara with

the 15/6....hence the twin spare wheels on the back ... to survive Balkan roads! I imported her via Southampton in December 1973, but never registered her in the UK.

In 'The Citroenian' of August 1972, I wrote:

"With regard to the Big 6 I have bought in France, I would like to stress they are still not introuvable'. This particularly sensual monstrosity cost me a mere NF.600 (a reasonable charge for a 'Good Timer'?), plus NF.300 'revision mecanique' (radiator renovated, new water-

pump), and NF.150 for a month's French insurance. Total bill to get her roadworthy, 90 Pounds. Unfortunately, I beat her up a bit along Breton Routes Nationales, and she is now in the throes of getting new valves put in and gaskets replaced, but even with the compression ratio down from 7 to 5.5/ 6.0 in three cylinders, she is still a very formidable proposition for any ton-up challengers - Bien sur, ca marche quand-meme!"

Looking back now to that report, I'm almost ashamed of my wild behaviour at the age of 25. I had 'Tractioniste/ Anarchiste International Routier' daubed in white on both rear door. It's a minor miracle that the French Police never stopped me.

I now handle my last remaining Traction (a 1956 11BN) with great respect. In fact, she is currently being restored....mechanically, at least. I am keen to keep all the dents and patina of the original bodywork ... nostalgia for when I bought her for 135 Pounds in September 1971: she had just been imported from the Pas-de-Calais.'

I have attached here three pictures of that 15/6: two taken at Benodet, Sud-Finistere, in June 1972, and one at Welwyn Garden City in December 1973. The woman in the Tyrolean dress became my wife, the child our daughter Natasha.

So, back to my second question:

Is the picture of the 15/6 on the front cover of the last 'Floating Power' my original 5138-QL-44....?

With thanks for your patience in reading this....

Best wishes,

Andrew (Milne-Skinner)

*We have put Andrew in touch with the owner of YWG 975, so maybe he will be able to find out more of what has happened to his old car. Editor*

## Smart Motorways



Ever since they first appeared in 2014, there have been arguments around the safety of these roads, which remove the hard shoulder in favour of managed lane closures.

It is interesting, therefore, to read in the recent classic car press, that a number of car clubs are now formally recommending that their members steer clear of so called 'Smart' motorways.

Motorway driving has never been popular amongst many of the Classic Car community and this is a component part of a wider outcry against the road safety on motorways where the hard shoulder has been converted into a live running carriageway, theoretically camera controlled.

The theory is that a car breaking down should limp to a safety refuge in the form of a layby. A car unable to do so should pull over to the left, be detected, and the cameras would close that lane to traffic. However, surveys have shown that SVD cameras actually only detect (within their 20 seconds target), around 62% of vehicles that have come to a halt and are unable to reach a refuge, and it was noted that 38% of breakdowns occurred in a live running lane! It was also noted that around 20% of the reports give incorrect information. Following on from extensive lobbying arising from a number of deaths (around 68 up until 2020) the UK Government has paused the introduction of new sections of smart motorway amid concerns about their safety, until more data is available. Responding to a report from the Commons Transport Select Committee (TSC), the Department for Transport said it would temporarily halt work on any new stretches of all lane running road until five years' worth of safety data had been gathered and proposed new stretches and those where design work is complete but construction has not yet started will be put on hold until more safety evidence is gathered.

Whilst the Dft has announced 18 point plans to improve detection rates and provide more frequent refuges, after some near misses recorded by various owners of classic cars, the advice from many classic car clubs is now increasingly that members should avoid all Smart stretches. Marque Clubs for classic Wolseley, Rover, Austin and various other cars are now advising members to stick to 'A' roads, and hence avoid situations where, without a hard shoulder, there is a greater chance of a vehicle breaking down in a live lane and being involved in a collision with a moving vehicle.

National Highways, which operates England's motorway network, confirms that the risk of a "live lane collision" between a moving vehicle and a stopped vehicle is greater on all-lane running (ALR) and dynamic hard shoulder (DHS) motorways. But, it says, the risk of a collision between two or more moving vehicles is lower. A BBC Panorama investigation however, showed near misses between broken down and moving vehicles on one stretch of the M25 had risen 20-fold since the removal of the hard shoulder.

## Fuel Prices

Prices for E10 and eventually Diesel have dropped substantially to an average across the country of 178p per litre in early August. Diesel has lagged somewhat and now averages out at 189 pence per litre.(RAC Figures) So what about E5? Well E5 is still sky high at around 192.1 pence per litre, and although the forecast is that all prices will continue to fall, E5 has a considerable way to go before it gets to pre 'fuel crisis' levels. One wonders whether this will lead to an inevitable fall in consumption, and hence reduced availability. So the old adage: 'Use it or lose it!' might well apply.



# National Rally 2023 in North Devon

## National Rally 2023 in North Devon June 9th – 11th 2023

The 2023 National Rally will be in beautiful North Devon. We'll be staying in a lovely hotel in Barnstaple. Much of the north coast of Devon is designated an area of outstanding natural beauty. We will also be in gear crunching distance of both Exmoor and Dartmoor and Saturday will be a free day to explore. The road book will highlight options of places to visit and also highlight any challenging hills. Make sure that your brakes are up to scratch.

We will join the Lyn Valley Classic car show in Lynton and Lynmouth on Sunday.

### THE HOTEL

The Imperial Hotel ([www.brend-imperial.co.uk](http://www.brend-imperial.co.uk)) faces the River Taw and is only a few minutes walk from the centre of Barnstaple with secure parking. It has 63 rooms of various grades. Guests at the Imperial Hotel are welcome to use the facilities at the Barnstaple Health and Leisure Club free of charge. We have reserved all 25 of the hotel's Standard rooms which are a mix of twin and doubles. We are hoping that rather more than 25 rooms will be needed. If you wish to book a higher grade room, that's fine. If you want to make sure you can get a standard room you should book early! You will notice there's an earlybird discount on the standard rooms – but not on the others.



The hotel rate is for half board and includes parking in the hotel car park. Drinks and bar bills are not included.

You can bring a dog ( extra charge) and your room will then be in the River Court building as dogs are not allowed in the main building. The River Court adjoins the main hotel and is of the same standard. If you want to stay extra days, please make arrangements with the hotel directly. Details are on the booking form.

If you don't want to stay at the hotel, but want to join us for dinner on the Friday and / or the Saturday, please book using the booking form.

### THE AGENDA

#### Friday 9th June:

The rally starts at 7pm on Friday. So please aim to arrive and check in at the hotel by 6pm.

At 7pm we will have dinner in the hotel's main restaurant.

#### Saturday 10th June:

There is so much to see and do in the area surrounding Barnstaple that there will be no single set drive on the Saturday. There will be suggested routes in a Road Book and if we can arrange some discounts to local attractions we will. RHS Rosemoor is not far, nor is the National Trust's Arlington Court so bring your membership cards. If you only have the weekend, you will not see it all and will have to make some choices about where to go on the Saturday.

In the evening we will have dinner in the main restaurant at the hotel, after which we will move to a function room for speeches, the raffle and one or two surprises.

#### Sunday 11th June:

We will check out of the hotel and drive to the Valley of Rocks which is just outside Lynton. Having assembled by about 10.30 a.m. we will drive, in convoy, through Lynton and down the steep hill (eek!) into Lynmouth to join the Lyn Valley Classic. This is a classic car show organized by the Lions club and all proceeds go to charity. They tend to get about 400 cars in a very attractive setting on the seafront. Admission is included in the rally fee. We will have an area reserved for us where the cars will need to stay parked until 4pm. Dogs are welcome. Lynmouth has shops, pubs and all that you would expect of a small tourist-oriented fishing village. It is connected to Lynton – which has more shops and cafes, by a water powered funicular railway and a zig-zag footpath. Some of the cars in the show, normally the supercars, will be on display in Lynton but most will be in Lynmouth. We hope the weather will be kind and we may decide to meet by the cars for lunch. However, there is no provision for that in the rally fee.

At 4pm we are free to collect our cars and head home.



# National Rally 2023

## Carbon offsetting

We haven't done this before.

At the time of writing, a drought has just been announced and a lot of things that are supposed to be green have turned yellow. And that's the least of the effects of global warming. Driving around in old cars does not help. Each of our cars will, on average, cover about 600 miles to get there and back and drive around.

That equates to about 0.4 tonnes of CO2 being emitted into the atmosphere per car. There are various carbon offsetting schemes – some are more transparent than others. No scheme has yet been selected but £12 seems to be a typical sum suggested to offset the damage we are causing. It is entirely optional. You may have already put something in place, you may rely on the petrol companies to cover this, or you may not agree with it anyway. But if there are enough of us that do, the money will go to an offsetting scheme that looks appropriate. If there are not enough takers, any money received will be returned.



## Booking

Please use the booking form you see printed in this issue. You don't have to cut up your magazine. You can take a copy or a photo or print one off the TOC website. Email it to [Marketing@traction-owners.co.uk](mailto:Marketing@traction-owners.co.uk).

It's best if you can pay in full and transfer the money by BACS. At a minimum we need a £50 deposit per person. If you do not want to use BACS then please send a cheque as detailed on the booking form. Please note the earlybird discount!

There is so much to see and do in this area and we hope to see many of you there in June.

Please complete the application form as soon as possible to ensure a room at The Imperial Hotel. Information and an application form are also available on the TOC website in the Events Section.

Please email to [marketing@traction-owners.co.uk](mailto:marketing@traction-owners.co.uk) OR post to Chris Bailey, 1 Kingfisher Way, Horsham, RH12 2LT



## Payment

Please pay a £50 deposit per person or the full amount with the application form.

The deposit is non-refundable. Any refunds will be at the discretion of the club.

The full amount is due by 31st March 2023.

BACS transfer preferred please to "The Traction Owners Club Limited".  
Sort Code 20-20-62 account number 40617679. Reference "Devon Rally".

Payment can also be made by cheque or PayPal.



## Conditions of Entry

All vehicles must be covered by at least a third party Insurance policy and be road legal.

Vehicles must not be driven or left in charge of any person who does not hold a current licence that permits them to drive in the UK.

The TOC cannot accept any liability for members' vehicles.

The TOC reserves the right to change arrangements at short notice in the event of unforeseen circumstances.



## 2023 North Devon National Rally June 9th – 11th 2023



Driver's Name \_\_\_\_\_

Passenger Names \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_ Post Code \_\_\_\_\_

Phone: \_\_\_\_\_ Email \_\_\_\_\_

Vehicle Details: Model \_\_\_\_\_ Year \_\_\_\_\_ Registration \_\_\_\_\_

Dinner and breakfast are included in the room rates for residents.

	2 Nights Early bird rate up to Jan 31 <sup>st</sup> 2023	2 Nights Normal rate from Feb 1 <sup>st</sup> 2023	Number required	Cost
Standard Single ' £93 per night – earlybird £103 per night - normal	£186	£206		
Standard twin / double £93 per night per person – earlybird £103 per night per person - normal	£372	£412		
Superior Town Facing room £118 per night per person	£472			
Superior River Facing Room £128 per night per person	£512			
Deluxe River Facing Rooms £138 per night per person	£552			
Carbon offset – per car - optional	£12			
Dog – Standard only Room will be in River Court building No dogs permitted in main hotel	£20			
Friday evening meal if not staying at the hotel £37 per person	£37			
Saturday evening meal if not staying at the hotel £37 per person	£37			
Rally Fee includes Rally plaque, Road book and Lyn Valley Classic admission £25 per car	£25			
Grand Total				

Please advise any dietary and room requirements (allergies, twin / double, accessibility needs): -

Deposit of £50 per person required with this application form to secure rooms at The Imperial Hotel.  
The rest is payable by the end of March – or pay full amount now please.

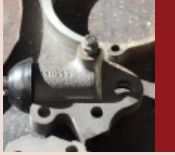
If you wish to book extra nights, please contact the hotel directly. [Reservations@brend-imperial.co.uk](mailto:Reservations@brend-imperial.co.uk) -  
01271 345861

Amount paid - \_\_\_\_\_

I have read and agree to the conditions of this Rally

Signature \_\_\_\_\_

Date \_\_\_\_\_



# Big 6 Downunder

*Kevin Taylor's Big 6 Restoration continues.*

I have had problems trying to fix the brakes which have leaked in several places. I tried replacing the copper washers on several junctions but the master cylinder and the two lower front brake cylinders continued to leak. The master cylinder had been tightened in the past and the nut had been chewed badly. Luckily the guys from Brake and Clutch in Batemans Bay were able to find a replacement banjo fitting. I also asked them to have a look at the brake cylinders and their diagnosis was that the bores were shot. The plan now is to have them reconditioned with stainless steel inserts as the cost of buying them new and shipping from Europe make them prohibitive.

In eight days the cylinders have been returned and look amazing. The time is even more amazing when the company who carried out the restoration are in Lismore who are still recovering from the recent floods that hit much of northern NSW. The next job is to remove the rear cylinders and have them reconditioned. The cost for all four cylinders was less than half the cost of buying two new replacement cylinders.



The jigsaw begins. I continue to have issues with the small toggles to which you attach the brake springs. The bottom one is reasonably straight forward because you can tighten the two bolts that pass through the two sections of the brake mounting plates. The top one however even under tension refuses to cooperate and springs out if pressure is not maintained as you try to mount the brake plates to the back plate. It is not helped by the fact that you also have to juggle the brake pipe through the back plate and the rubber grommet. I have made use of plastic ties passing them through the two holes where the plate is attached.

I read with interest the article in the last Floating Power re fitting seat belts to Tractions. As well as being a member of TOC, I am also treasurer for a local

club and at a recent meeting the registrar gave an update on recent developments. It would appear that cars have been issued defect notices at car meets which means they cannot be used on the roads. If a car has a three point seatbelt it must have been inspected and given engineering approval. The authorities will cancel the defect notice if the seatbelt is removed or changed to a lap over with floor mounts. To be approved the car would have to undergo crash testing which is impractical.

Compare and contrast. The left-hand picture shows the front brake with two cylinders and the right-hand the rear brake minus the cylinder. The rear is far easier to work on as the brake cylinder can be removed without taking the brake shoes off to gain access. On closer inspection I may not need to have the rear cylinders re-lined as the rubber seal was not sitting correctly hence the leak.

I continue to put things back together including the rear bumper and laying out where to mount the rear brake lights. The chrome

on the bumper is far from perfect but is still good for purpose. I do need to replace the bolts which are very bent and out of shape. I am going through to Canberra shortly and hopefully pick-up a new rear brake drum. The original has a small segment missing and the second one I obtained, turned out to be even more cracked when I cleaned it up.





# Bailey's Banter

My Normale has been covering some miles this year. The TOC Rally in the Lakes (thanks Bryan for arranging that) and the CCC National near Peterborough, as well as a couple of trips to Devon and the usual work commuting. I do, from time to time measure the MPG of my Normale. Every time, irrespective of the type of driving, the state of the car and the type of fuel I fill up with, the answer is always 28 MPG. Maybe I'm always driving the same way, and the car is always in-tune and the fuel is the same grade, irrespective of what it says on the pump. Maybe the greatest influence is from the style of driving which somewhat depends on my mood. Maybe I only bother to check the consumption when I'm in the same mood. 28 MPG is not bad, and it is better than the contemporary road tests achieved. Autocar got 23.6 MPG in 1953.

You will be impatient to for an update on my posterior and I am pleased to tell you it is very well. My efforts in restuffing the driver's seat cushion have been very successful. Both the driver's seat and my own have faired very well over the last 1800 miles.

Another small but valuable improvement I made was to stick a convex mirror onto the offside door mirror. This has eliminated the blind spot which made pulling onto motorways a bit stressful. I got it from Halfords and wish I had done it years ago. Of course, I could fit an actual convex mirror which would be more sensible.



We chatted at the TOC rally about the potential to use the chromed headlamp bowls as mirrors. They are not in the right place to be effective most of the time, but they can help you see round corners when pulling out of blind T-junctions. Mine, being black are no good for this. I've been looking for an excuse to invest in seriously expensive chromed headlamps.

We were only at the CCC Rally on the Sunday and ours was the only Traction present. In fact ours was the oldest car there by several years. Another Traction, a red one, had been there on the Saturday and, if it had come back for the Sunday it would probably have won the best pre-1955 car award. Instead, with no competition at all, our car won it.

We'd driven up from Sussex the previous afternoon. Poor planning on my part meant we needed to stop for petrol and, whilst I normally begrudge paying motorway service stations prices, given the current situation I have stopped caring. And so, we dropped into Clacket Lane Services for a quick splash and dash. Except we decided to buy a coffee first and left the car to "cool off" in the shade. When we came back the car did not want to start. In fact, it point blank refused. Aha – so was this the fuel vapourisation of which I had heard so much? Indeed it was. A combination of waiting a bit, pumping the primer lever and throwing water over the carburettor achieved a little improvement. It would start and idle but would still not rev. There seemed to be a blockage somewhere in the fuel line.

Mine is a black car. The fuel pipe is black rubber and it runs around the front of the engine, rising up over the water pump and



top hose. When the engine is running and the fan is blowing air over the pipe, through which relatively cool petrol is flowing and being pressurised by the pump, the petrol in the pipe remains liquid and flows nicely. Switch the engine off and I can't think of a hotter place than the space above the water pump, with no air flow, no water flow and no petrol flow to cool the black pipe which had been cooking beneath the black bonnet. That is just where the fuel pipe has a high spot before it runs back down just a little bit to the carburettor. I was annoyed that I had not spotted this immediately. I chucked some water over that pipe – some of which no doubt ended up in the clutch, although I doubt it hung around long enough to do any damage. Immediately the problem was solved. The fuel vapour bubble that had been blocking the pipe condensed into liquid. Full fuel flow and full power were instantly restored.

Off we went and I started to think about how to avoid this happening again. First, make sure you have some water on hot days. I've been keeping it in the car to top up the radiator which does not seem to need it at all.

E10 fuel has higher vapour pressure than older blends which means it is more likely to form a bubble and may explain why I have not experienced vapour lock in previous hot Summers.

The pipe is thickish black rubber the perfect combination to absorb and retain heat. It would be better being metal – lower thermal mass and a bit more reflective. I don't think running it above the water pipe is the best route. It's not the original pipe but the previous one was rubber and took the same route. I have seen others just like it but I have also seen pipes routed below the water pump. As we can expect more hot days and E10 is here to stay I think the black rubber pipe has to go.

Since there was only one Traction present at the CCC Rally at any time it would not have been the place to go if you wanted to see the whole range of body styles.

There may have only been one Traction at a time at the CCC Rally but there were two at the Great British Picnic near Cranbrook, Kent. I must thank John and Bev Barsley for the invitation to this annual event which is held in aid of a local hospice and is open to all owners of old cars. Ron Herivel was planning to bring his Normale as well but suffered an exhaust malfunction that morning. Even so he did bring me a hub cap for my DS which was very nice of him.

Thanks to Jim Gibson for organising our presence at the British Motor Show – and for using his dress-up spray to make my tyres look shiny. It was a great display of Citroens, especially the Traction and there was plenty of interest from the paying public in our motors.

I mentioned last month the Danish-built van. John Pressnell says in his feature on classicandsportscar.com that this is the rarest form of Traction Avant, with only 540 having been made and only 3 known survivors. The 6 cylinder cabriolet would also be a contender for that title.



I have seen one of these vans – the same one that John Pressnell describes. It was at the 2016 ICCCR in Midachten and I imagine it would have been in Torun.

Back in April 1977, in *Floating Power* Volume 2, Issue 2 there was speculation as to whether these vans were converted by privateers. Photos are published that had appeared in the "Dutch club's "Traksjon" magazine. I wondered if there would be answers in subsequent issues of *Floating Power* but I have not found any.

Much better, well researched information is published in Olivier De Serres' *Grand Livre*, John Pressnell's *Traction Avant* and Ubaldo Nifosi's *Fenomeno Mondial* books.

There are two stories that can be told – how the van came to be produced in Denmark and how the brown car that I have seen has survived.

The van was developed by Citroën Copenhagen as a Citroën approved conversion as a response to a Danish post-war restriction on imports. Since Denmark had no domestic car manufacturers this was a restriction on car purchase unless one could show a genuine need. It was much easier to show a genuine need for a commercial vehicle which, incidentally would attract less tax than a car. One drawback was you would not be allowed to drive it on a Sunday.

In 1947 Citroën Copenhagen – who were already assembling and trimming cars from CKD (completely knocked down) kits made a prototype van, having cut a top hinged tailgate into the back of the body and welding up the rear doors. That was not different enough and the version that went on sale in 1949 looked more like a van. The roofline was extended and a wooden slatted roll-up tailgate was fitted. Some internal stiffening was added as was a grille behind the driver. The side doors were still welded up but shut lines were filled with lead and the windows were completely panelled over so the rear doors could not be seen. At least they couldn't be seen when the van was new but after a while the lead would sink and the outline could be seen. Some owners would later have their vans converted back to cars by removing the lead and the panels and unwelding the doors. They would then have a nice estate car. If the van was three years old this conversion was quite legal requiring the owner to pay a small tax. Citroën offered a kit of parts to support the conversion – presumably this included window glass, door handles and seats.

The slatted wooden tailgate rattled, leaked and stuck and was replaced in 1950 with a hinged metal tailgate. This time it was side-hinged.

A third version was introduced in April 1952. This was a short roof version that retained the original body shape – just like the 1947 prototype. It had a side hinged rear door and the rear doors were welded up and the windows were panelled over

as before. The last examples of this version would have been based on big boot cars. The last one was made in September 1953. During period they were producing these vans Citroën Copenhagen made 465 11 Sports – the Danish moniker for the 11 Legere.

Of the 540 vans made in Denmark, 530 were sold in Denmark, 8 in Norway and 2 in Sweden. These were all based on Legeres (or Sports). Another 20 to 25 similar vans were made in Norway, including a couple or so based on Normales.

Jens Moller Nicolaisen's is the one of the first series. It originally had a wooden slat tailgate but the first owner had it converted to a side hinged rear door. At some point the doors were exposed and it was converted to a car and then eventually became a derelict wreck. It has been restored to a van but retains the hinged door. It is one of only two survivors of the first series. None of the second series are known and only one of the final short roof incarnation.



A more common commercial Traction is, of course the Commerciale. I am grateful to fellow picnicker Ron Herivel for sending me photos of a Commerciale he saw in Les Eyzies de Tayac, home of Cro Magnon man, France that was working for its living selling wine for a local vineyard. According to Ron the car was excellent, the wine not so much.

Chris Bailey



# In Committee

## Zoom Committee Meeting – 24th July

**Finances** – Annual P & L Report agreed (is printed in this issue of FP ready for approval at the AGM). We still have some depreciation and tax issues to resolve but with the level of Spares turnover the position is fairly stable. A profit was made on the annual rally and it was agreed a refund should be made to all who paid the rally fees. Cleve & Bev to look at the figures and agree a sum.

**Floating Power** – members are contributing to the discussion on the value of cars so supplying Bryan with very useful data. Peter James Insurance has agreed to advertise within FP which helps with admin costs. Please keep the articles coming in.

**Membership** – current membership stands at 611 – so far 35 members have left plus another 74 not yet paid Subs – despite a reminder so possibly lose more. Mainly people are leaving due to age and/or ill health.

**Social** – Bryan was thanked for an excellent annual rally in the Lakes.

2023 Jersey rally, organised by Bev Oates & Brian Follain, will take place in May and the 2023 Annual Rally, organised by Chris Bailey, will be in June in North Devon. Application forms for both and a request for deposits are in this issue of FP.

**Shows** – TOC will have a presence at the South Cerney Show and the British Motor Show in August. The NEC is planned for November 11-13.

**Spares** – very busy since Covid including sales to members in different countries. The speed of receiving parts from Europe is getting better.

**Marketing** – Chris B continues to send info to suitable magazines. Would like to increase our profile on Facebook so will liaise with Andrew York.

**Website** – Simon has greatly improved the access to the membership forms on our website. The next stage is to look at the Section pages so they can be easily updated.

**AGM & next Committee meeting** will take place on Sunday 16th October in Steventon Village Hall. The plan is to hold committee meeting in the morning and the AGM at 14.00. (see below).

Bev Oates



## AGM CALLING NOTICE

The 2018 AGM will be on **Sunday 16th October 2022**.

The committee should be there by **11.00** for a committee meeting prior to lunch for Club Members attending at **12.30**, with the AGM starting promptly at **14.00**.

**The venue is:**

**Steventon Village Hall, Steventon,  
Oxfordshire OX13 6RR**

### Directions to Steventon Village Hall

There is a junction on the A34 just south of Abingdon signposted to Milton, Didcot, Wantage and Steventon. It is 21 miles south on the A34 from Junction 9 of the M40 and 20 miles north on the A34 from Junction 13 of the M4. At the junction, take the A4130 westwards, signposted to Wantage and Steventon, for about half a mile. Turn right at the traffic lights onto the B4017, signposted to Steventon, and drop down the hill for another half mile. After passing a petrol station on your left, you will find the village hall on the green on your right.

If there are any reports or items you would like to raise at the meeting, please let me know as soon as possible.

Ian Harvey, Secretary



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For mutual security, calls are recorded and may be monitored for training purposes.

## The Traction Owners Club Ltd



### TRACTION OWNERS CLUB LIMITED PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31 MARCH 2022

	2022 £	2021 £
Turnover	31,433	37,826
Cost of Sales	<u>24,340</u>	<u>25,225</u>
<b>Gross Profit</b>	<b>7,093</b>	<b>12,601</b>
Administrative expenses	<u>35,222</u>	<u>38,505</u>
	(28,129)	25,904)
Other operating income	<u>23,459</u>	<u>23,175</u>
<b>Operating Profit (Loss) on Ordinary Activities Before Taxation</b>	<b>(4,670)</b>	<b>(2,728)</b>
Tax on ordinary activities	<u>(278)</u>	<u>(299)</u>
<b>Profit (Loss) For the Financial Year After Taxation</b>	<b>(4,948)</b>	<b>(3,027)</b>
<i>General Fund brought forward</i>		115,502
<b><i>General Fund Carried Forward</i></b>	<b>110,553</b>	

### BALANCE SHEET AS AT 31 MARCH 2022

	2022 £	2021 £
<b>Fixed Assets</b>		
Tangible Assets	13,606	14,811
Investments	<u>301</u>	<u>301</u>
	13,907	15,112
<b>Current assets</b>		
Stock	99,707	106,159
Debtors/Prepayments Bal	0	946
Cash at bank and in hand	<u>10,292</u>	<u>6,230</u>
	109,999	113,335
<b>Current Liabilities</b>		
Creditors: Amounts falling due within one year	<u>13,353</u>	<u>12,945</u>
<b>Net Current Assets</b>	<b><u>96,646</u></b>	<b><u>100,390</u></b>
<b>Total Assets Less Current Liabilities</b>	<b><u>110,553</u></b>	<b><u>115,502</u></b>
<b>Capital &amp; Reserves</b>		
General fund		110,553



## The Traction Owners Club Ltd

### Explanatory notes on the accounts for the year ended 31st. March 2022

#### Introduction

The new rules relating to the import of parts from the EU have had a significant impact in terms of increased and more complex administration this financial year but supplies of spares have been maintained albeit slightly delayed on occasions. Fluctuating exchange rates and changing market conditions have also had an impact on product costs.

Active steps have and are being taken to reduce ongoing costs and overheads to ensure that the Club can continue to operate cost effectively and for the maximum benefit of its members.

#### Summary

The company made a loss before tax of (£4,670) (2021 -loss £3,027)

This was a trading loss of (£2,562 before depreciation charges

Spares sales in the year were £31,433 (inc shop sales) (2021 -£37,826)

Net income on spares sales after costs was £7,093 (2021 -£12,061)

#### Other Income

Subscriptions £22,370 (2021- £22,089)

Spares Levies £868 (2021 - £1,094)

#### Overheads

Magazine Production	£20,027 (2021 - £22,535)
Postage & Carriage	£1,718 (2021 - £3,890)
Stationery	£327 (2021 - £126)
Tour & Exhibition Costs	£1,141 (2021 - £608)
Depreciation	£2,108 (2021- £2167)
Cash in Hand	
Barclays Spares Acc	£8,127
Barclays Premium Acc	£2
Spares Petty Cash	£108
Barclays Main Acc	£1,416

**Total** **£9,653**

Note: Should you have any queries please send them to me by email to [admin@traction-owners.co.uk](mailto:admin@traction-owners.co.uk) by no later than 30th September 2022

Cleve Belcher June 2022



# New seals for old – a master cylinder saga

In my desire to overhaul the hydraulic brake system on my 1957 Big Boot I had finally come to refurbishing the master cylinder and a kit of seals was ordered from Chris. They arrived promptly and so I set about draining the fluid reservoir and disconnecting the pipework which inevitably involves a lot of fluid going everywhere despite plentiful cloths to catch the majority of it. As this was the first time I had tackled this job I made a couple of fundamental mistakes that the experience of successive assemblies and disassemblies proved there were better ways of doing things.



On inspection I found the bottom bolt holding the master cylinder to the bodywork has tab folded over the head. Reaching for a screwdriver and hammer, a few taps and the tab was moved sufficiently for the bolt to undo. Of course, it didn't as the bolt is nipped inside under the brake pedal and it just kept turning and going nowhere. Once I realised this the bolt came out easily but something dropped inside the cavity of the jambon. It was a metal ring that acts as spacer. More of this later. The top fixing is what really taxed me as the nut, once it releases, just turns the bolt too. The head of this bolt is above the brake pedal and is hidden by the push rod clevis which cannot be removed because the pin holding the clevis to the pedal fouls the steering column if you try to remove it. My solution was to grind a pair of long nose pliers so the tips were about 3mm wide and parallel for about 10mm. With this I could hold the end of the bolt and unscrew the nut sufficiently to then hold the bolt behind the nut and unscrew it right off. A laborious method but it worked.

There is an aluminium casting that acts as a mounting for the cylinder that is removed with a sharp knock depending how long it has been in place. The spring clip at the back of the cylinder was easily removed and the contents of the cylinder and a residue of fluid shot out. The bore turned out to be in perfect condition unlike the slave cylinders so did not need honing. A good clean inside and out and a



dribble of clean fluid to lubricate the inside of the bore and the new parts were put in and the whole lot locked in with the spring clip. Reference to an article by John Moon in FP recently (Vol 46, issue 3, page 16) helped ensure reassembly was correct. Pleased as I was at the fairly quick transformation, I started to bolt all parts back into the bodywork having reformed the tab for the lower bolt and laboriously used my pliers for the top nut. It is essential that the spacing ring keeps its place on the bottom bolt and it is helpful not to have the banjo bolted on to the end of the cylinder when feeding it into place as you have two bolts and a pushrod to feed into their respective holes in a confined space. Good lighting is essential. Scrabbling about on your back inside the car to tighten up the bottom nut is the easiest part. The old components are shown after a good clean.

With the pipework connected and the reservoir topped up I used my 'Ezeebleed' kit to bleed the front passenger side brake first. This always creates a mess but it was worth it as the brakes came up solid straight away. On checking the fluid a little later, I was concerned to see that the level had dropped but I put this down to air being replaced by fluid and thought no more about it. A short while later all the fluid had drained and there was an ominous dripping from under the car that turned out to be brake fluid.



The following day I dismantled the kit and caboodle again, took off the cylinder, cleaned it more thoroughly than initially especially where the rear seal locates and jury rigged the reservoir and feed pipe to see what was happening. Fluid was leaking past the rear seal. Several attempts to cure the problem seemed to eventually be successful and the whole lot was replaced and the bleeding repeated. The inside of the jambon was soaked in fluid so I took pains to clean it out so I could see at a glance if the leak reoccurred and left it overnight. As an aside I noticed, when I was bleeding the brakes a second time, there was a weep from the ferrule of the flexible hose. No split, just a weep. So, something else to attend to. The following morning the fluid had disappeared. Out it all came again. By this time the butchering of the end of the top bolt had meant the threads were in a poor state and

the nut was even more difficult to get off. On my back again inside the car with a bright torch I could just make out the head of the top bolt but none of the 12mm spanners I had to hand could be wrangled into place but a search for something slimmer found a 12mm ring spanner that with a little trickery could be persuaded to fit on the head of the bolt and hang in place while the nut was screwed off. The nut was retapped with a 7 mm tap but rethreading the bolt in situ proved extremely difficult but was achieved.



A possible cause for the leak was investigated more closely and I concluded that the rear seal on the piston was almost against the thick stop washer that's held in with ring clip. The machining or casting inlet to the bore of the cylinder where the recess has been made for the spring clip is just slightly larger than the true bore so the seal had partially lost its ability to seal hence the leak. In order to attempt to rectify this I placed a thick rubber washer between the piston and stop to prevent the piston being pushed all the way back by the spring. So far, the leak has not again manifested itself. It appears I may have solved the problem but why my modification should make any difference I am not sure as the previous set up was OK (yes, I know, if it's not broke why mend it).

The spacing ring was done away with and a brass insert turned and pressed into the aluminium casting so making a captive spacer made reassembly much easier.

When I have the new flexible hoses on I will top up again and wait to see if my modification has been successful.

Joseph Dobson

*Alas Joseph has subsequently told me that his modification was not successful, the master cylinder still leaks, and he has ordered a new unit. More next time. Editor*



Most of the season's events are done and dusted, so it is now time to start reporting next year's events. However, still to come in 2022 is the The Lancaster Insurance Classic Motor Show, with Discovery+, which brings together a great array of classic car and motorcycle clubs, together with many individual and Trade exhibits. The venue is, as always, the NEC, and dates are the 11-13 November 2022.

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Early in 2023, again at the NEC, is the **Practical Classics, Classic Car & Restoration Show**, on the weekend of the 24 March. Hailed the 'friendliest of car shows', the show attracts over 28,000 visitors across 3 days, and brings together all aspects of classic motoring. From live restoration projects to pristine classics. It's a weekend all about rusty barn finds, concours quality classics and everything in between.

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It's off to Jersey in May 2023 for **The TOC Jersey Rally**, details were in the last copy of Floating Power and an application form has been circulated, or can be obtained from Bev Oates. Numbers are limited, due to the nature and size of the island's roads, so book your place as soon as possible. Details on website or contact Bev at [chairman@traction-owners.co.uk](mailto:chairman@traction-owners.co.uk) for more information.

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**The 2023 TOC National** is back down south again, as usual during June, and based this time in the West Country in the Barnstaple area. The format will be similar to 2022, with Sunday's organised event being a day at a major car show in Lynton and Lynmouth. Details are elsewhere in this magazine, or contact Chris Bailey for more information. Application forms will follow.

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## **CTAB Brittany 2023**

Next year's rally will be held from Friday July 14 to Monday July 17, 2023

Thanks to Raymond Horvais, the venue is at the Camping de la Récré (The Lake of the Three Priests), 29290 Milizac. Camping de la Récré offers us a room with a capacity of 130 people where we can have our meals and breakfasts. Numbers of places available are increased on 2022. The maximum number from TOC will be 45 people and 22 cars. It will be first come, first served. (30 have already applied) Contact Martin Nicholson

[vicmarnic@gmail.com](mailto:vicmarnic@gmail.com) for details ad bookings. Martin also notes: *'I have also heard that the CTAB will be having a one day run-out on 18th Sept 2022. If anyone is in France at that time and would like to join in, with their Traction, please let me know asap. It will be starting in the Rennes area.'*

# CLASSIC CAR INSURANCE

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

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## TRACTION



## REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

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

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

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Morpeth, Northumberland.

**07783259874**

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



## Citroen Classics

Tel: 01784 452299

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

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

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

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

# Classified Adverts

## Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

## Classified Adverts – Non Members

£20 inc VAT per insertion.

### Trade Display Adverts

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

Cost of £60 plus VAT per issue.

### Please note

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

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



## CARS FOR SALE

### FOR SALE:

My fully restored **traction11BL** new full interior rebuilt engine all chrome has been rechromed stainless fenders and much more for more information please contact me, **Ian Mills : 07802326951**



### FOR SALE:

**1951/2 Black L/H drive traction.**

Reluctant to start due to starter motor needing attention  
Bodywork has some paint blisters, but metal is sound. Interior French striped material, clean,  
No tears. Tyres good, ideal project. Sale due to ill health. **£10,500 ONO.. Dry stored in Hampshire. Ray Barnett 07887 612803.**

### FOR SALE:

**1954 Citroen Traction Avant 11B, Left Hand Drive (Paris Built)**

Looks smart, but interior needs a new headlining, and other minor work  
Inertia reel seatbelts professionally fitted (to carry grandchildren)  
Starts and runs, but engine now needs a proper thorough overhaul  
Tax exempt, has current (voluntary) MOT



Has been used recently as a wedding car  
Sensible offers please  
**Michael Rolfe (member 1944)**  
**07999 044 956**  
**ervilles@gmail.com**

### FOR SALE:

**1953 Slough built Big15. Fitted with early ID/DS engine.**

Dark red body with black wings.  
**£ 12,000.00 or near offer. Car is in Norfolk. Sale due to bereavement.**  
Contact Emily Smith on 07455 898 270 or  
Email: [emilyevanssmith@icloud.com](mailto:emilyevanssmith@icloud.com)



### FOR SALE:

**1936 7C, 1628cc. Left hand drive very original car in very good condition. Price £16000 ono.** View at Banbury or Bicester by appointment. (Please be aware that this is a bereavement sale being handled by a family friend).  
**Contact..... [cliveh Gould@gmail.com](mailto:cliveh Gould@gmail.com)**  
**Tel: 07951051238.**



### FOR SALE:

With years passing forever faster and to be able to continue maintaining my Commerciale (40 years of all year round service) I need to sell the following cars:

- **1936 Peugeot 402 Estate. Very rare, no rust but does need finishing.**
- **1959 Mk 1 Vauxhall Cresta, one previous owner, very tidy.**

**For more details ring Mick on 07976 168870. Cars are in Shropshire.**

### FOR SALE:

**1953 Slough Light 15. ID19 block, LT 15 head.** Gearbox re-built with 10x31 CWP and strengthened output shafts by Roger Williams. Alternator, electronic points. Clayton heater. Interior re-upholstered, headlining new. Front and rear seat belts. Door panels, door bottoms and cills all replaced in my ownership. **£12000 ono.**  
**More info and pictures contact Alistair (Cardiff) Mob:07956840654. [tg3002@btinternet.com](mailto:tg3002@btinternet.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](http://www.longstone.com)**  
**Tel: 01302 711123**  
**Email: [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)**

### FOR SALE:

**12 volt starter £120.00**, in good condition for 1950 Light 15.  
**Tel. 01986782347 (North Suffolk)**

**PARTS FOR SALE:**

DS/ID 19 Exhaust manifold **£50**  
 11D crankshaft **£50**  
 11D camshaft with followers **£40**  
 11D flywheel **£30**  
 A pair of headlamps with good chrome  
**Andrew Tweed 07891 870499.**

**FOR SALE:**

Free to a good home. **27 copies of Floating Power from the 1990s.** All in perfect condition. For collection from Enfield, North London, or can be posted for the cost of sending or could be handed over at a CCC or 2CVGB event by arrangement. (I don't now have a Traction!) If no-one wants them they go to recycling! **David. nomadyane@btinternet.com 01992 763 893**

**PARTS FOR SALE:**

**New rear license plate holder pre-52 £20 ono.**  
**Rob@kiff.co.uk**



**PARTS FOR SALE:**

**FOR SALE**  
 Many original new old stock parts e.g. Link arms, ball joints, wishbones, steering parts, gaskets, U/j's, gearboxes, carbs, door handles and much more.  
**Bryn Hughes**  
**Email bryndhughes@yahoo.co.uk**  
**Tel: 07858109859**

**PARTS WANTED**

**WANTED:**

A pair of front door handle mounted brackets for rear view mirrors, Plus mirrors if Possible. **Contact Michael Willats on 07799433087 or hairybearwillits@yahoo.co.uk**

**WANTED:**

**Two tyres wanted.** Good tread and condition please. 1949 leger  
 165 R400 878 x  
**radial.ralphhickman72@gmail.com**  
**07806801055**

**CAR WANTED**

**Restored 11BL - small boot.**  
 Please contact Julian at:  
**jaatdeauville@aol.co.uk, or text to 07957-291 888"**

# TOC SHOP

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



**TOC Grille badge**  
**£20.00**



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



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



**Hi Vis Vest**  
**£4.80**



**TOC Leather Key Fob**  
**£8.00**



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



**TOC Brooch/Lapel Badge**  
**£3.99**



**TOC Umbrella**  
**£20.00**

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

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

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

## TOC SPARES HOTLINE

**01243 511378**

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

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

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

**www.traction-owners.co.uk**

