

Floating Power

January - February 2023

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Missing Magazine?

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

Sunday February 19th, 2023

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*The Club stand at the NEC in
November 2022.*

Martin de Little.



Editor's Epistle

My 'collection' changed slightly over the last few months. I moved on a 1961 Wolseley 1500, due largely to its rather awkward driving position (I am 6 feet 5 inches) and acquired (locally) a nice (and roomier) two tone Austin Cambridge A55 Mk 1. Apart from a couple of brief local jollies, I haven't had much chance to drive it yet and winter is now upon us, with salt, etc. I also have a few jobs to do on the Traction, foremost of which is sorting out the gearbox, which has just started to hint that enough is enough.



I achieved my 70th year on November 11th, and whilst considering myself still relatively young and fit, I am starting to feel a few aches and pains, notably in my shoulders after fifty miles or so driving the Traction. At the moment considering, for example, a 250 mile drive is not really feasible, so is this time to consider power steering? There is a company specialising in fitting electric power steering to classic cars which is local to me, and I think that, finances permitting ('oho' that blasted gearbox.....), I will be asking for a quote over the winter. Will this make my car what is called a 'Restomod' in the current parlance? In broad terms a Restomod is a car that looks original but under the skin has a series of modernisations to make it more usable/ faster/ safer, etc. Although I would encourage any safety upgrade, I am not a big fan of this in its most extreme form, but there comes a point when the practicalities of life override one's puritan instincts, and owning a car that is becoming uncomfortable to drive is rather a waste of time as far as I am concerned, and not what our hobby is all about. So this seems a logical next step in my Traction ownership. (Although actually the next logical step is to fix the gearbox so that it actually goes!)

My Light 15, like many classics out there, is something of a Restomod anyway! It has an alternator, is negative earth, has modern CV drive shafts and diaphragm clutch, flashing indicators and hazard warning lights and LED's all over the place. It also, as you will have read in previous issues, has a 1970's SU HIF carburettor rather than the original 1940's Solex. So what is an electric motor on the steering column between friends?

Of course, the Restomod world goes well beyond this, it fits Ford engines and five speed gearboxes to small MG's and Moggy 1000's, it drops straight six Triumph engines into Heralds and CVH engines and front wheel drive into Ford Anglias. It then has to upgrade their suspension and brakes to cope, not to mention their transmissions. So before you know it, after a further bodywork overhaul and respray, your original classic starts to assume the status of Trigger's Broom! There is also the ongoing and rather expensive trend of converting classics to electric. FIVA say that these are no longer classics, but DVLA say that at present, only brand new EVs are classified as an electric car on a DVLA V5C registration document. This means that, after converting a classic car to electric power, the details of the original internal combustion engine remain upon the V5C. Most odd!. Will this continue to be the case? The Chancellor has just announced his intention to charge VED on electric cars, so beware potential modifiers.

Anyway, at the moment, even the most modified cars seem to be able to retain their Historic status, although it has been rumoured several times that DVLA will be hunting down some of the more extreme examples and removing said status. This, of course would mean more than having to MOT and pay VED again, in these days of ULEZ, it might mean that if you own such a car in, say, London or Birmingham, that your motoring will be penalised with a substantial anti pollution charge, every time that you take it on the road. This, apparently, already happens in Australia, where the police attend certain car shows, take note of anything that is blatantly not original in specification and demote it forthwith. Part of me says, fair enough. I don't really see how something like a chopped and modified Ford Pop with a V8 under the bonnet can be considered a historic car and exempt from MOT, VED, etc. The other part of me says leave well alone. Officialdom is notorious for not knowing where to draw the line and generally making a mess of otherwise well intentioned legislation. So let's not go there.

In this magazine, more about Russia (as if you hadn't had enough of Russia already) a trip through the Pyrenees and all of the usual stuff.

Happy New Year.

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President's Ponderings

Happy New Year (well, it certainly won't be worse than 2022 as far as I am concerned).

That said, both YP and La Reine are now roadworthy – the latter thanks to Simon Saint's kind loan of a driveshaft Bibax - and I have also obtained two new toys for the garage so, not all bad. In fact, I'm just back from collecting the Traction's new stable companion. Of course it sports chevrons but, despite it's age, the lack of liquid coolant renders it beyond the embrace of the TOC umbrella so 2CVGB will therefore gain a new member by default. Meanwhile, I am still searching for a suitable acronym/nickname ... RVP (Ripple-Van Winkel)? Or perhaps DVC (Damn Van, Claude).

By coincidence, the van was collected from a location in Bergerac area just a couple of kilometres from the premises of Jean-Marc Kacki, the Vigneron featured on the cover of the previous issue of FP, so I left him a copy of that issue. I have known him for some years and, despite the comment in an earlier issue of FP (which I have chosen not to show him), I can advise he produces medal-winning wines. Personally, I have always enjoyed – and can recommend – his products but, like so many things, it's all a matter of taste.

Back on home shores, in November the 15/6 answered an unexpected last-minute call to the NEC to join a Light 15, a Légère, a Normale and an H-Van on the TOC stand at the Classic Car Show. Designed and managed by Ian Harvey and Mike Wilcock, the display featured an impressive backdrop taken from a splendid photo at a Brittany Rally. This was my first opportunity to visit the show for some years and, with it, the chance to catch up with old friends and make new ones.

Other 2023 events looming large on the horizon are the Jersey Rally (May), the Annual Rally in Barnstaple (June) and the CTAB's Brittany Rally (July). As I write, the first and last of those are both well subscribed but there are still plenty of places for the Annual Rally.

And, breaking event news ... there is to be a celebration of the 90th anniversary of the Traction at the Circuit de Charade, Puy de Dôme (near Clermont-Ferrand) 9th to 11th May 2024. I have no other details at present but I anticipate Retromobile in February will see an official launch and I shall add any new information in the "events" post on the forum when and as it becomes available.

Finally, if you are planning to do some winter maintenance, please be aware stock orders from Europe are being severely delayed resulting in some items not being immediately available and Chris tells me the current postal workers industrial action is also playing havoc with delivery of available items. In addition, don't forget that the spares and shop services will be severely restricted throughout nearly all of February and the first couple of weeks of March when Chris and Vanessa take a well-earned break.

90 ANS DE LA TRACTION AVANT
 RASSEMBLEMENT INTERNATIONAL DE TRACTION AVANT CITROËN
9-10-11 mai 2024

CIRCUIT DE CHARADE PUY DE DÔME

www.90ansdelatraction.com

On that note, I can only reiterate my earlier wish of a happy 2023 to one and all.

New Members

Welcome to the Traction Owners Club to the following:.

- | | |
|---------------------------------|---|
| 2900 Mr Paul Hewitt | Norwich |
| 2901 Mr Michael Hesford | Exeter |
| 2902 Mr Mike Cowan | Milton Keynes |
| 2903 Mr Robert Snape | Rotherham |
| 2904 Mr Michael Armfield | Capelle aan den Ijssel
Netherlands |



Chairman's Chat

Happy New Year to you all – I hope you have enjoyed the Festive period with Friends and Family.

Are you currently using your Traction or is it being “fettled” ready for a busy year of events both near to home and further afield?

The “Traction in Jersey” Rally is now more or less planned - rooms reserved and Ferries booked. If there is any chance you might wish to attend please let me know before the end of January.

Chris Bailey still has places available for our annual rally in Barnstable (See events page for further information)

The good news is that there are plans to have our 2024 rally in the North East – cajoling and arm twisting with a glass of wine at the NEC was a good tactic to use (I hope!!). More details later in the year.....

John & I visited the NEC on the Saturday – I was surprised at how busy the Show was as the cost of admission plus parking is not cheap. I tried to monitor visitors to our Stand as suggested at the AGM and must admit the majority were men aged 60+. In the current climate of living costs, housing issues etc, etc. I can't see us attracting young members - maybe our aim should be a reduced membership rate for anyone under 60!! Thank you to Ian & Mike for organising the TOC Stand and for members who “showed” their beloved cars.

Have you ever built the Heller 1:8 scale model of a Traction? When John bought it several years ago I never realised how many parts there are and so fiddly. It kept coming back out each winter to do a little more and I am pleased to say it is now complete and safe in a display cabinet. What next in the Oates' agenda? An LE Velocette 1962 motorbike – do you remember PC McGarry in Trumpton on his nobby bike? *(Camberwick Green actually! Editor)*

Beu



Summer in the Lakes

Memories of Summer 2022, Cars at the Lakeland Motor Museum on the National Rally.



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.

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See section report for coming meetings/events.

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See section report for coming meetings/events.

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See section report for coming meetings/events.

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South West

HOWARD SPEIRS

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See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

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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, Littley Green, Chelmsford CM3 1BU

Kent/ East Sussex

JOHN BARSLEY

T: 01892 722749

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

See section report for coming meetings/events.

London

MIKE WILCOCK

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

West of England

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See section report for coming meetings/events.

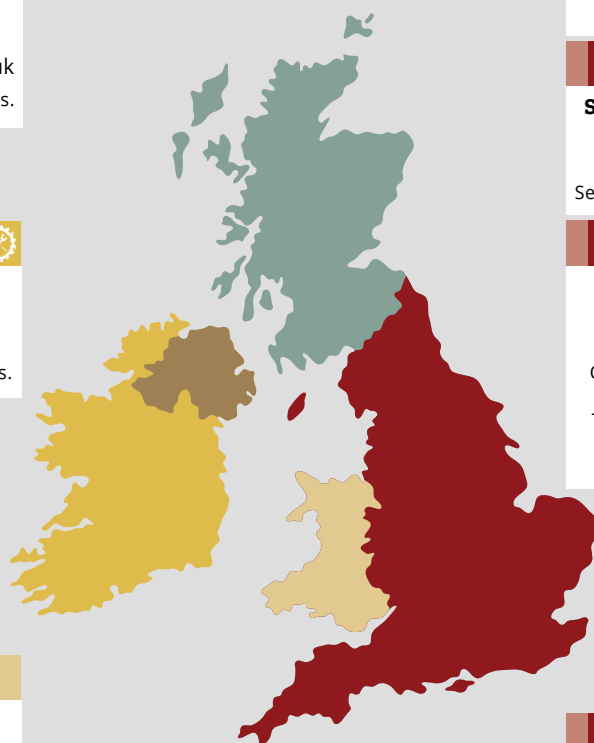
Surrey/Hants/Sussex

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See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Section News

Northern Scotland



Hi, Folks, absolutely nothing to report this time round, so what is the usual thing to waste time speaking about? Oh yes, the weather!! But nothing really to speak about there either! Yes, we have had a lot of rain, rivers overflowing their banks, but nothing spectacular. No snow as yet, but judging by the past couple of years, really heavy snowfalls are now pretty scarce, with only a few inches covering the ground. Remember when we had real deep snow, where our Tractions were supreme and about the only thing moving, as most cars were obsolete rear wheel drive and totally hopeless in real snow! In really heavy stuff, you put on bag chains on the front wheels, and with them on, you could go virtually anywhere, and on the high mountain passes, I well remember thrashing through high drifts with the windscreen breaking through the top layers of the drift! Aye, but sometimes there was a price to pay, as very often a crosspiece of the chain would break loose like a flail, and this knocked hell out of the front wing!! Happy days!

Will finish with a picture of my wife Sheila at "Citroena" our previous house, after a heavy snowfall - she has been busy, has she not? Best regards in the meantime to all! Andy.

P.S. Big Smity is still in a residential home, is a bit confused and really not making a lot of it. We visit when we can, and can only send the Sections best wishes.

Andy Burnett

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

Southern Scotland



With winter approaching there's a few jobs to be done on 'Celine'.

First things first, the old exhaust manifold needs to be repaired.

Over the last summer it developed a couple of hairline cracks and it makes sense during the winter to have it repaired or replaced.

I've been toying with the idea of fitting a side draught Weber carburettor.

I know Webers have been fitted in the past in various models. I came across this old Weber that I had lying around in the garage. Just thought that it's worth a shot and fitted it to a spare inlet exhaust manifold.

Not sure if it will improve performance but I suppose it's worth a shot before the repaired original manifold is refitted so watch this space!

If any local members have suggestions for informal meetings during the driving season or even just to catch up let me know and we can arrange a get together in the New Year?

As a reminder, Peter Fereday has dropped off all the club tools, so if you need anything at all, let me know please.



I'll leave you now with photographs of a surprise first in class at a local show from late summer.

All the best,

John White

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

Section News

Northern, Lakes and Borders

Ian Gardner and I assisted in the transfer of ownership of a 1939 Traction that has languished unused for several years at the back of a member's garage in Southport. The car has been purchased by a local enthusiast who will be aiming to sort out the running problems that beset the car, causing it to be laid up, and is aiming to put it back on the road.



Tractions continue to be present at breakfast meets at St Catherine's (2nd Sunday of the month) and Charity Farm (first Sunday). November's meet at St Cath's was particularly busy, due largely to the fact that was a nice warm and sunny morning. As usual there was a eclectic collection of old cars of all vintages, plus the Tractions of Ian Gardner and Paul Taylor. In December, however, most of us decided to call it a day for 2022, due to the combined issues of sub zero temperatures, snow and the extremely salty roads. Let's see what happens in January. Charity Farm attendance now seems to be changing to a display of more modern classics, Porsches, etc. Hopefully Spring weather will also bring a wider selection of cars and make the meet look less like a 1980's car park.

Attendance on New Year's Day at various venues, will obviously have depended on weather and road conditions, a fuller report will be made in the March April edition.

My own car, I am making enquiries about a power steering conversion, as per my comments in the editor's section. If anyone has any experiences of conversions, good or bad, I would appreciate any feedback. However, more immediately, I have just succumbed to another problem, namely that the car's front nearside wheel jams in reverse. Thankfully it only did it on the driveway and not on a run twenty miles up the Ribble Valley! Investigation suggests that this is not a brake issue, but something developing in the gearbox. (see MDL's articles in early 2018) This could be an expensive winter.

Colin Lea's rebuild of his 'kit of parts' is progressing. He now has received the engine back from the rebuilders and has refitted most of the interior. Fundamentally however, he is still short of a pair of driveshafts, previously ordered from Club Spares, but stuck somewhere in limbo with Customs and Excise. Hopefully that situation will right itself soon and he will be on the road by Spring.

Finally, Vic Lupton has a full set of copies of Floating Power dating right back to the club's founding, that he is looking to re-home. As he says, a great source of technical articles. Full details in the member's classifieds in the back of the magazine.

Hoping that you have all had a good Festive Season and are looking forwards to some Classic motoring in 2023.

Bryan Pullan

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

Eastern

Nick put us all to shame at the The Angel. It was a cold dark night, with me in a toasty BMW, Nick in his trusty Traction, also CCC members in DS's. Sorry guys, will try harder at the next meeting. Please note the kitchens are being refurbished at the Angel on 10th January, so no bar meals available.

I have included the Vintage Sports meet on January 1st, this is a very busy gathering of interesting cars and we always manage a good number of Citroëns to add to the mix.

I hope to see you there.

Eastern Section Regular Meet Ups

1st January: Vintage Sports Car Club meet at Queens Head, Hawkedon.

10th January: The Angel Inn, Larling, Norfolk PLEASE NOTE: NO MEALS TONIGHT.

31st January: The Compasses, Littley Green, Essex

21st February: The Angel Inn, Larling, Norfolk

12th March: The Compasses, Littley Green, Essex

Wishing everyone a very Happy Christmas and the world a peaceful New Year.

Jasmin Gagen

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

Peak

Our last meeting for 2022 was at The Miners' Standard in Winstan when 13 of us met for Sunday Lunch. Only Brian was brave enough to appear in his Traction all the way from Crewe.

There will be no meeting in February due to the possibility of snow in the Peak District. Therefore, our next meeting will be Drive It Day on Sunday April 23rd – please put in your diary and come and join us in exploring lovely quiet roads and glorious scenery in Derbyshire – usually complete with lambs.

Happy New Year to all.

Bev Oates

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

Surrey/Hants/Sussex



Our final meeting of the year in November was well attended.

This was my final meeting as Section Co-ordinator. James Gibson has very kindly agreed to take up the challenge from January 2023. James has cut his teeth organising our Christmas lunch at the Ely Hotel, Nr. Camberley. Disappointingly we only had 26 participants, I sincerely hope he will be better supported in the coming year.

The choice of venue for our monthly meeting will be James's decision and he may decide to have some alternative lunchtime meetings during the week.

Events that I know of for 2023 are, Drive it Day, which Jim Close has kindly agreed to organise again, The Floral Fringe, which will be co-ordinated by Tony Hodgekiss, The Farnborough Motor Show and Carfest South which James will be organising.

A big thank you to all who have supported me over the last few years and in particular to those who have organised events and I sincerely hope you will continue to support James.

Phillipe Allison

For contact details see main table at beginning of this section

Kent/East Sussex



6 Couples with 4 Tractions attended our annual KES section Christmas Lunch at NT Sissinghurst Castle in Kent on 7th December, a cool but sunny day, just before the seasonal icing had begun and so the roads were thankfully salt free.

We welcomed Alan & Lynn Mills with their recently acquired Light 15, looking in good fettle.

We were also fortunate to be joined by Chris & Christine Bailey to hear of their plans for the TOC Annual Rally in Devon this June. Some of our section have already signed up to attend.

The lack of heating in Tractions was a main topic of conversation.

As the property was fairly quiet we were permitted to park up in front of the fine row of Oast Houses at Sissinghurst,

once used to dry hops in their processing for use in beer. 2 Slough and 2 Paris cars made a fine show for passers by. John Gillard has kindly invited our section to join him in January at The Bottle House PH at Penshurst, run by Traction owner Alex Aiken.



Safe Tractioning and wishing you all a Happy New Year.

John Barsley

For contact details see main table at beginning of this section

West of England



Well, I hope you had a stonking festive season and that Santa brought you that fluffy steering wheel cover that you wanted. Although in deep hibernation, thoughts do turn to events that might be fun to go to next year. For example, the Bath Festival of Motoring on 17/18 June is a nice-sized local event, very suitable to bring a picnic. So put it in your diary.

So, what would be helpful for next issue in March would be to let me know of events local to you that might like to see a Traction or two appear, and I will put a list together. (No response = short list).

Meanwhile, time to get on with all those winter jobs - for me, starter motor in bits.

Cheers

Terence

For contact details see main table at beginning of this section

London



Apologies from Mike Wilcock who has some health issues just at the moment. He hopes to be back on song for the March /April issue, and we wish him a speedy recovery.

Editor

Mike Wilcock

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

Section News

Wales

The first of our regular monthly meetings with the Mid Wales Classic Vehicle Club took place on 22nd Nov. at the Horseshoes, Berriew. Three members of TOC enjoyed coffee / breakfast and chatter with around 10 MWCVC members. The next meeting will be at the Horseshoes on 24th Jan from about 10.00. Do call me if you need help finding the pub .

Sadly I failed to take any pictures at the above meeting so here's a couple from a local show earlier this year .

One Traction belongs to members Pete and Avril Griffiths, the other arrived at the show after I'd left, feeling overwhelmed by the heat (seems a long way off today). If the owner would like to get in touch it'd be good to see you at one of our events.

Not much else to report, just a belated Merry Christmas and a Happy New Year to everyone

Andrew Tweed

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



Mike Tennant

Chris Bailey had intended that this should be part of his Banter in the September/October edition, however space constraints caused a few things to be condensed and so I now enclose this within 'Section News' Editor

Long term Traction owners may remember Mike Tennant who used to make rubber parts for these cars. Mike sadly died. **Peter Radley** has taken on the restoration of one of his cars. This is his story.

"Many of you probably remember Mike Tennant. He was a very active member of the club and a seller of many rubber parts for several models. His first love was Tractions and his Traction was a black one registered NOD---What is less well known is that he had a project in his garage.

Mike lived about three miles from me and I knew him slightly through seeing his car at the supermarket.

I learned of his passing through a mutual friend and managed to meet his nephews who were inheriting his possessions. Arriving at his bungalow in Mitcheldean I found that NOD 2 was already sold and that someone else was keen to buy the second car. Fortunately I had first refusal.

Sadly because of Mike's failing health everything was in a poor state and it was not obvious where the garage stopped and the house began. Realising that the nephews who lived away most wanted to get the property empty to sell, I offered to buy all the car related stuff. Accepted that got me the Slough light fifteen, a Viking Fibreline caravan, various Dyane spares, a load of tools and boxes of other bits and pieces and Mike's stock of new rubber mostly for the Traction.

Being a "Citroen man" I have a large tilt-bed trailer and some loads later it was all home.

Unfortunately, the garage roof had been leaking for many years and the restoration which had started off well had gone seriously backwards and the new paint job whist good at a distance had micro blister all over. Not only that but the engine was out and the wings gone and no gearbox.

So at home, paint completely stripped, interior removed, all soggy and mildewed (which I am allergic to). Good to have friends. Not too much welding, mostly on the cills. Free off the boot hinges with lots of heat, a new boot floor, the well at the back.

One of the engines was under a wet carpet in the garden, (it was November!) and proved to be a good one. There was a carburettor and several carb rebuild kits in Mike's stock. Jonathan Howard has supplied a rebuilt gearbox. There was a brand-new loom and two pairs of headlights. Chrome done by Doug Taylor who has been doing chrome for me since my first major project an Austin Metropolitan in 1992.

Mike was a supplier of fibreglass wings, so it is a major irony that the front wings were missing. I found a pair in Holmfirth which prompted an enjoyable long weekend to go and fetch them.

A local man has done a high quality repaint for me, far better than I could have achieved. I have also got a good local trimmer who says that he can salvage /tidy up the interior. Should be making a start in August. And there's more! an interesting history. This is a Slough built car of 1951 exported new to South Africa, first registered in Nyasaland 14.9.51 It returned to this country in 1964. I have the paperwork in front of me as I am writing this and I have noticed for the first time that the name on the English 1964 log book is the same as the South African one, so perhaps he took the car with him and then brought it back. This is a green log book and the car missed the deadline to get onto the computer.

The choice was whether to go for registering with a period number or try to recover the 1964 one. I decided that the '64 was part of the history (and there is no fee this way) so thanks to the services of Brian Drummond I have the registration number BDG 602 B. "DG" is one of the original Gloucestershire registrations which I am pleased about.

Nearly there, take to the trimmer, buy the plates, some fitting up, find two more gears, adjustment I am told, and maybe next year I have not learned anything! I have bought a rusty Ami Super! Peter (Radley)"

30 Years Ago...

...a Citroën dealership near Stevenage closed down and a 20 year-old who had worked there decided to start his own business - at first from his parents house and later from a workshop in a village nearby. Five years ago, the business had grown and moved to much larger premises in Hitchin and two years ago it expanded again to include a magnificent showroom.



On the first of October, The Chevronics Centre celebrated its 30th birthday and Rob Moss and his family hosted an open-day party featuring amongst other things: demonstrations, joy rides in classic Citroëns, a quiz, a raffle, lunch, live music and later, a convoy through the town to a historic venue for photographs and in the evening, a 3-course meal.

Since his retirement, your correspondent has been engaged as the Traction and classic car consultant, helping with the servicing and restoration of a variety of different cars and also assisted in the organisation of the 30-year celebrations. The green 5hp Cloverleaf, recently restored and displayed at the NEC last year, was driven to Hitchin to take a prominent place in the showroom and the Traction spent much of the day providing joy-rides to eager guests who made donations to the hospice charity that the whole event had been dedicated to.

Credit must go to Lisa Moss, Rob's wife, who planned and compèred the whole event and to Rob's sons, James and Miles, who both work at the centre and played a great part in the success of the day, not least in the demonstration of stripping a 2CV of its bonnet, front wings, all 4 doors and boot lid and then replacing them all, which they completed in the winning time of 5 minutes, 48 seconds! The whole event had attracted over 100 guests and raised just on £1,000 and was the headline news in the local paper that week.

Here are some photographs:

Ian Harvey
October 2022





Annual General Meeting

ANNUAL GENERAL MEETING, STEVENTON - 16 OCTOBER 2022

In attendance: - Chris Bailey, Ian Harvey, John and Bev Oates, Andrew York, Steve Reed, Simon Scotland, Chris Treagust, Vanessa Plumpton, Tony Malyon, Philippe Allison, John Moon, Martin de Little, Bernie Shaw, David Gardener, Simon Saint, Ian Beale, Jim Gibson, Roger Gullen, Christine Bailey, Peter and Sue Riggs, Mike Wilcock

Apologies received from: Cleve Belcher, Bryan Pullan, Derek Fisher, Andy Burnett, Graham Sage, Andrew Tweed, Julian Taylor, Paul de Felice, John White, Helen Shelley, Stephen Prigmore, Ron and Sue Herivel.

AGM of TOC Ltd – chaired by Ian Harvey.

Minutes of AGM 2021 & the Accounts were approved. Andrew York and Steve Reed nominated and accepted to continue as Directors.

Moved onto AGM - **Chairman: Bev Oates.**

This is a precis of the meeting – full Minutes available on the TOC website.

Bev welcomed all to the meeting and offered her condolences to the family and friends of those members who we had lost over the past year. She then thanked all of the Committee members for the work they continued to carry out – Bryan for producing a first-class Club magazine, Chris for maintaining the provision and supply of spares so well and noted the vast number of positive comments from satisfied members. Also to Tony and Cleve for updating the Club's accounting system and particularly Tony who would be standing down during the course of this year after 22 exemplary years of services. John for maintaining the Club membership administration, Steve for the Helpline, Simon for his excellent work on the website and Ian for his work as Secretary and his organization of the NEC and other shows throughout the year.

Bev also paid tribute to Bryan for the successful Lake District Annual Rally which had been enjoyed so much by all those who took part, and to Martin Nicholson for the co-ordination with the CTAB Brittany Rally. She also reminded us of the forthcoming rallies next year, Jersey, North Devon Annual Rally and the Brittany Rally. In addition, we were considering having a stand at the Restoration Show at the NEC in March 2023.

The only negative aspect of the Committee was the ever-increasing ages of the members and how difficult it proves to be to encourage new blood. However, she announced that Jim Gibson had been invited to join the Committee.

Floating Power - In Bryan's absence, Ian read out the Editor's report (Appendix A)

Finance - Tony outlined the Club's current financial position, noting that the costs of running all the aspects of the Club were seeing significant increases and we needed to be mindful how money was spent.

Phil Allison suggested agreeing to increase the subscription to the Club straightaway and gradually increase it further as necessary. Ian proposed that such an increase should be determined at a figure between £2.50 and £4.00 and Phil seconded the motion which was put to the vote and accepted by the meeting.

Spares - Chris Treagust firstly thanked everyone for their custom over the past year and then reported that the procurement of parts has recently been becoming more difficult due to some of the smaller suppliers ceasing to trade and the much higher carriage costs both on imported stock parts and the postage of spares to members.

Additionally, orders of parts from CTA (the principal supplier) were taking up to several weeks to be delivered. This. Jim Gibson wondered whether the Club would benefit from co-operating with other French car clubs who would also be dealing with ordering their spares from the EU and it may be interesting to see if they had any tips on ordering. It was suggested that there may be an opportunity to discuss this with the other clubs who will have stands adjacent to ours at the forthcoming NEC. Phil Allison reminded the meeting that he had always found that parts from CAS were of high quality and they were quite straightforward to deal with. Mike Wilcock also praised them for using known German manufacturers to produce high-quality parts and for providing an impeccable service in his experience. Finally, Chris noted that he and Vanessa will be away for 3 weeks from February 10th 2023.

Shop - Vanessa reported that sales were very slow of late and one of the main suppliers of clothing that she used had now ceased trading.

Social Events - Bev reported that there remained a vacancy for a Social Secretary on the Committee, but there were a number of events already organised for 2023 - the Jersey Rally in May, the Annual Rally in June based in Barnstable. Chris Bailey had carried out the planning for this and wondered whether we could extend an invitation to CTAB members to join us as a reciprocal arrangement prior to the Brittany Rally the following month which already has the full allocation of UK cars booked. Phil Allison announced that he and Sue would be stepping down as the Hants and Surrey Area Reps and stopping the Sunday meetings they had been organising and would be looking for a new volunteer to take over. Bernie reported that from discussions with Stephen Prigmore, it appeared that one of the Rolls Royce Clubs were very forthcoming with their members details which allowed for a great deal of social interaction between them. Roger Gullen then wondered how they were able to deal with the GDPR rules in this respect as it would be a great advantage to be able to link members together in specific areas which could then help to stimulate more social activity and events. He asked if we could ask the RR Club how they managed it. Finally, Bev posed the question - where would the Annual Rally be in 2024?

Membership - John reported that there were now 582 TOC members of TOC (down 23 on 2021). For the last 5 years there have been decreasing numbers of new members joining and in 2017 there had been 650 members. There are very few actual answers when members are asked why they left, some had died and some are too old/ill to continue driving. Phil suggested offering a Junior membership at say £10 per year with an on-line magazine and a dedicated website area. He suggested we could gauge reaction to this when interacting with the public at the NEC. Chris Bailey thought that there was an arrangement through the Federation of Classic Car Clubs where a car could be made available to a young enthusiast who may not yet be in a position to buy one for him/herself and Simon Saint informed us that although the 2CV generally attracts younger folk than Tractions do and as such, their events tend to be camping-based as opposed hotels, it may be that they might transition to a Traction as they get older.

Marketing - Chris presented his report and continued to provide content to relevant magazines which are more keen to have details of up-coming events than reports of events that have already taken place. One such article featured Mike Wilcock's Traction in a Practical Classics article written and arranged by James Walsh - "Cars that have shaped the World"

Helpline - Steve reported that the Helpline was still actively used and that he dealt with queries concerning 4-cylinder cars, but he usually deferred those on 6-cylinder cars to Phil Allison and on RWD cars to Martin de Little. There were also still regular enquiries concerning importing cars and help with HMRC duty payments and DVLA vehicle age confirmation.

Election of Committee Members & Any Other Business.

John and Bev Oates, Steve Reed and Tony Malyon were re-elected to the Committee (although Tony would be standing down during the course of the year). Furthermore, Jim Gibson had been invited to join the committee and election agreed.

Tools - Mike had brought sets of rear suspension setting spacing plates which he had arranged to be fabricated to be distributed to the various Sections to be incorporated into their Club Toolkits. Chris Treagust felt that, in view of the replacement value of the various tools in the kit, the deposit payable by members borrowing them should be increased to £500

Road Shows - Ian reported that the travelling display that promotes the Club, highlighting the benefits of membership and outlining key points in the history of Citroën and the Traction, had now been successfully rolled out to a number of outdoor events, all in the South of England. He indicated that the highly-adaptable display could be featured at any public event likely to be well attended anywhere in the country. Jim Gibson had organised the Citroën presence at the British Motor Show at Farnborough again this year and would be doing so again in 2023. He reported that he had been approached by the organisers of a Charity Car Festival in the same area directly following the British Motor Show, requesting our attendance and he would be following this up.

Appendix A:
See TOC Website for full transcript.



Shuttleworth 2022

Mike's adventures in Bedfordshire...

At the start of October I joined Ian and the super hospitable Moss family to celebrate the 30th anniversary of the Chevronics Centre, their well-known and deservedly highly regarded Classic Citroën workshops and showroom. We in our Tractions and Ian's Cloverleaf in pride of place in the showroom and an extensive Traction/TOC display in the workshop.

The next morning up early and away to the Shuttleworth Collection at Old Warden, Bedfordshire, for their race day and the season's closing flying display, all still on, despite the forecast of heavy rain. Roger Gullen joined us with his Lt 15 in the Historic car display, with the Traction's 1930s design placing us between twin-cam Rileys and the shortest, highest winch lorry that I have ever seen.



It's a magnificent venue: a fine house, famous gardens and a unique collection of early aircraft, engines and vehicles, all in open hangers set in a English country house park. A cross between a pre-war film set and Glyndebourne

with the music of piston driven aircraft instead of Mozart – and the forecast could not have been more wrong – it was a glorious day and the sun shone and shone.

The aircraft are all in flying condition and are regularly flown, the vehicles all work and this is no sterile static display. Imagine a WW1 biplane fighter towed out by a 1930s tractor then started with a Huck's starter; an extraordinary lorry mounted machine that engages and turns the prop' until the radial engine bursts into life. Then taking off from the grass to join a flight of other period biplanes.



SE5A: Warmed up and ready to scramble



The aero engined Napier-Railton, quite at home with a Bristol Scout

The morning was devoted to high-speed car runs along the grass runway, followed by swarms of vintage motorbikes. The most notable car was undoubtedly Brookland's superb and unique Napier-Railton.

Lunch then aircraft, wave after wave of them.

The earliest a 1916 Bristol Scout (Scout was the term used until 1920 by the RFC and subsequently the RAF for a fighter).

So many aircraft including the beautiful DH88 Comet racer, a Lysander, a Gladiator and of course a Sea Hurricane, a Seafire and a Spitfire, all glinting in the sun as they swooped overhead.

We had a long chat with the Scout's owner and builder David Bremer, it has a remarkable history. David's grandfather flew a Scout in the Great War over Gallipoli and the Somme. At the end of the war he kept a joystick, a rudder bar and a Bosch magneto as souvenirs.

In time these passed to David, who is also a pilot. Some years later he had the idea to build, from these few parts, an exact and flying

replica as a memorial to his grandfather. He learnt the joinery and rigging techniques to build and rig a fuselage, the wings and flying surfaces, and 12 years later it was certificated and in the air. Since then David has flown it over Gallipoli, the Somme, and much of Europe, all powered by a correct period Le Rhône rotary engine, found in New Zealand.

Next year we must return to Shuttleworth with a bigger display and lots more

Tractions. It is a wonderful gathering and display cars receive two complimentary entries.

Mike Wilcock

The Shuttleworth Collection is a working aeronautical and automotive collection located at the Old Warden Aerodrome, Old Warden, in Bedfordshire, England. It is the oldest in the world and one of the most prestigious, due to the variety of old and well-preserved aircraft.

<https://www.shuttleworth.org>



The Shuttleworth flight line



The Derby Front Wheel Drive

We have written in previous copies of the magazine about other prewar cars built as Front Wheel Drive vehicles, such as those made by BSA and Cord, and here is another, the Derby. Article by Mike Tebbett who is fortunate enough to own one.



Through the 1920s the French Derby company became known for a series of small two seater sports cars of the Amilcar/Salmson type. They were imported into the UK by Vernon Balls when they were known as the Vernon-Derby.... Presumably he thought using his first name as a prefix was better than his surname! These earlier cars were powered variously by Ruby, SCAP (when usually supercharged), C.I.M.E. and Chapuis-Dornier engines and were rear wheel drive. In 1928 the founder of the company Bertrand Montet died and Douglas Hawkes and Gwenda Stewart bought the company in 1930. They had imported a front wheel drive Miller for Gwenda to race both at Montlhery and at Brooklands and this car was progressively developed until little Miller was left when it became known as the Derby-Miller. Later still Douglas designed and built the Derby-Maserati for Gwenda also featuring front wheel drive.

Whilst all this was going on, in 1930 the engineer/designer Etienne Lepicard joined the Derby company from Donnet and he designed a range of road going front wheel drive production cars the first of which left the factory in 1931. At this time of course the French motor industry was fascinated by the possibilities of front wheel drive as evidenced by the work of Gregoire and the limited production of cars like the Tracta and

the Rosengart Supertraction (actually an Adler Trumpf!). These Lepicard designed Derbys featured front wheel drive using a system designed, developed and patented by Etienne and they also featured independent suspension all round.

There were essentially three versions of these front wheel drive Derbys all built on a simple ladder frame chassis. The L2 used the familiar Ruby ohv 1100cc engine but the L8 though mechanically very similar featured a 2-litre V8 engine that was also designed by Etienne Lepicard. This engine was a compact overhead inlet side exhaust unit. An L8 remains in the Lepicard Collection though sadly also features some dubious post war 'streamlining' body modifications. These cars featured the engine

and transmission as a unit that Derby said could be detached in fifteen minutes! Bodywork was by Macquet et Galvier of Courbevoie who put similar bodies on various other chassis including Bugatti. The third version is perhaps the most interesting as these were actually made here in the UK. Some say at Brooklands, others at a workshop somewhere in London. Whatever, they utilised the English Meadows 4ED engine tuned back to front to drive the Lepicard patent front wheel drive system. Bodies on these cars were made by Bertelli and in consequence they very much resemble a contemporary Aston-Martin and these cars also featured Lucas electrics including the head and side lamps. There is also one of these in the Lepicard Collection and we have found photographs of this car bearing a 1935 London registration when at various post-war events here in the UK.



A dear and long-term friend of the author was Eric Lopicard of Rouen, a lovely man with a delightful family and a French Gentleman of the old school. He was Mons. Le President of Club Donnet and Club Derby and had amassed a huge collection of files, photographs and paperwork relating to the two marques as well as a few Donnet and Derby cars. Eric's interest stemmed from the fact that his uncle was Etienne Lopicard, at various times the Chief Engineer cum Designer cum Competition Manager of both companies. Sadly Eric died last July, his records files and paperwork have now gone into safe hands and one of the cars from his collection is now with the author. It is a front wheel drive 1932 Derby L2 coupé and is a rather rare survivor.

The author's car is an unusual fixed head coupé with of course the Ruby engine back to front to drive the front wheels. The three speed and reverse gearbox sits in front of course and seems to incorporate the final drive in much the same way as a Traction. The inner universal joints though are fabric discs and the drive shafts run out through the suspension wishbone. Lower location is by the transverse front spring. Eric had acquired my car around 1995 though sadly he did nothing to his cars and the car remains rather the worse for thirty plus years storage in a French barn. Close inspection though has revealed that the car must have been under restoration when Eric acquired it. The engine and mechanics show signs of being rebuilt and the engine is free and turns over easily and the car has been rewired and even fitted with indicators! Work so far has been confined to giving it a really good clean and dealing with the (French!) woodworm that has taken hold in some of the structure. There is very little rust and certainly no rot and the doors still open easily and close with a nice 'clunk'. There is enough of the original interior trim remaining to serve as patterns for replacement. Some recent information from a Derby enthusiast in France indicates that it was owned by the engineer/designer of the car, Etienne Lopicard himself.



Finally a nice story about Etienne told to me by Eric. In WW1 Etienne had become responsible, with a small team, for salvaging crashed aircraft. Whole aircraft would be collected by road and returned for rebuilding, or if this was not possible then parts would be salvaged 'in the field' for further use. In this way Etienne managed to 'liberate' a V8 Hispano aero engine that he then buried for later collection. Circa 1919 he collected said engine and built it into a road going 'special'. What became of this car is not known but Eric assured me he had some movie film showing the car in action.... Sadly I never got to see it ! I greatly valued Eric's friendship and hospitality, he was a generous, intelligent gentleman. If anyone has any further information on the Derby marque, either from the 1920s or from the front wheel drive era, then I would be very pleased to receive it.

Mike Tebbet

R.W.D.



Andrew tells me that he is shortly having surgery on one of his hands, so we wish him well and hope that he is soon back, firing on all cylinders. Editor

I had an email from erstwhile rear wheel drive columnist of The Citroënian, Clive Hamilton-Gould recently.

Do you know anyone who might be interested in a B2 English bodied 2 seater, rather rare!

The chap who has had it for many years and has done much of the mechanical work is now too old to complete it. He seems to have 95% of it with registration plus quite a bit of another. Can't make out if this other is a B2 or later.

Apparently the car is located in Cambridgeshire.

Hopefully someone will feel tempted by a project requiring a couple of weekends work, or a little more perhaps. *(More than a little methinks, editor)*



Pre-war cars are increasingly niche of course and it would be such a shame if this wasn't taken on by some enterprising soul. I will happily pass on contact details of any interested parties.

There is certainly interest in Citroëns of this era, as not long ago an AC4 sold on eBay for a little over £4,000. A paltry sum for what looked like a very presentable car. However 28 bids were submitted by at least half a dozen people.

So there are thankfully enthusiasts out there to keep these cars alive. Sadly a largely stripped AC4 which was listed some time later stimulated no interest at all. I wonder what happens to these unloved treasures?

Do they languish in corners of warehouses or outdoors under leaky tarpaulins until recycled by the local authority. Unwanted and unappreciated. Straight-forward to restore pre-war cars

have great charm, especially those from the twenties. So when next you see one of these motoring orphans on sale, go give it a home! It's worth it just for the thrilling difference of driving with a central throttle pedal....

A Happy 2023 to you all.

Andrew Peel





Pre-war cars of all nationalities are falling out of favour, as the generation that formed their principal enthusiast group slowly fades away. I suppose that additionally offputting could well be the increasing difficulty that we are having importing spares from the continent, post Brexit. Both couriers and our own wonderful Customs people seem hellbent on making the process as pedantic and slow as possible for items above a certain cost threshold.

This is something that is likely to affect all foreign historics, be they Citroën, or Renault, Peugeot, etc. whose main supply route is from the Continent, and could certainly make it a long drawn out and possibly expensive process restoring something like this and keeping it at a level making it suitable for regular use.

This is a shame, because, as Andrew says, there are some really nice old cars out there, desperately in need of a suitable home. However, this could be a downward spiral, since the low values, although attractive to buyers, means that professional restoration becomes less and less viable. RWD Citroens need a few more people brave enough to give it a go!

Editor

Winter Traction



Mike Wilcock's Traction pictured in a rather wintry setting, with its owner trying not to shiver. Photo courtesy of Practical Classics, 2021.

Your Letters

Mist Green Query

Does anyone have a sample of the Citroen Mist Green paint colour? A piece of body panel, fitting or is there a member's car in this colour? This was a UK metallic paint option for Slough-built Tractions in and around 1952. I have never seen one in the club, but would like to respray mine in this shade. It was the colour of my first Traction, but I know that has since been resprayed. Any accurate photos or paint mixing recipes, might suffice. Many Thanks

Contact; Tony Hodgekiss 01243 -781040, 07941-949760, tony@tofficat.uk

Dordogne

Hello Bryan,

As soon as the November/December issue of FP arrived I immediately recognised the cover image. About 3 years ago we were in Le Bugue in the Dordogne and chanced upon the Traction Commerciale fully laden with wine at the local market. A beautiful car carrying a significant load but still looking good. Needless to say we had to buy a bottle of their 2016 Bordeaux, and who could resist a bottle with a Traction on the label?

No doubt many of your readers will know Le Bugue as the town which Martin Walker based St. Denis and the adventures of Bruno the local policeman, an excellent series of books which capture the Dordogne perfectly.

Think I will open that bottle now and wish you and all TOC members a Happy Christmas and Prosperous New Year,

Barry Plant - Retired Tractioniste

How Far?

Dear Ed.

Your FP thoughts about the distance (and fuel costs) to rallies were interesting, (September/October edition) so I did this comparison:

Camberwell (central London) to Barnstaple. **214 miles**

Camberwell to La Roche Bernard (southern Brittany). **240 miles**

Initially Barnstaple appears a better and a cheaper trip especially as the French trip is via Portsmouth and a five hour ferry to Caen, but it's not quite so simple.

First, Barnstaple was chosen for an obvious reason, La Roche Bernard because we drove there in our Traction for lunch in mid August. How do they compare?

The August trip was easy with a pleasant, relaxing mini cruise to break the journey, while driving in France is always a pleasure. Roads are smooth and in perfect condition, traffic is much, much lighter and if you stick to the old RN (A) roads, often non-existent for kilometres. There's more time to admire the scenery and fine medieval towns with quiet squares and unrestricted parking that dot the country. The biggest decision is whether to stop at a bar, café or restaurant.

Regrettably that's not my current experience here (in the UK), many roads are so neglected that cycling and riding a motorbike are hazardous. It's all too often a jolting ride even in a modern Citroën. Levels of speeding, tailgating and aggression are high, it's a stressful way to travel.

In terms of cost, even including cheaper accommodation and fuel in France, Barnstaple has it, though if you're looking for more than a low cost point to point journey France wins hand down.

Finally, Here in Britain the Traction seems invisible, I don't mind that pedestrians stumble about, head down, looking at their 'phones, but I do mind drivers swerving into my braking distance or trying to drive on the same bit of road as the Traction.

In contrast we were frequently admired and welcomed in France, especially by port officials, ferry marshalling and loading crews, and immigration & customs officers and the Police.

Mike Wilcock

There is an obvious advantage in distance terms, to living in the deep south if you are intending to tour in northern Europe. This most certainly makes it less of a distance commitment in many cases, than a trip to the far extremes of the West Country, or one of the more northerly National Parks, albeit there is a cost element to be considered with regard to ferry fares..

The big issue for those of us living (far) north of Watford is actually getting to a Channel port through the congested south, as well as the risks associated with using the so called Smart motorways that now proliferate. This would add circa 130 miles to the journey from a north Midlands town such as, for example, Derby. All of this rather takes the 'gilt off the Gingerbread,' in terms of the pleasures of (eventual) motoring 'sur le continent' and makes for a round trip of over 840 miles to your chosen French destination, plus any touring mileage once over there! So, say at least 153 litres of petrol at, (currently) 165p per litre gives minimum fuel costs in the region of £250.

Traffic volume and consequential wear and tear on roads(and motorists) is obviously always going to be a greater issue in your part of the country and, having lived and worked in the Home Counties in the not too distant past, I would say that driving is often much more aggressive and less courteous than up here in the North. This is particularly noticeable at peak times, when everyone is 'revved up' by the extreme congestion.

Invisibility, as you describe it, is an issue common to many classics. I was for several years the owner of a 1936 Austin 10. No fireball, but well capable of keeping up with suburban traffic. How many times was I balked by someone abruptly turning from a sideroad in front of me, presumably assuming that I was trickling along at 20 miles an hour rather than the regulation 40 limit? Editor

Maintenance and Repair Courses - 'Tractions for Dummies?'

Daniel Eberli has written in recently with his latest proposals for his annual repair and maintenance courses. His full announcement can be found on the club website: The PDF of the course invitation is now on-line on the CTAC-website. The link to his own site is <https://tractionavant.ch/public/document/download/170008/175854>

Hello there,

I hope you are all well and your Tractions are prepared for the winter.

I am busy planning the maintenance and repair courses for next year. Hopefully there will be interest for a basic course in English (a course "Tractions for Dummies", as Bob Street called it in Floating Power Volume 41, issue 6). Of course I know it's a long way to Switzerland for your members but experience tells me that it's worth to do it.

I'd be happy if you'd find one way or the other to pass the information about the course to the Traction owners or those, who'd like to be one.

If you need further information, please don't hesitate to ask.

Thank you and best wishes

Daniel



Soggy Volvo

Hi Bryan

I thought you might like to see the attached picture. I was at the last show of the year at Lochwinnoch at the end of October and I was parked next to a Volvo 544. It is many years since I have seen one on the road, unfortunately it was a wet and windy day so I never got to see the owners, probably hiding from the rain like myself.

Regards

Richard (Larter)



Thanks for this. The Volvo at Lochwinnoch is an earlier version, a PV444, probably mid to late 50's, so a bit older than mine. The split windscreen gives the game away. Interesting that Citroën continued to produce and sell cars almost identical to the Light 15 until 1957, but Volvo had the PV series on the drawing board in 1941 and by the time that Citroën phased out the Traction, they were already starting to produce Amazons, the 544's successor. Editor



Bailey's Banter

Happy New Year!

In the last issue we looked at the Traction's involvement in racing, such as there has been any. I mentioned the gearbox as being a potential weak point. Ironically, whilst the Traction Avant car didn't have a stellar racing career, its gearbox did.



With a few exceptions, racing cars followed the conventional form until the 1950s – front engine, rear wheel drive. Putting the engine behind the driver was pioneered in the 1950s by Coopers – father and son Charles and John.

Their first rear engine racing cars used 500cc motorcycle engines with chain drive to the back axle.

Moving up to Formula Junior – the formula below Formula 1 – required a bigger engine which would be in-line 4 cylinder – e.g. the Coventry Climax engine. And so, a transaxle gearbox was needed.

The word "Transaxle" conjures up thoughts of Italian supercars for me but, back in the '50s that was not really the case.

You can find a transaxle gearbox on almost any car that has an inline (rather than transverse) engine located at the same end as the driven wheels as well as some front engine rear wheel drive cars. In the early 1950s there were few such vehicles – the rear engine VW Beetle and Renault 4CV and the front wheel drive Traction Avant and Panhard Dyna being the most common.

To Coopers, who were based in London, both Citroen and Renault were quite local with their factories in Slough and Acton. I know

nothing of the Renault 4CV, let alone anything about its gearbox so have no idea why Coopers chose the Traction Avant gearbox over the Renault. I have not found any reference to any racing car manufacturer using the 4CV gearbox. If you know otherwise, you know what to do.

The 6-cylinder gearbox would have been an option. It is certainly stronger but much heavier than the 4-cylinder cars. I now realise that I am not aware of any 4-speed conversion for the 6 cylinder box. Mind you, with all those cylinders I am not sure why it even needs three gears so maybe there was no such conversion.



The first iterations of rear engine (or really mid engine) Coopers used gearboxes modified to accept 4 forward gears with added strengthening supporting the differential. Jack Knight, ERSA, Reda and Duriez all offered these of modifications. Cooper used a Knight-ERSA gearbox in their 1955 T39 car. I believe the ERSA box was without synchromesh, presumably using the saved space for the extra gear.

Pictures of the slightly later T42 show the gearchange linkage used the standard Eiffel tower arrangement - albeit with lightening holes. I don't know how the 2 rods were connected to the gear lever, but I doubt the Traction Avant's striker plates were involved.



By 1962 the Cooper T59 was using an inverted Citroen ERSA gearbox. Why would you invert the gearbox? Doing so allowed the engine to sit lower and hence drop the car's centre of gravity. In the standard form the input shaft is above the output shaft. And the output shaft is at the same height as the differential which connects to the drive shafts. Given that you don't really want to be driving the drive shafts through much of an angle, this places the height of the engine's crankshaft above the centreline of the wheels. Of course, the racing car designer wants the centre of gravity as low as possible and flipping the gearbox over allows this.

You can see in the photo the gearbox filler hole is still fitted but in completely the wrong place. The gearchange connection is quite different too.

This does not affect the direction of rotation. That is determined by the side of the output shaft on which the differential crown wheel is placed. I have read of someone who rebuilt a Traction Avant gearbox and managed to get 3 reverse gears and one forward. It's hard to see how you would do that if you are following the manual - but I don't think there's anything actually stopping this from happening.

To be kind to the anonymous gearbox builder, maybe the gearbox in that story was intended for a racing car which needed to crown-wheel to be located on the opposite side to normal.

In all the above iterations, the racing gearboxes would have extra stiffening or support to the bearings that support the differential to prevent them from being pushed apart and splitting the casing - the

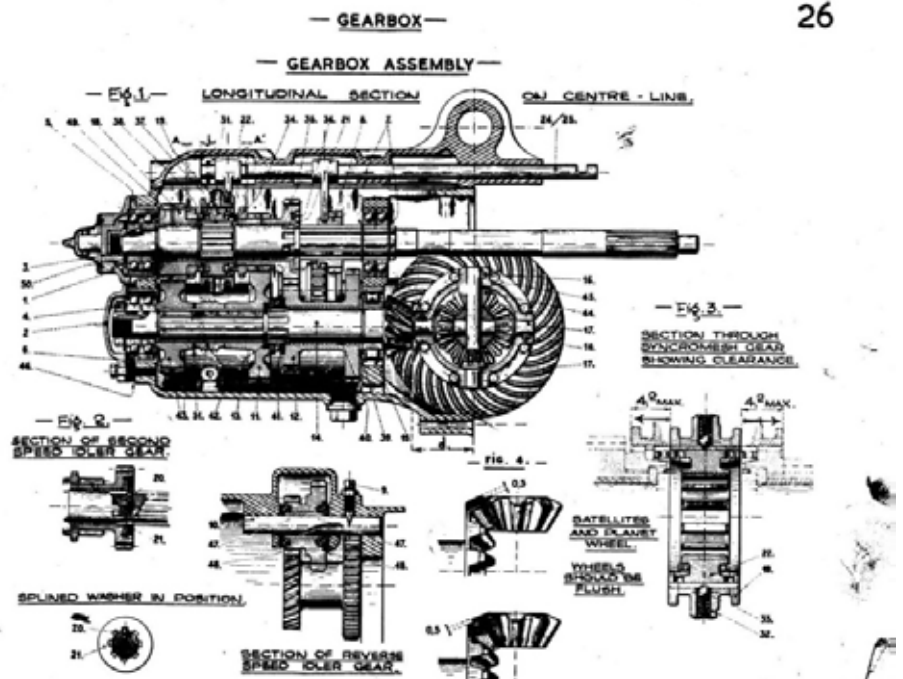
Achilles heel of the Traction Avant box. 4 speed conversions and strengthening modifications were available for road going cars.

ERSA developed further strengthened gearbox casings for Jack Knight and Cooper and developed features such as quick-change final drive gears.

Other racing cars used specially made ZF gearboxes or the VW-derived Hewland gearbox which was eventually adopted by Cooper in the early '60s. Hewland continue to make gearboxes for Formula 1 cars.

Despite what my wife may tell you I don't spend much time or money on car magazines - these days certainly less than I used to. However, I do like to browse the odd internet forum about old and shabby cars. On one such site the topic of "Peak Car" was raised. What represents Peak Car? This question is open to much interpretation and as much stuff was written questioning the meaning of the question as there was proposing answers. Obviously, I said the Traction Avant is Peak Car. It does everything you need a car to

do and looks good too and it was probably the first modern car. I could have said the DS because its looks have never been bettered - but its poor accessibility to service items let it down. When cars are 50 years old or more, every item is a service item. The DS is more complex and has a lot more of them than the Traction and everything seems to be behind everything else.



Of course, there are some things on a Traction that are a little awkward to get to, especially on the narrow-bodied cars. Come to think of it, the DS only came in one width – how very boring! Was there any other car that was built in two widths as standard? I suppose one might argue that BMC's Farina range might qualify, but the bigger ones (e.g. Austin Westminster) only shared styling with the smaller cars (e.g. Austin Cambridge) – they were not versions of the same car.

I think it is remarkable how one design produced so many variants that all looked so good and did their job so well with so much commonality. To achieve so many variants, in so short a space of time, incorporating so much new technology but without any help from computers is amazing. And that's only the engineering. The marketing was pretty special too – the car was designed to appeal to such a wide range of buyers – from Presidents to police forces, taxi drivers and farmers as well as to the general public. I can't think of any other vehicle which served such a wide market. Of course, the 1970s Mercedes W114/W115 range appealed to CEOs, taxi drivers, families and rally drivers but no other vehicle comes to mind.

And yet – even with the range that Citroen offered, there were people who needed something different.

Whilst I no longer buy many car magazines, I do like to take a look at them in the shops. If you run a newsagent, I do apologize. This used to be something I would do at motorway service stations or in airports, but I've got out of the habit in the last couple of years for some reason. And so I found myself in WH Smiths thumbing through Classic and Sportscar. Having got past many, many pages of adverts I found a couple of interesting snippets, both relating to Traction Avant roadsters.



Neither were your average common or garden roadster (if there is such a thing). One was the blue 1938 Renard et Bec bodied car that some of you will have seen at the ICCCR in Middachten. I am sure it must have appeared at many other events, but I saw it there, parked in the car park with all the ordinary Citroens. I have written about this car before and - what a nice motor. Its mention in C&SC was to highlight its appearance at auction with a guide price of 80,000 – 120,000 euros. That's a lot of money but doesn't seem that much for a unique car that looks as good as this one does. Despite that, it apparently did not sell. The auction description says it is the only survivor of two that Renard et Bec made. It's certainly the only one that I have seen but Olivier de Serres' book "Traction Avant Coupe Cabriolet Decouverable" shows a picture of a car that has a different number plate and looks to be an off-white colour. Does that mean that both cars still exist? Does it make it less unique if there are still two of them? I'd still like to own it even if there was a risk of parking next to the other one in Tesco's car park one day.

The other roadster featured was rather more common, although I have never seen one. The magazine article is about the Musee Maurice Dufresne in Azay-le Rideau and the main photo is of a Georges Irat OLC3. The magazine photo is of a red car but I can't reproduce that – but the white car pictured is the same model. According to the C&SC caption Georges Irat made approximately

200 examples of the OLC3 although I have seen other sources suggesting various figures between 100 and 700 being produced. Whatever the figure, it looks similar to a Traction Avant Roadster, but it only uses the Citroen's 1911cc engine and gearbox. It's front wheel drive but I don't believe it uses the same drive shafts. It's not monocoque being built on some kind of U-section chassis rails. The suspension uses Neiman rubber O-shaped springs (hence the O in the model name). The doors are front-hinged. It's similar – but almost completely different than the Traction. In fact, apart from the engine and gearbox it had no other link with Citroen at all.



Both these cars were built in 1938 and both must have cost considerably more than and 11B Cabriolet. I get the appeal of the Renard et Bec car – it's a stunning looker and (almost) unique. But what's the point of the Georges Irat car? It sort of looks like the Traction – but doesn't have the dickey seat or even an opening boot. It's certainly no better looking than the Citroen and personally I

think it's much less elegant. Georges Irat branded their cars as "The Elite Car". Their OLC3 evolved from the previous ODU and MDU models which were lightweight and sporty – in the MG vein, but with front-wheel-drive and using the Godefroy et Leveque Ruby engine. Godefroy et Leveque had in their early 1930s rescued George Irat from bankruptcy resulting from the Wall Street crash. The Ruby engine was theirs – apparently good in its day, but by now quite old fashioned. It was of small capacity (about 1 litre) and used thermosiphon cooling and its cylinder head was not removable. Hence, in 1938 it was replaced by the Citroen engine and gearbox (hence the C in the model name). This made the car heavier and less sporty than the previous model and gave it a 3-speed gearbox where previously the car has 4 speeds (hence the 3 in the model name) but it still sold – until the war came along. When that ended Georges Irat was not big enough to ignore the Pons Plan for restructuring the French automotive industry, nor were they big enough to be included in it and were effectively left out in the cold. Their intended partnership with Bugatti was hampered by the latter being accused of collaboration during the war. And so, post war Georges Irat no longer offered the OLC3. And, of course, nor did Citroen offer the Traction Avant cabriolet.

I don't know how much you'd have to pay for an OLC3 now. In 2018 the auction house Arcturial sold one for 23,780 euros but I don't know the condition. Maybe they don't attract much money, but I'd rather have a Traction Avant cabriolet anyway.

Finally, I received a note from **Philip Vesey Holt** -

A while ago I wrote to you about my quest for electronic ignition. The Gammatronix I used seems to work well and the Traction has run reliably. Though that may be partly due to E5 fuel and the cooler weather. I did find that the Sparkrite ignition unit is available for 6 volt. It has the advantage that the condenser can be left connected and a switch on the unit allows for switching between the electronic or conventional ignition. Like your Traction mine has suffered from vapour locks in hot weather. So I have been running it on E5 petrol with Castrol valve master octane booster.

It seems only days ago I was writing about how my car was suffering from vapour lock in the hot weather we enjoyed in the Summer. And here we are heading into the depths of Winter. It's dark and wet and I don't like it, although the car doesn't seem to mind. With the weather as it is, I expect my Normale would still get the lion's share of the action. Where I work, our last vestige of Covid control requires our temperature to be taken when we arrive. Even though the Normale is a saloon, without a heater in the car, I regularly fail the test because my temperature reads too low. So, my job for tomorrow is to fit the heater tube in the Normale.

Chris Bailey

Big 6 Downunder

Kevin Taylor's Big 6 rebuild is proceeding with a few questions arising. Can anyone help?

After putting the front windscreen back in I decided to tackle the rear screen. It consists of the glass, the metal surround and a wooden base. The original wooden frame had fallen apart and the glass had obviously been leaking so part of it was rotten. I used it as a template to cut another from ply. The pic shows the original and the replacement which needed a great deal of shaping to allow the metal surround to fit correctly. When it came to fitting it was obvious the ply was too thick so I chose to use the original frame and replace only the rotten section. The new ply is much thinner and it would have been almost impossible to cut out the whole shape without the use of a band saw as it is very flimsy and splits easily.



I would imagine most people who have restored a Traction have had to do something with the rot on the front wings. When I bought the car it had had both wings repaired with a standard replacement panel. The welding needed grinding back and a few dings in the metal needed hammering out. I've started to strip the old paint/rust and I have found a couple of splits in the outer edge will need to be welded. The panel needed a light coat of filler and after hours of sanding it is nearly ready for primer.





I posted a couple of questions on the TOC Facebook page recently. The first relates to the windscreen wiper spindles. What is the correct rubber fitting to stop leaks? It has been suggested that the fitting is similar or the same as that fitted to a Morris 1000. Looking online I could only find this one which comes from an old MM model, but the base appears to be too deep as the spindle is very tight to the top of the bulkhead.

The second question relates to the oil bath/ filter which is mounted on the right side of the bulkhead. It has three connections. One goes to the timing chain cover, the second is for the oil gauge but the third which is at the base of the filter does not appear to go to anywhere obvious. It has a metal pipe connection which terminates in a length of plastic tubing. Any advice greatly appreciated.

Kevin Taylor

Hi Kevin. Try putting a question or two up on the forum. Someone may know the answer.
Editor

TOC at the Lancaster Insurance Classic Car Show 2022 - Ian Harvey



The theme chosen by the organisers of this year's Lancaster National Classic Car Show at the NEC in November was "Part of the Family" and so we decided to focus our display on the social aspects of the Traction Owners Club, particularly rallies and outings enjoyed by the owners and their families. We were keen to keep the costs of setting up the display to a minimum and Ian was able to borrow an H-van belonging to Rob Moss of the Chevronics Centre which comfortably accommodated the two boxes containing the display panels, graphics and two tables and which could stay on the stand as one of the five vehicles we had room for.

We had initially been allocated a stand in Hall 2 adjoining that of the Citroën Car Club but a few days before the set-up day, we were informed that the stands had to be re-organised and the three Citroën club stands would be split up. At first this was a disappointment, but as it turned out, we were in a very prominent position close to the main entrance.

We had room for four Tractions, two of which would be Mike's Legere and Cleve's Light 15. Ian had met Sara Fleming, a keen collector of Citroëns, at Chevronics' 30th birthday celebrations and when she showed him shots of her Normale and he asked if she'd like to show it on the club stand, she agreed straightaway. Plans were made to have a Commerciale as the fourth car, but on-going work to the brakes of this car could not be completed in time, so Bernie, having now restored his 6 to full running order, agreed for it to be displayed again.

The display design was soon prepared and a selection of appropriate photographs taken on various Brittany and Annual rallies were printed and mounted and loaded into the display boxes. However, a week before the show, while servicing the H-van ready for its first long journey in twenty years, it was discovered that the nearside front wheel bearings had failed and would need replacing. After stripping the hub and brakes and drilling out the seized upper ball joint so that the drive shaft could be removed, new parts were ordered and Ian spent more than eight gruelling hours re-assembling it all, finishing at 5.00pm the day before set-up day.

At 8.00 on the Thursday, Ian set off in the H-van with Mike following in his Traction and the pair arrived at the NEC just after half-past ten (the van is so low-geared that top speed on the M1 was barely 50mph!). Sara had already arrived and Cleve and Bernie soon appeared and we spent the day setting up the various displays and props on what turned out to be a larger stand than the original which allowed us to spread the cars out better and form less cramped meeting spaces. By a strange quirk of fate, our stand happened to be next door to the Lancia Owners Club stand and the car closest to us was a blue Lancia Beta belonging to Mikes twin brother, David, who was also attending the show. Hotel accommodation had been in short supply this year, but Mike and Ian were booked into the Moxy hotel just opposite the entrance doors to the exhibition halls and Cleve and Maggi were staying in Coventry for the weekend.



The show opened on the Friday and after a slow start, a steady stream of visitors found their way to us, providing numerous potential new members. Graham Cluley had arranged to be there and help as had Martin, who managed to take a vast amount of photos of the stand during the day. It was also a pleasure to welcome Steve Southgate who has been so poorly of late, but he is recovering well and enjoyed catching up with old friends. On Saturday Bev and John came to join us, as did Jim Gibson and his wife and also James Geddes and his buddy Michael who would stay on for the weekend. Bernie also arrived to meet up with Brian Follain and later the Moss family – including Rob and his sons, James and Miles - came to say hello. The stand was well attended and all helpers were busy most of the time explaining the virtues of our cars to a wide variety of visitors. Similarly, Sunday proved another busy day, very much more family orientated and we were joined by Ian Beale and Simon Saint to help promote the Club and explain why a Traction is such an obvious classic car to consider owning and indeed running. Later Sara and her boyfriend James, who is also a Citroën aficionado and is currently restoring a Traction, arrived. Once the show closed and the last visitors had left, the display was soon dismantled and stacked in the two boxes which were then loaded into the H-van and three of the four Tractions were driven away leaving Mike's, loaded with picnic tables and chairs, and the van ready to go the next morning. As a showcase for promoting the Club and demonstrating the style, charisma and practicalities of the Citroën Traction Avant, this year's NEC Club stand was considered particularly successful and we thank all of those who helped make it so.

Images by the author and Martin de Little





Dorset to the Pyrénées – Slowly

Dorset to the Pyrénées – Slowly. By Roger Grix.

Since we bought our house in South West France, in 2001, we have travelled the length of France many times. We have crossed over and under the channel by most of the routes. We keep saying that we must take our time and enjoy the journey, but normally end up dashing up the autoroutes and boarding the ferry or the train sous la manche.

Over the years we have visited many parts of France but had never visited Brittany, always skirting past it. This April (2022), we decided to “do” Brittany and, as we had never visited Jersey either, decided to take the Traction on its second voyage south via a couple of days in Jersey. Poole to Saint Helier and then Saint Helier to Saint Malo.

Days 1 and 2

Our Condor ferry was due to depart at 10h50 on Thursday 14th. Poole is about an hour from our house in the UK, so we planned a relatively leisurely departure between 08h30 and 08h45 in order to arrive at the required one hour before departure. Then, on the day before we were due to leave, we got a text message requiring us to be checked in “at least 90 minutes before departure”. So, not quite so leisurely a departure. We arrived, as instructed, checked in and sat and waited with everyone else for an hour and a quarter before boarding. Whether out of consideration for our aged vehicle, or from fear that we would not make it up the ramp to the top deck, we were directed to the lower deck.

A pleasant crossing and we arrived early in Saint Helier but then had to wait outside the harbour for the tide to come in a bit to give us sufficient ground clearance.

Two nights in a lovely hotel. We spent the Friday visiting the WWII tunnels built by the Germans using slave labour from Russia, Spain and Ukraine plus various others, when they occupied the Channel Islands. Very interesting but not good PR for Germany. I had not realised that Churchill had declared that Britain would not

defend the Channel Islands. It seemed a bit harsh at first but the return vs the effort required would not have made sense considering relatively low strategic significance of the islands and the way British forces were stretched at that stage. The Governor was, however, given the rather difficult task of staying on the island to protect the interests of the islanders. On a lighter note, we went to the Gerald Durrell zoo in the afternoon.

Home to Poole – 30 miles

Driving around Jersey - 27 miles

Day 3

The ferry was due to leave at 09h10. Another message to say that we had to be ready to load 90 minutes before departure. This meant that we would have to leave the hotel before breakfast, so Condor were not endearing themselves to us. Fortunately, the hotel staff were brilliant and arranged for the night porter to feed and water us before departure.

Having arrived and booked in, we waited 40 minutes for the incoming ferry to arrive and a further 30 minutes for it to unload before we could board. Once again we were told that they would not make us climb the ramp and that we should by-pass the queue with our “lovely” Traction and go on the lower deck. Despite the delays we left on schedule, arrived at Saint Malo on time, and drove on to our Chambre d’Hôte.

Brittany

As I said, we had never visited Brittany and I had some pre-conceptions. I was totally wrong. It is not open farming



country. It is very hilly and has lots of forested areas. The town names are nothing like anything that I have seen anywhere else in France, and are mostly unpronounceable. However, it is stunning.

We originally planned to travel from place to place staying overnight. However, we then decided that we would find somewhere central and make daytrips to see the sights. This was definitely the better plan as, from our location in Mellionec, nowhere was more than an hour and a half drive.

After leaving Saint Malo I was quite keen to top up the tank and to fill the can that had been emptied before travelling on the ferries. The first place that we stopped at was a Total station and, although it had 4 petrol pumps they were all E10. I was not desperate so left it and, a bit later, found a small filling station which had a Renault 4CV in the window, which I thought was a good sign, so filled up from his SP98 E5 pump. It turned out later that most places have SP98 E5 and a lot, especially supermarkets, have SP95 E5, typically 1,76 €/litre.

We stayed at Le Manoir du Poul with a Texan couple, Mike and Valerie Smith who were most welcoming. (www.bretagnebb.com)

Saint Malo to Mellionec – 91 miles

Day 4

Day trip to Concarneau on the west coast. The fortified old town “La Ville Close” is on an island in the bay connected to the mainland by a walkway. In the second half of the 19th

Century the town became popular with artists and writers and the town developed outside the old town.

Returned via Rostrennen where you will find Ti Devine’s, an Irish bar, just off the square. You can get a good draught Guinness and live Irish music (played largely by Frenchmen). I think it must get a bit lively at times as, when we passed the next day, the window was taped up.

Round trip – 97 miles

Day 5

Drove out to see la Côte de Granit Rose (the Pink Granite Coast). We drove to Plumanac’h. The town of Saint Guirec was heaving. It was Easter Monday so not surprising. Parking in the town was impossible. However, we found a parking payant. (4,20€ but worth it). From there it was a short walk up to the coast and the Phare (lighthouse) de Mean Ruz. We walked along the coast to the town, had a bite to eat and a superb Italian ice-cream, then walked back along the coast path to the car park.

The scenery is breath-taking. The gigantic rocks piled on each other and eroded by the sea. Goodness knows how or when they got to where they are (or how some of them stay where they are).

We drove back via Moraix but it was getting late and we did not have time to seek out the old town – another day.

Back to Le Manoir.

Round trip - 137 miles



Dorset to the Pyrénées – Slowly

Day 6

We left the Manoir after a good breakfast and headed south towards our hotel for the night in Vannes. We made a detour to Quiberon which sits at the bottom of the Quiberon presqu'île. This word must be a product of the Académie Française wanting a French word for nearly-island rather than a good Latin word like peninsula. I would not bother to go back there.

Onward to our next planned sight-seeing stop at the Alignements de Carnac. An astonishing 6000 year old site with rows of megaliths, as well as burial chambers and dolmens. The site stretches over a distance of about 5 km. We may return as a couple of hours did not really do the site justice. On to our hotel in Vannes.

Daily mileage – 92 miles



Day 7

We were now finished in Brittany so heading South. When travelling in the Traction we generally avoid motorways. There is little advantage in using the autoroutes if you are going to drive at 50 MPH. I have always been quite happy going through the villages at 50 kph. It seems that, now, every village has a 30 kph limit, which is OK and I understand why, but the interminable speed bumps are a real pain.

Anyway we headed off towards our destination for the night at Saint-Martin-de-Fraigneau, near to Fontenay-le-Comte. We chose to cross the Loire at Saint Nazaire. There is a spectacular bridge spanning the wide mouth of the Loire. Not quite in the same league as the Millau viaduct but certainly an impressive construction.

The mouth of the Loire is about 2,5km wide at this point and the suspension bridge together with its approach viaducts totals 3356 m, making it the longest bridge in France. I was not able to take a picture and do not want to risk copyright problems but just Google "Pont du Saint Nazaire" to see it.

Passing through the small town of Palluau, we stopped for a bite to eat purchased at the local boulangerie/pâtisserie

– a good chunk of quiche Lorraine and a slice of tarte aux pommes, eaten beside the lake. Highly recommended! The lake was being stocked with trout in preparation for the trout fishing competition to be held on 24 April by "Les Chasseurs de Palluau".

The town's claim to fame is as the birthplace of Philippe de Clérembault who had an illustrious military career and was Maréchal de France from 1606 to 1665. He rebuilt the 13th century family castle but died shortly after completing it. The castle remains as a ruin after it was sacked by forces of Général Duquesnoy, in 1794, after the revolution.

The hotel for the night was adequate and comfortable. The proprietor took photos of the car and reminisced about his father's Traction.

Daily mileage - 192 miles

Day 8

We wanted to by-pass Bordeaux, as the traffic there is always awful, and we wanted to get reasonably close to our destination so that we could get to our house in the early afternoon to get it up and running before dark. So we headed to our destination for the night at Paulhiac, between Bergerac and Agen. We were welcomed by a Dutch couple, Peter and Ninnia at their beautifully located and presented chambre/table d'hôtes, well wined and dined, and prepared for the final leg of our journey.

Day 9

The last leg. Arrived at the house without problems. All well. Water on, cumulus on, bed aired.

Daily mileage – 148 miles.

Total distance - 1019 miles.

Petrol used - 188 litres

Consumption – 24.6 MPG

Oil used – 350 ml (just over half a pint)

The car has been greased and oiled ready for the return journey.





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Paris-Moscow-Paris 1984, Part 5

17th Day. 2nd August – Moscow to Smolensk

The relief of getting out of Moscow is huge. We are all smiles again. We laugh at the stories of some of the younger travelers, who, learning that Levi jeans fetch £150 on the black market, have come prepared with extra pairs. Their suitcases are now lighter and their wallets considerably heavier.

While waiting in the usual convoy queue at the side of the road there is the sudden appearance of a representative from Moscow Radio. He crouches down by my open passenger door and rather alarmingly thrusts a microphone up to my face. Why me? My door is open to the breeze and I am eating a Russian chocolate bar. After going through a few preliminary questions with my mind racing to come up with interesting answers, he asks me how we have been treated by the Russian people. I explain that unlike in other cities where the roadsides have been lined with welcoming throngs, the Russian people do not seem very interested. Have I overstepped the line? Or has my newly acquired celebrity status gone to my head. But I finally have the sense to say how important it is for our nationalities to be able to talk to each other to dispel propaganda on both sides that we are aggressive towards one another. Something of that sort anyway, my small contribution towards world peace.

We finally depart Moscow for Smolensk. Today the drive was very long, with much stopping, starting and the usual chaos obtaining petrol. But we at last arrive at the motel and partake the usual nondescript meal before setting out for a walk and a look at the cathedral.

18th Day - 3rd August - Smolensk – Minsk – Mileage 88850

Depart motel with usual endless wait before setting off for Minsk. We are told we are expected at Minsk by lunchtime but this seems impossible as it is such a very long way. Again, we stop and start while the police try to control us and maintain us in an orderly group. At 12.15 we are allowed to stop at a roadside café for coffee and cake. Set off again, with me reading to Graham as we go along in order to keep him awake. At other times I talk to him about our favourite and much missed food, describing the procedure for making sausage rolls, anything to keep him alert during the long hours of driving. All this achieves though is to increase our hunger levels almost to desperation.

We eventually arrive at Minsk at 3.30. The countryside has changed for the better, seemingly more organized farms, open landscape where people look happy. Suddenly, as we

pass roadside factories, there are groups of people at the gates waving in a rather robotic fashion. Have they been ordered to do so I wonder as a result of my little speech on the radio?

We pass by a monument to those who lost their lives in WW2. Minsk, as many of the towns and villages on the road to Moscow, suffered greatly at the hands of the Nazis. Something like 80% of the buildings were destroyed and many, many people died.

4th August. Rest Day in Minsk. Mileage 89062

Josie and I travel by public transport to centre of Minsk. The town and surrounding countryside is picturesque and the people seem more open and friendly. As so much of Minsk was destroyed during the war, a new spacious, well laid out town has been built in its place. Again, there are many monuments to the war dead. At last the weather has turned nice and sunny, a relief after so much rain throughout the trip. Our spirits are raised considerably.

It seems that several tractions are in trouble. Three arrived on trailers, one with a blown piston, another with broken drive shaft, a third with gear box problems. The old vehicles are beginning to feel the strain.

5th August – Exit Russia!

Today we are leaving Russia for Poland. There is high excitement. Everyone seems relieved to be leaving. A long tedious drive of five hours with a lunch stop at an Intourist hotel before setting off to the border where there are no problems and we continue to a campsite at Terespol. Our first night under canvas for several nights. We are all very happy. Everyone smiling and overjoyed to be together in the open once again, tents pitched! We are provided with a traditional meal of cabbage goulash with spicy sausage which was delicious, the best meal in a long time – apart from the smorgasboard and Danish buffet! Vodka flowed freely while a folk group performed around a huge bonfire with much dancing. Polish people seem very hospitable and we have a great evening all together singing and dancing. Everyone seems really glad to be camping again and more importantly, out of Russia!

There is a presentation to Wil de Hek and Peter Wilders - organisers of the trip. This was meant to happen in Moscow at the climax of the trip but the prevailing atmosphere prevented it happening.



We have gained two hours in time so the evening continues late until we spill into bed at 11pm, Moscow time 1pm.

21st Day - 6th August Terespol to Warsaw

Slow pleasant drive towards Warsaw, the countryside very pretty and well looked after. There are little flowered shrines along the way and people at work in the fields, obviously poor but seemingly not down-hearted. We notice ancient farm methods and tools in use and horse drawn carts carrying anything from straw, milk churns and old furniture on the move.

Found campsite without too much trouble. I spent an hour sitting in the sun then went on a guided tour of Warsaw with a German speaking guide! Our trusty Dutch translators did their best for us and we enjoyed the beautiful city, mostly restored after damage of war. We are surprised at the many and varied and stylish shops, boutiques and even an antique shop or two. The Poles have a pride in their country which was missing in Russia and we saw no queues at all. Back to campsite in pouring rain, a common commodity on this trip. We shelter under sheets of plastic drinking tea before going to bed.

22nd Day -7th August 89637 – Warsaw to Wrocklaw

Left campsite at 9am. A lie-in! Heading for Wrocklaw we see lots of horse carts laden with hay and people working in the fields with scythes. We stop for a picnic by a cornfield with an amazing array of wildflowers. We arrived at a stadium where we are camping, once again in torrential rain! It seems the usual pattern – sunny all day until we make camp when the heavens open to soak us to the skin. Our tent is still wet from the night before and in danger of leaking so we cover it with sheets of plastic to keep some of the rain out. We are now rather tired of trying to make a meal whilst sheltering from the rain and with John, Josie, Derek and Denis, instead return to Wrocklaw for a meal. To our surprise we find a pizza house and it is full of fellow Tractionists. The restaurant is warm and lively and we enjoy a very good pizza and a beer or two. Warm and dry we go back to camp where we share a whisky before going to bed. Because of the plastic- draped tent, we toss and turn all night in sweaty warmth.

Graham and Susan Bradley

(below) Warsaw



Events



By the time that you read this, the season will be well and truly over and you will be looking forwards to the next one, hopefully. Below are a smattering of 2023 events, including club events, but you should keep in touch with your Section rep. to find out what is happening in your area in the meantime.

National Rally June 2023: Chris Bailey is still taking bookings for the National, which is based in Barnstaple, Devon. The format is similar to 2022, Saturday is a day exploring the area on one of a series of suggested routes, Sunday involves attending a Classic Car Show in Lynton and Lynmouth. Full details are on the website and were published in the September/October edition of FP. Chris can be reached on marketing@traction-owners.co.uk, or ring 07768325924 for details/bookings.

TOC Jersey Rally 2023: May 2023 also sees the club off to Jersey (11th-15th). Numbers are limited due to the nature of the island's roads, so book your place as soon as possible. Contact Bev at chairman@traction-owners.co.uk for more details.

CTAB Brittany 2023: July 14th to 17th 2023. Max number 45 people. Contact Martin Nicholson at vicmarnic@gmail.com for the latest.

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.

Great British Motor Shows: For Summer 2023, Great British Motor Shows, having taken over the reins from Mark Woodward, are organising a raft of shows across the country. It is the usual set of locations in the north, Hoghton Tower, Lytham Hall, Ripon, etc including an open air three day show in Manchester. There are also venues down in the southern half of the country, in Sussex, Wiltshire and Berkshire, Exhibitors at all of these shows will be charged £8.00 per car (Clubs displaying pay £7.50 per car) The paying public get in for £10.00 per adult, or £25 for a family ticket. It is not clear whether the Manchester Show charges £8 per day or the fee covers the whole three days. Details and list of shows nationally at: <https://www.greatbritishmotorshows.com/>

Further to our recent features on show expenses, it is worth noting that these costs are double the charges under the previous management. Will you be willing to pay that? Editor

90 Years of the Traction Avant

One for the diary: International Traction Avant Meeting

Thursday, 9 to Saturday, 11 May, 2024, Circuit de Charade, Puy de Dome, France



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Classified Adverts

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

Trade adverts are available in colour or black & white at 1/4 page only.

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE:

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. **£9000 ono.** **More info and pictures contact Alistair (Cardiff) Mob:07956840654. tg3002@btinternet.com**



PRICE REDUCED

FOR SALE:

1925 Amilcar C4. Starts, runs, drives and stops very well. Mechanically all original with replica 'Petit Sport' body but with all original fittings. Recent work includes transmission rebuild, new brake linings, rewire, fuel tank rebuild with ethanol proof lining. £25,000 or make an offer. My 'new' Traction has squeezed my garaging arrangements !!! **Mike Tebbett m.tebbett@icloud.com or 01684-563315**



Cars for Sale-

John Gillard Classic Restorations:

For full details please contact 01892732079/07763 144598

- **1951 11BL LHD, small boot.** Maintained by me over 30 years including a major overhaul in 2015 and upgrades including 12v alternator, seatbelts and recent brake overhaul. £14500. (currently in Kent at JGCR premises.)

Arriving shortly from Herefordshire:

- **1955 maroon Light 15, RHD, Big boot,** fully restored by me in 2014 and brakes recently overhauled. Good tyres, rewire, respray, seatbelts, alternator: £16,000.

PARTS FOR SALE

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member.

We also balance Traction wheels for free.
www.longstone.com
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

PARTS FOR SALE:

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

FOR SALE:

Slough type rear number plate. Brand new and unused.
£50. Mike Tebbett m.tebbett@icloud.com. or 01684-563315



FOR SALE:

Front Hub Puller handy bit of kit **£60**, can post at cost or collection.
Peter Scott, 07967580410
Item is in Paignton Devon



FOR SALE:

Clayton heater with all pipe work and valve to fit Traction. Barely used, nice condition.
£100. Mike Tebbett m.tebbett@icloud.com or 01684563315

FOR SALE:

1. ID(DW) Engine block with crankshaft.
2. Set of front and rear AXO wing spats (small type) in good condition.
3. Three original drive shafts in very useable condition.
4. Big 6 engine block with crank and camshaft.
5. One pair of chrome headlamp plinths as new.

Tel: 01256 765040
Mob: 07899 658634
Email: philippe.allison@whitewaterfinance.co.uk

PARTS FOR SALE:

Perfo Engine complete with flywheel, water pump and distributor.

Not seized. **£250**

ID19 Block. £150

Set of unused domed pistons £150

Traction exhaust manifold. £50

Tel: Jackie 01225 810569 (Wiltshire)

Email: davejackie@hackett7.plus.com

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**

WANTED:

I have this off side **Robri front wing trim**, does anyone have a spare near side one please? **Mike Tebbett m.tebbett@icloud.com or 01684-563315**



PARTS/CARS WANTED:

Parts Wanted to restore my Traction - 1952 Small Boot, Slough Light 15:
 Door[N/s Front] – some rust is ok. Glass and fittings not needed
 Rear boot floor panel - surface rust is ok.
 Steering wheel – brown or mottled plastic.
 Bonnet centre hinge strip + end fittings [Finish on all chrome items should be shiny or not pitted. Does not have to be perfect].
 Headlights [Lucas MBD type]
 Door Handles exterior [except driver's] + base plates
 Boot Handles + baseplates
 Bonnet side handles [4]
 Hubcaps [3-stud fitting]
 Radiator grille mesh and chevrons
 'Wings' cover for grille hole
 Dipstick + guide tube [later type]

A good opportunity to shift some of those useful odd bits you have had for years!

Let me know what you can offer at; **tony@tofficat.uk or 07941-949760 or 01243-781040. Tony Hodgekiss**

MISCELLANEOUS

FOR SALE:

Full set of **FLOATING POWER** volume 1 (Jan 76) to volume 45(Dec 2021). Each volume in separate envelope. Wonderful source of technical information on your car. To be sold complete.
Offers invited in first instance via Vic Lupton. Tel 01282 863803.

FOR SALE:

Wall plaque at **£60 plus postage**
Laurence Acher 07828241877



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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

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

CAR WANTED

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

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

Traction bodywork and paintwork.
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Steve Thompson 01964 533433
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