

Floating Power

March - April 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?

Please contact John Oates

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Be a part of Floating Power...

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

Sunday April 16th, 2023

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Tractions in Bavaria,
photographed by Bob Street
in 2017.



Editor's Epistle

Well, a belated Happy New Year to you all. I hope that you are ready for the opening up of the classic car season, and have arranged for some decent weather in which to enjoy it.

What is 2023 going to bring?

Well, things are looking ever more expensive. E5 is still on the pricey side, and charges for exhibitors are on the up at many larger car shows. We also have ongoing climate issues, and we have an interesting piece in this magazine about a limited survey of FHBVC members on climate change and what can be done to moderate the effects of CO2, with special reference to Tree V, who will plant a tree to absorb CO2 (eventually). We only had around 24 cars at the last National, and I did at one point suggest to participants that they should go for some kind of Carbon Offsetting. Did anyone? Let me know if you did. I think that Chris Bailey has also suggested something of the kind for this summer's event. Is anyone taking this up?

The extension of the London ULEZ, is sucking in a host of classic cars that aren't yet deemed historic on the current system. Classic Minis are taking a particular hit on this, production having continued until 2001, so a large chunk of the surviving population of BL/Rover Minis aren't Historics. There is also a developing movement opting for later Historics being used as day to day transport in London to dodge the £12.50 a day charge. Cunning but risky. If the Mayor of London suspects that a lot of you are trying to buck his system, then you may end up ruining it for everyone else. However, at the time of writing, some London Boroughs are also out to spoil his day, by refusing to allow TFL to put up enforcement cameras and signage, on the grounds that the charges are excessive, and will unduly penalise many of their constituents who are on lower incomes and who don't have the access to cheaper alternative public transport. Surveys do suggest that 60% of the populace are against it, but the Mayor of London is determined to proceed. (So much for democracy) I gather that there is a possibility that Westminster will be pulling the plug on the whole thing on the basis that the Mayor may have exceeded his powers. Might this also make the mayor's further chances when re-election comes around, rather slim?

Speaking of penalising motorists, we talked about electric conversions and Restomod car status in the last magazine and a relevant, interesting and cautionary story came my way, courtesy of Hagerty, The restorers and converters of a classic mini to electric power, have found that their car has been rendered almost useless as a result of the drilling of a hole in a bulkhead to route a power cable from battery pack to drive motor.

The DVLA told him: "It seems there has been material removed from the monocoque/body shell by means of drilling... it is not possible to confirm that the structure of this vehicle is as per the manufacturer first intended". Also, and this is quite a fundamentally important point, they will not let the converter weld up the hole. The DVLA confirmed that reverting the chassis back to its original state would still be considered a modification from the original manufacturer's specification, requiring the car to be re-registered. That would mean submitting the car for an IVA (Individual Vehicle Approval) test, and have it registered on a Q-plate. The owner of the mini later said "I'd probably have to spend £20,000 to comply with the current IVA rules as it was never designed to meet them."

Given that over the decades, most classic minis (and indeed most other historic cars) have had significant amounts of material removed from their bodysells by corrosion and have had that material replaced by means of a welder and sundry chunks of sheet steel, this seems like a fairly jobsworth type of response by DVLA! Or should we all be running around on Q plates?

Finally, we had a significant response to recent comments about car show charges for exhibitors, and it has been noticeable that quite a few other club forums seem to be having similar conversations about this subject, with a lot of individuals taking the view that such shows would be boycotted in the 2023 season. The Oxford/Cambridge club is actually publishing a list of free shows on their forum.

Whether this turns into a trend remains to be seen.

Enjoy!

Contents

Editor's Epistle	2	Bailey's Banter	22
Contents / Committee	3	Big 6 Downunder	26
President's Ponderings	4	Traction Avant Tour	28
Chairman's Chat	5	Robbie Coltrane - A life in cars	29
Section Details	6	Gear Selectors	30
R.W.D.	11	Display Advertisements	33
FHBVC	12	From The Times on November 14 - 1922	34
Paris-Moscow-Paris 1984, Part 6	14	UAS 743	35
News	17	Events	36
Your Letters	18	Display Advertisements	37
Electrics	21	Classified Advertisements	38

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

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President's Ponderings

It is with great sadness that I learned of the recent death of Angelika, wife of member Hans Dürr-Auster. I have no doubt that all who attended the TOC Carcassonne rally in 2011 will have the fondest memories of Hans' and Angelika's very generous hospitality in addition to their superb event organisation. We also lost Pete Marley in January. Pete and Sheila were key figures at early NEC Classic Car shows where they regularly manned the TOC stand and, quite often, kindly provided a bed and breakfast service for other members helping with the Club's display.

Now, as the days are getting warmer and longer and our Jersey Rally draws closer, Bev and I are in regular contact with Brian Follain and I can disclose that both the main Sponsor, Citroën Dealership, MotorMall, and the Westhill Country Hotel have been most generous in the support they are giving us. Brian is also encouraged to see how many participants have opted to take advantage of the Hotel's very special rates to spend a few extra days in Jersey.

Meanwhile, there are still hotel vacancies for the June Annual Rally in Barnstaple. Should you intend to participate but have not already booked, please help the organisers by doing so as soon as possible.

There is still a place for one more car (two people) on the CTAB's Brittany Rally in July. Anybody interested should contact Martin Nicholson (vicmarnic@gmail.com) as soon as possible. The fee is 270€ per person.

And, on the subject of meetings in France, TOC members have received a formal invitation from La Traction Universelle to attend the 90th anniversary celebrations at the Circuit de Charade, Puy de Dôme, in May 2024. Jean-Louis Poussard's letter appears elsewhere in this issue and gives details of a new, dedicated, website. That site is still under construction so there is little to see at present. However, I have been asked to act as "ambassador" for the UK and I shall continue to disseminate information via FP and the TOC Forum. (See also events page).

And finally, two words of warning

At the recent conference hosted by the FBHVC there was a very important message concerning copyright and in particular, a) how easy it is to fall foul of the law, and b) how costly an infringement – even

unintentional – can be. A key part of the message was that even if something is apparently "in the public domain" that does not guarantee it is not subject to copyright somewhere along the line. I therefore appeal to anybody submitting articles for publication by the TOC to verify they have the correct permissions for all content. (See news page for more information)

On a more personal level, but noteworthy for anybody importing a vehicle ...

The rules for importing vehicles changed on 1st October. As a result, I have encountered several unexpected hurdles in getting Claude (Damn Van) registered. The change means the Notification of Vehicle Arrivals (NOVA) process can no longer be undertaken by an individual and an import agent must be used. In my case that created an additional problem because the vehicle was not clearly identified as "historic" when the agent submitted the documents and, subsequently, incurred 16% duty and then 20% VAT on the combined vehicle value plus the duty. However, a vehicle over 30 years old is duty free and Import VAT is levied at 5% of vehicle value. I am told I can expect a refund but, in the meantime, the DVLA ordered an independent inspection to confirm vehicle authenticity. The resultant delays have been frustrating as I am not allowed to drive the vehicle until a UK registration is issued but it does now look as if all hoops have, at last, been jumped through so I am hopeful of getting a V5 and hitting the road in the very near future.



New Members

Welcome to the Traction Owners Club to the following..

2905	David Lawson	Chorley	Lancs
2906	Karim Cadamagnani	Esery	France
2907	Pete Rixon	Stow on the Wold	Glos.
2908	Steve Weinert	Whitelaw	USA
2909	Christopher David	Melplash	Dorset
2910	Donald Fox	Skegness	Lincs
2911	Malcolm Callaghan	Chichester	W.Sussex
2912	Ross Boundine	Crestline CA	USA



Chairman's Chat

I hope you have been busy over the winter working on your beloved Tractions, so they are all ready for a busy Summer.

Drive It Day for many is the first event, so please find out what is happening near you and support your local Sections. Is there such an event in Europe or in other Countries? Do let Bryan, our Editor, know and send photos of Tractions in lovely locations.

I am pleased to say we have over 60 people and 32 Tractions on the "Tractions in Jersey" Rally in May – do you want to join us? If so please contact me **now** as I will be buying the plaques soon and so need final numbers.

The Annual Rally in Barnstable still has places available, so do please contact Chris Bailey and try and come along. I am looking forward to visiting Devon as it is an area I don't really know – a long way from Derbyshire – so keen to explore the area!!

Cleve, with support from his wife Magi and John, has now officially taken over as our TOC Treasurer. Huge thanks to Tony Malyon for all the years he worked as our unpaid Treasurer and helped us move



from simple paper records to being online via QuickBooks. Thank You so much Tony.

It is with great sadness that I report the death of Peter Marley who died suddenly on January 17th.

Sheila, his wife, who died in October 2021, and Peter were very keen supporters of both the Citroen Car Club and our own TOC. Who can forget the early days of the NEC Show when we had themes such as a French garage, a Bistro and once, TV series 'Allo, 'Allo.



Many members will recall their hospitality – some staying with them for the NEC and being fed in the evenings and with vast boxes of sandwiches during the day. I personally miss Peter & Sheila and send our thoughts and love to their family.

To end on a positive note – do find out what events are on and get out and about in your lovely Tractions – John & I will certainly be doing so – once it gets warmer!!

Beu

Queries

I have received a number of enquiries recently about diverse subjects , especially relating to circulation and technical issues.

Please note that technical matters should be sent to Steve Reed in the first instance, as per the contact details at the front of the magazine. Queries about circulation, membership should go to the Membership Secretary. Queries concerning the website, including access, etc. to the Webmaster, all as per the details in the front of the magazine.

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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DAVID SELFRIDGE

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See section report for coming meetings/events.

South West

HOWARD SPEIRS

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See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

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E: northern@traction-owners.co.uk

Summer meetings at monthly Breakfast Meets at the Charity Farm, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.

North East

GRAHAM HANDLEY

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See section report for coming meetings/events.

Peak

BEV & JOHN OATES

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

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

T: 0775 937 2242

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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

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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

TERENCE MCAULEY

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See section report for coming meetings/events.

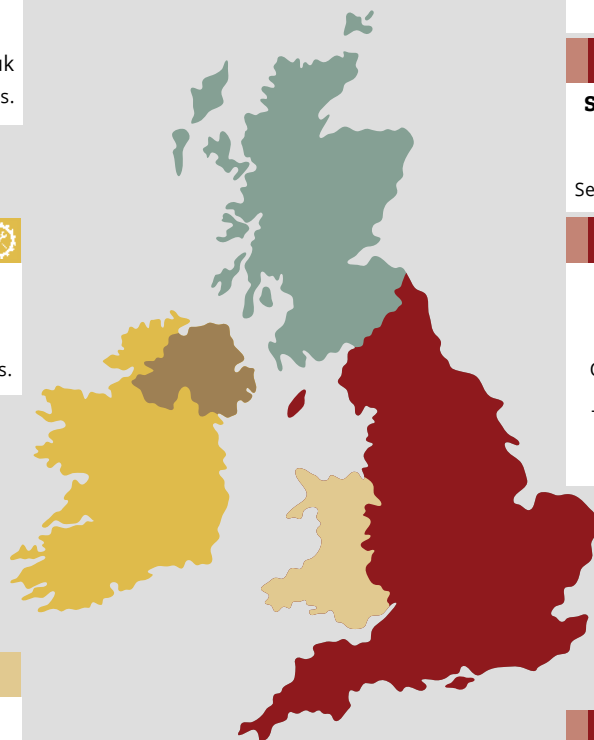
Surrey/Hants/Sussex

JIM GIBSON

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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

OK, OK! it's winter, nobody is really thinking about their traction in the garage, thus no contacts this month! Last month, I mentioned the weather and the lack of real snowfalls over the past few years, but we have since had a covering for a week or so, but only about 6 inches of it. Nothing else to write about, so I will just have to tell you about what I have been doing on my own 1949 LIGHT 15.

We tend to use this car quite a bit in the summer and have already entered it into various fairly local shows and competitions, but also attend shows in England, and Ireland. Thus, what worries me a lot is the stupid and ill-conceived roll-out of the so-called "smart" motorways which are proving to be anything but and highly dangerous! This is especially true if you have an older car like our Tractions, which were never fitted with hazard warning light systems and if you are unlucky enough to break down on such a stretch, it is only a matter of seconds until another vehicle ploughs into the rear of your car, writing it off and probably injury or worse for the occupants!

The excellent "Car Lighting Safety" article in the last FP was just the catalyst needed to get my old car made safer, so I got in touch with Gil Keane of Better Car Lighting who sent me a big parcel of bits and pieces which I have been busy fitting to my car.

First, the easy one! an extra LED high intensity third brake lighting bar fitted at the rear window, completely visible to the rear but discreet enough not to hamper the driver's vision rearwards through the back window. Next, change all the flasher bulbs for the far brighter high-intensity LED ones, change the flasher units for electronic ones to suit, and change the festoon bulbs within the semaphores for the new LED ones. I have my indicator set-up to allow the semaphores to be used as originally but along with the front and rear flashers and the new replacement LED festoon bulb replacements also flash brightly so a double bonus.

Lastly, fit the car with a hazard warning system! This proved a lot more difficult with various diode systems, sounders to make the noise expected from a normal flasher system etc. but almost there - still to sort out some "ghosting" on the indicators not in use but almost there!

A final word - I obviously have no commercial or other connection with Better Car Lighting other than that of a satisfied customer, but have to say that the proprietor Gil Keane is incredibly helpful and with and perceived problem I encountered, he was extremely helpful indeed!

All keep safe meantime - not long until Spring now!

Andy Burnett

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

Southern Scotland



Although a few weeks late, Best Wishes for the New Year! In these dark and miserable days of winter we can look forward to a year ahead of Traction adventures .

My diary is starting to fill up with show dates and I hope you all have many outings planned?

In my last article I mentioned trying out a different type of carburettor to see if I could get a bit more power out of the seventy year old engine.



It wasn't to be, I couldn't get the fuel into the engine without the carb flooding and draining from the overflow! So back to original equipment for the time being, the old exhaust manifold is really beyond economic repair and luckily I managed to source one from a club member who advertised in the Floating Power.

'Celine' is running properly again and much quieter than I remember, must have gotten used to the noise from the cracked manifold!

Late winter, early Spring is the time to get all these wee jobs done and next on the list is a full service and safety check making sure we can enjoy a trouble free events season when it kicks off.

I must say I really enjoy being locked away in the garage for a few hours working on the car, must be an age thing, but feels like therapy to me!

Nothing to report on the social side of things but hopefully a few meets in the months ahead?

Cheers for now,

John White

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

Section News

Northern, Lakes and Borders

New Year's Day forecast was rather forbidding, weather-wise, but it brightened up enough to lure a selection of mainly 70's and 80's cars to Charity Farm, near Wrightington. My own car was out of action, so the trusty Volvo PV 544 was dragged out of its garage to attend. There was one Traction present, the recently acquired Légere belonging to David Lawson made an appearance, having had its brakes freed off and the engine coaxed into life. David only lives a few hundred yards away, so it was a modest initial run and there is still a lot to be done. Nevertheless it is good to see it back on the road for the first time for several years. There is a further piece on this car by one of its previous owners, elsewhere in the magazine.

The NYD event at Briar's Hall near Burscough was also affected by the weather and although I did not attend, I am given to understand that the turnout was not as high as in previous years, again no doubt due to the rather dubious forecast. All in all a slightly disappointing New Year's Day and not really up to the standard of recent years. The first January meet at St. Catherine's, was similarly dented by the weather, but there was still a fair turn out, with a slightly more eclectic mix of cars including Ian Gardner's Traction this time. The weather managed to stay dry for an hour or so, but I left all of my own collection of cars at home, having only just managed to get the Volvo dried out and re-garaged a couple of days previously following its soggy New Year's Day foray.

At the time of writing my own Traction has been left in the garage for some weeks now whilst I investigate the gearbox issues. I consider myself lucky that the anomaly occurred whilst on the drive and not at speed somewhere out in rural Lancashire and at the time of writing, in late January, I have just hoisted out the old power unit (with help from Ian Gardner) and am waiting to substitute a replacement. So hopefully, by the time that you read this, my car should be mobile again. Thanks to all of those of you who contacted me with offers of help. The issue was the typical Traction gearbox problem, involving a sheared off



tooth from the second/reverse gear cluster, following on from excessive wear from the bushes allowing the gears to tilt. This latter results from the bushes migrating inwards and blocking off the oil feed. Fortunately the magnetic drain plug captured the fragment before it became further entangled in the works. This gearbox only dates back to 2016, and has relatively little mileage under its belt. Disappointing to say the least!

No progress has been made on the Electric Power Steering front. I have sat tight on that until I have the car roadworthy again, and I know exactly how big a hole in my



bank balance has resulted. I have, however, had an initial telephone conversation with the local specialists (see letters section) indicating a price in the region of £1500 - £1600. It seems that their waiting list is now until August, so some time to save up, if I decide to proceed!

Bryan Pullan

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

Eastern

The Eastern Region Citroen Drive It Day this year (Sun 23rd April) is to the Norfolk & Suffolk Aviation Museum at Flixton www.aviationmuseum.net

This museum is run by volunteers and relies on donations to continue its work of preserving and promoting the region's aviation history; it has some 66 aircraft, 11 of which are outdoors together with 30,000 artefacts in themed buildings /Nissen huts.

This includes the Ken Wallis Autogyro collection (James Bond fans will recall 'Little Nellie' from the Bond film 'You only Live Twice').

It is located in a picturesque part of the Waveney valley and includes a boardwalk (the Adair Walk) through woodland down to the river. They receive some 20,000 visitors a year so it is a popular venue; we are in their calendar as the first club to have approached them for this year's drive it day! It is also on the itinerary for the International Citroën SM event being held nearby at Dunston Hall

Light refreshments are available on site and if we arrive early enough (from 10.00am) we can park amongst the aircraft - hence great photo opportunities!

I think it would be prudent to collect donations on arrival of say £5/head and should you feel it is worthy of more, then you can top up your gift on site.

Lunch will be taken afterwards at the nearby hostelry, The Buck Inn www.thebuckinn.co.uk for which we'll need to know numbers in advance as well as your choice for either 'Carvery' or 'Lunch menu'. Please give them a call if you would like to book.

Eastern Section Regular Meet Ups

14th March The Compasses Littley Green Essex

4th April The Angel Larling Norfolk

25th April The Compasses Littley Green Essex

16th May The Angel Larling Norfolk

6th June The Compasses Littley Green Essex

Jasmin Gagen

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

Peak



Sunday 23rd April is Drive It Day so please come and join us in Derbyshire.

We will start the day with refreshments at our house at 11.00 and then a short drive to the Bear Inn for a carvery lunch.

Everyone welcome – just drop us an email please.

As mentioned in my Chair Chat it was a shock to hear that Peter Marley had died. Peter, Sheila & Richard, Pete's brother, were very supportive of the Peak group and attended most of our meetings. Our thoughts and love are with Pete's daughter Tricia, her children and Richard.

Bev Oates

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

Surrey/Hants/Sussex



Sunday 5th February marked my first meeting at the Fairmile Chobham "in charge" having taking over the reigns from Phil and Sue Allison who have done a fantastic job during their stewardship of the section.

The upside was a brilliantly dry and sunny day which encouraged a number of our members out and about 5 of them bringing their Tractions out for a good run.



The downside was with 26 people to accommodate we were split across 2 parts of the pub for the meal as someone had booked our normal room for a morning meeting. After a very pleasant lunch and lots of catching up and natter isn't it nice to get out after a long winter and start talking about events in warmer times) we were able to move over to the meeting room for the formal part of the meeting and discuss what's on the calendar so far this year for our section.

The calendar looks like this ...

- Sunday 5th March, Fairmile Lunch.
- Tuesday 21st March. New meet trial at Blackbushe Airport, GU17 9LQ. 10-1pm Pathfinder Cafe on site for breakfast or lunch and usually lots of aerial activity to watch too! Blackbushe was London's 2nd airport before Gatwick was built and was Britain's largest RAF station in WW2' (RAF Hartford Bridge)
- Sunday April 2nd, Fairmile Lunch, 12 noon.
- Tuesday 18th April Blackbushe Airport GU17 9LQ 10-1pm.
- Sunday 30th April, our own Drive it Day our tour again is being kindly organised by Jim Close and Judy, with a trip to a stately home followed by lunch. Please note this is a week later than other DiD events due to the stately home not opening till this date.
- May, no Fairmile lunch due to a Royal engagement!
- 10-14th May Jersey Rally
- Tuesday 16th May, Blackbushe Airport, GU17 9LQ, 10-1pm TBC.
- Sunday 4th June, Fairmile lunch, 12 noon.
- June 9-10, TOC National Rally, Barnstaple.
- Tuesday 20th June, Blackbushe Airport, 10-1pm TBC.
- Sunday 2nd July, Fairmile lunch, 12 noon.
- Tuesday 18th July Blackbushe Airport, 10-1pm, TBC.
- Sunday August 6th, Fairmile lunch, 12 noon.
- Sunday August 13th French Car Day Brooklands. Martin de Little coordinating.
- Thursday 17 - Sunday 20th The British Motor Show Exhibition Centre, Farnborough Airport (set up day Wednesday 16th for anyone leaving their car for the full event. It will be possible to day visit and display your car 08.30- 18.00, but these times are fixed with no vehicle movements between, due to public foot traffic)
- Friday 25 - Sunday 27 th August Carfest, Laverstoke Park, west of Basingstoke (set up Thursday 24th for all display cars). You can visit Carfest for the day but not display your car. TBC
- Sunday 3rd September Floral Fringe. Tony Hodgekiss is coordinating this invite to RH14 OAL, located between Guildford and Billingshurst.
- Sunday 10th September charity car show at Cophthorne Prep School, West Sussex, RH10 3HR.
- Tuesday 19th September, Blackbushe Airport, 10-1 TBC. Please contact me if you require any further details about events.

Jim Gibson

For contact details see main table at beginning of this section

Section News

Kent/East Sussex

Saturday 7th January the KES section visited the excellent 'Bottle House Inn' at Penshurst, owned by long term Traction Owner Alex Aitken.



Alex has owned his two tone green Normale for 28 years as a daily driver, it has for many years doubled up as a Christmas Tree carrier!

It is thanks to John Gillard that this convivial meeting was arranged.

We do hope Alex can be tempted to join the TOC.

Looking forward to Drive-it-Day on Sunday 23rd April, we may do a run taking in the Bottle House again, would those interested in joining in please let me know, so we can try to tailor the route and judge the interest.

Safe Tractioning.

John Barsley

Pictures of 3 Tractions, from left John Gillard's Familiale, John Barsley's Big 15 and Alex Aitkens Normale. Along with the unique Bottle House Pub sign.



Right, Alex Aitken's Christmas Tree run

John Barsley
For contact details see main table at beginning of this section



West of England



Well, my request for suggestions for events to do fell on slightly stony ground – one response.

Ian from Cheltenham was very helpful with a comprehensive list of suggestions, among which were:

Sunday 14th May - Classics at Prescott run by Winchcombe Rotary Club (winchcomberotaryclub.com)
Also a Cotswold run on the 13th.

27th May - Prescott Historique

10th/11th June - Mid Summer Meeting.

Sunday 11th June ...Bishops Cleeve Fete (Nr Cheltenham) with car show organised by Ken Wedley (of Gloucestershire Lemons 2CV Club & CCC fame)

22nd and 23rd July Classic Nostalgia | Shelsley Walsh

05-06 Aug Prescott Hill Climb Short Course VSCC Event....planning on going on the 6th Aug

Sat 19th - Sun 20th Aug Fairford Steam, Classic & Retro Show (Nr Cirencester)

23 Sep Prescott Long Course Hill Climb VSCC Event
Thank you Ian.

Meanwhile, I plan to go to the Bath Festival of Motoring on 18 June up at Lansdown. Bring a picnic.

Cheers

Terence

For contact details see main table at beginning of this section

Wales

Drive -it-day (Sun 23rd April) is looming tantalisingly on the horizon . We have been invited to join members of the Mid Wales Classic Vehicle Club in a run starting at the Horseshoes pub , Berriew nr Welshpool and meeting with members of the Bridgend MG Owners Club at the Lakeside Common Cafe in Llandrindod Wells . The plan is to meet for coffee and bacon baps at the Horseshoes at 9.30, then drive in company meeting up with those approaching independently from other directions at the Lakeside around 11.30. Purchase of the FBHVC rally plaque on line will generate a little income for the NSPCC Childline charity and in addition we'll be passing the hat round for the Prostate Cancer charity.

Tues 28th March should be our next meeting at the Horseshoes followed by Tues 25th April at the Raven in Welshpool . Usual format , meet for coffee 9-30-ish, breakfast and lunch available if required . Do call or e-mail me if you need directions and perhaps to confirm the time and venue nearer the day(s) .

It'll soon be time to think about our first run to Elan valley (pencilled in for May 13th) , more details in the next issue .

Andrew Tweed

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



R.W.D.

Late last year as I pulled up to the pumps to fill my tank, I received a text alerting me to update various details on my ApplePay account. Knowing I was about to use this to pay for my fuel, I unwittingly complied (nooo, I hear you both screaming). It wasn't until the following morning that a discussion that colleagues were having, triggered the response that I should have experienced 10 hours earlier. Sure enough, on checking, the message had been generated by an unknown mobile number... With my heart sinking faster than a DS with a faulty accumulator I made contact with the relevant authorities, such as my bank. There is some very good advice and support available, as I found. Thus far I would seem to have escaped unscathed but I'm still keeping my fingers crossed. Do beware gentle readers.

So identity theft such as this is a recent phenomena you would think. Alas no. As Andre Citroën found out within a few years of commencing car manufacture.

As production of the first cars got underway in Paris, across the world in Japan envious eyes were plotting. On 16th May 1919 Doctor Tamotso Yamanouchi applied to the patent office in Tokyo to register not only the name "Citroën", but also the title "Andre Citroën". This was to cover the supply of both vehicles and parts. On carrying out their research with due diligence the Japanese patent office found that neither were protected, so awarded Dr Yamanouchi the rights. It wasn't until the following month that Andre Citroën sought to register the rights himself. This was successfully done in France, but for Japan it was too late. ... The crafty doctor hadn't only chosen Citroën. He had made a number of other applications, including Ford but found they were already protected. So these applications were refused.



In 1920 Andre Citroën had sent his close associate Andre Sceillier, around the world to set up agencies for Citroën cars. Accompanied by his secretary Felix Schwab, operations were set up in England, Germany and Italy. As part of their tour in Asia a rally of Citroën cars from Tokyo to Osaka was organised, which attracted much positive attention in the press. Accordingly a company was set up by through their subsidiary, the Tokyo Gas and Electric Engineering Company. Fifty cars were ordered but did not sell well due to high pricing. Most of those left were lost when Tokyo was devastated by the Great Kanto earthquake of 1923.

Ford leapfrogged other car manufacturers by setting up a factory to build

their cars near to the docks in Yokohama in 1925.

General Motors opened their plant two years later in Osaka.

That year Andre Sceillier returned to set up a new company, Nichi Futsu Citroën. This time greater success was achieved, although prices were still not that competitive. A hammer blow was dealt two years later when Ford began production in Japan, which cut their costs considerably.

At this time the main volume of car sales were to be used as taxis. In Japan these were principally bought by owner/drivers. These owners valued a low price over and above any other consideration. The quality of the vehicle and that long term cost benefit did not enter their calculations. Citroën were still not appealing to this group of purchasers.

What of the evil Dr. Yamanouchi? Well he had been keeping his powder dry. However in 1926 Andre Citroën received a telegram from one of his inspectors, that while visiting Japan he had learnt of Dr Yamanouchi's deceit. However by now he had given the patent rights to his brother Teji. This was an important decision, which had dire implications for the lawsuit which Andre Citroën was obliged to instigate.... More next month.

And finally as Richard Baker/Anna Ford/Huw Edwards (pick your own decade) used to say at the the end of the news. Our local and much televised auction house, Mathewsons at Thornton le Dale, have a 1929 AC4 Berline in their next auction on 17th March. A Paris built car in blue over black, the exterior looks very smart, while the interior has been retrimmed in leather. According to the latest information I have from the register the last change of owner was 2012. Estimated at £7500 to £9000 I would be surprised if it attracts a high price, and Mathewson's commission is a highly competitive 9% plus VAT. If one of you is the successful bidder, please let me know so I can update the register.

<https://www.mathewsons.co.uk/auction/lot/lot-36---1929-citroen-ac4/?lot=10996&so=0&st=&sto=0&au=36&ef=&et=&ic=False&sd=0&pp=96&pn=1&g=1>



Don't forget dear reader to let me know how those rwd projects are coming along.

Andrew Peel

Reference Sources: Wikipedia, Citropolis various articles, January- August 2000. Image of AC4 by courtesy of Mathewsons



Historic Vehicles in a changing world (verbatim FHBVC)

In the light of drought in the UK, recession of glaciers in the Alps and floods in many countries there seems to be little doubt that changes are occurring in the world's climate.

Interestingly, despite the evidence, there remains a hard core of individuals who continue to deny there is any 'exceptional' climate change occurring. They argue that climate change has happened since the dawn of time, current changes are nothing surprising and anyway, the amount of emissions caused by historic vehicles is inconsequential.

One thing we should all be able to agree on is that emissions from historic vehicles are inconsequential in the context of global warming. Research by the Federation confirms that on average, a historic vehicle covers only 1,200 miles a year. In total, all the historic vehicles licensed for the road drive less than 0.2% of the mileage covered on British roads every year. A very small amount when compared to all the other pollution and emissions that surround us.

Whilst the modest impact of emissions from historic vehicles is small, the issue we have to face is public perception rather than verifiable facts. We are all familiar with the power of the internet and social media. However, recent history tells us that facts can often come a distant second to public sentiment fuelled by 'what my mate said' on social media. Whatever the strength of our argument concerning emissions, the historic vehicle community will always lose the battle in the face of one sleeve valve engine or an old diesel tractor burning a very little oil and being branded 'those old polluting vehicles'.

As members of the historic vehicle community we need to recognise this fact and demonstrate that we are responsible citizens who are prepared to 'do our bit' for our little blue planet, no matter that 'our bit' might be quite small. Interesting as it might be to hold an intellectual debate about the pros and cons of emissions from the manufacture and use of electric vehicles compared any impact our older vehicles might have; it is a completely fruitless discussion. The historic vehicle community

will never win that argument. However wrong we might think the strategy for the adoption of electric vehicles and however unfair the criticism of historic vehicle emissions, Government and critics of the internal combustion engine are only going in one direction, burning less hydrocarbons. We have a fighting chance of winning the argument that historic vehicles are heritage assets that should be both preserved and used but to achieve that we need to show our understanding of environmental issues and demonstrate we take these issues seriously enough to do something about them. During the late summer we undertook a pilot survey with the assistance of one of the Federation's members. With just five short questions emailed to over 800 historic vehicle owners we achieved a 25% response rate. Our objective was to get a feel for members' attitudes and we achieved that objective.

One thing we should all be able to agree on is that emissions from historic vehicles are inconsequential in the context of global warming.

The survey was a relatively small sample size and although it contained only a few questions they are relatively complicated. However, it does give a clear indication that whilst 25% of members are already involved in carbon offsetting or carbon capture schemes, there remain a significant hard core of members who do not accept climate change is a problem and to the extent it is a problem, it is for Government to resolve not for individuals. I suggest that these

members do not fully understand the issues that we, the historic vehicle community face.

Far from winning any arguments and furthering the cause of the historic vehicle movement, they are more likely to aggravate our critics and opponents. We must accept we cannot win a 'social media war' where sentiments rather than facts win hearts and minds but by demonstrating we are responsible citizens and sympathetic to others' views, we might just win the ability to continue to enjoy our hobby.

If you would like to organise a similar survey amongst the members of your Club please contact us by email at research@fbhvc.co.uk. It would be a great boost for the historic vehicle movement if we could demonstrate that whilst our members are keen to continue to use their vehicles, they are also sensitive to environmental issues.

FBHVC news Issue 1, 2023

The results were as follows:

Question 1.

Do you accept that climate change is happening and that emissions from motor vehicles are a contributory factor?

Response:

5% of respondents do not accept that climate change is happening. Where narrative has been given, the general approach is along the lines of 'climate change has always happened, what we are seeing now is nothing different'.

Question 2.

Do you subscribe to a carbon offset or carbon capture programme such as the FBHVC/Tree-V project?

Response:

25% subscribe to such programmes.

Question 3.

Are you content to subscribe to the Tree-V project or any other similar project that the Board of your Club may identify for the purpose of carbon balancing future events?

Response:

Whilst 75% of respondents are supportive, 25% are not content to subscribe to such a scheme. The comments are not statistically valid but include scepticism about carbon capture schemes in general, concern about using land that should be used for food production and not knowing enough about Tree-V.

Question 4.

Do you believe that environmental emissions are for governments to resolve and not for individuals to make their own arrangements?

Response:

Two thirds of respondents feel that either individuals or a joint effort with Government is required. 34% consider emissions are for Governments to resolve. Specific comments were made about using fuels other than electric and the 'electric car scam'.

Question 5.

Would you prefer that your Club made alternative arrangements for carbon offsetting and if so, what?

Response:

Over three quarters of respondents (78%) are content to rely on the Board of their Club to make arrangements for carbon offsetting Club events. 22% prefer that the Board should consider other arrangements or no arrangements. The comments included 'not interested in zero carbon tripe', 'FBHVC should do more to publicise the small emissions footprint of historic vehicles' and 'the Government are punishing people by seeking net zero'. There was support for more research into alternative fuels.



At last, back to civilization! Paris-Moscow-Paris 1984, Part 6

At last, back to civilization!

Paris - Moscow - Paris 1984 Part 6

The final stages of this marathon expedition across Europe, back in 1984, sees our intrepid travellers, Graham and Susan Bradley finally back to Blighty (or nearby at least) in one piece.

23rd Day – 8th August – Wrocklaw to Karl-Max-Stadt

Up early again. Lovely hot shower and hair wash. Feel almost human again. Then delicious breakfast rolls with black cherry Jam. We hurriedly, and with some excitement mixed with trepidation, pack up our stuff for today we are heading for the East German border. We are late getting away however, as John and Dennis need petrol coupons, so after the usual fuss we eventually set off at about 9.30am. Then John gets a puncture so we wait up until he gets it fixed before getting petrol then on to a sort of cobbled motorway. We are beginning to catch up when we suddenly come across the Scottish car obviously in trouble. Eleanor explains they are having trouble with the carburettor. Today the weather is miserable, grey mist hanging over everything.

When we eventually arrive at the border we find a long queue of Tractions ahead of us. They have already been waiting for nearly two hours. So, we break open our supplies and start to eat some cheese rolls when we notice

someone beckoning us from the window of a block of flats. Unable to resist the temptation I persuade Josie to come with me to the flat of the lady who is motioning us to come up; Sophie and her husband Victor. Victor speaks a little German and we manage with that and a bit of sign language. They tell us they have a Polish friend who lives in England. Bit by bit we piece together the story discovering that the friend lives at Broadstairs and has done since the end of the war. We promise to get in touch on our return. Their flat is immaculately clean and tidy with a central stove, very ornate and exquisitely tiled from floor to ceiling. We admire their collection of Czechoslovakian inlaid glassware and are very touched when they give us each a piece to take away with us. In exchange we give Sophie some scented soap which apparently is much prized in Poland. They express their sadness that they can never visit the West but they are very proud people and exceptionally kind. After drinking orange flavoured tea we depart with the promise to keep in touch. We then settle down to wait in the drizzling rain for four frustrating hours for the crossing. It is during this time that we see Sophie and Victor walking along the queue and I excitedly wave to them only to have them turn away and look pointedly in the other direction. We surmise that with so many uniformed officers around they did not want to take the risk of drawing attention to themselves.

We eventually get away at five o'clock with many miles ahead of us. The weather is by now atrocious, thick mist and rain. Again there is much confusion over the campsite as this apparently has been changed. We finally find it way



up in the hills which would be a beautiful spot if only we could see it through the rain. We are extremely tired by now and not a little bad-tempered but we register and receive discount tokens for supper. A guide comes along to show us the way through the woods to the restaurant; ten minutes walk away he says. Twenty minutes later we are still puffing our way uphill when we at last reach the restaurant. We are rewarded with a good hearty meal and a beer apiece. After sating our appetites and renewing our energies we stagger back through the dark woods, glad it is all downhill and fall into bed, determined to get an early start in the morning as we have yet another border to get through. It is later that we learn that John Sevelli is having trouble with the gearbox on his beautiful coupe and has arrived at the site on a trailer.

24th Day. 9th August Karl-Marx-Stadt to Mainz

As usual we are up early, 6.30am and away an hour later, a good start on our way to West Germany. We are all doing well on the excellent motorway when we spot more than one Traction having been stopped for speeding. Speeding!

We exclaim.

These old beasts?

What can the speed limit be? 45 MPH? We only do 60 on a good day. However, a few minutes later we are stopped ourselves. We can hardly believe it. We are fined 100 Marks but the officers will only accept West German Marks, not

their own currency. Ah ha! A good ruse chaps! A great way to raise funds! We had been stopped alongside another Traction who immediately pay up but not us. Anyway, we don't have the currency and even if we did we wouldn't have parted with it easily. We are given a ticket and told we must pay at the border post and we nod in compliance but have no intention of doing so unless under threat of torture. As we are one of the first cars to arrive at the border we pull over to one side to allow others to go through first then take advantage of the confusion to slip through without paying the fine. We celebrate with a meal of goulash and hot rolls at the little border café. Several more rallyists turn up including John and Josie who were also fined and we congratulate ourselves for getting away with it.

It is obvious that we are back in the west. The differences are noticeable. Automatic taps gushing piping hot water in the toilet block, but also graffiti and signs of vandalism that had been noticeably absent in the east.

For once we found the campsite easily where we partake an evening meal of vegetable soup, rolls and beer provided by Citroën Cars Germany. Here we met an American serviceman who had once been stationed in Bury St Edmunds also two English boys from Luton. We have a long conversation with some of the Dutch rallyists and it seems we are all of the same feeling about our experience in Russia. They told us that the Russians had recruited two thousand extra police especially to keep an eye on us. No wonder we felt watched and followed everywhere we went.



25th Day. 10th August – Mainz to Verdun

Today we are heading towards the French border, getting closer to home all the time it seems. We arrive at the town of St Avoird in time for lunch and wander around then take advantage of a supermarket to buy Champagne for our celebratory return to Paris next day. Later we find an hotel from where we can phone home to wish Lois a happy birthday for the next day. Then back to the campsite to decorate our cars with yards of ribbon and balloons for our arrival at the Place de la Concorde. We hear that the police will not allow us to congregate there but we are old hands at this and plan to arrive from different directions to the forbidden meeting place. John Sevelli is still working on his gearbox to enable him to finish the rally.

26th Day 11th August – Verdun to Paris

Up early with excited anticipation. Today is the big day. Paris! John Sevelli had been up all night working on the gearbox with the help of two Dutch lads but was still having difficulty in getting the gears. We waited until his car was driveable which made us almost the last to leave the campsite. And so, with great faith we follow a French Traction in the hope he will know the best way in. However, he is travelling so slowly we decide to try our luck on our own and in the end we manage quite well, arriving at Place de la Concorde in good time. There we meet up with Josie and John, Dennis and Derick, already with champagne

uncorked. We break open our own champagne and swig it straight from the bottle until the bubbles go up our noses and almost choke us. We hug, we kiss, we laugh, we cry. Everyone happy and upbeat. We did it! We survived! We had memories we would never forget. There are now so many Tractions that we block the streets and chaos ensues. Eventually the police move us on and we head triumphantly to Chateaux Chantilly, the final meeting point of the rally. We stream triumphantly, ribbons flowing, horns blazing, through Paris and the Arch de Triomphe, the noise deafening as we go through. At Chantilly we collect a final autograph for our rally book from none other than Josephine Citroën, the granddaughter of the creator of the Citroën Traction Avant! There are final speeches to endure and much champagne to be consumed before fond and sad goodbyes and promises of reunions.

Will we ever be the same again?

Well, probably not, certainly with the war in Eastern Europe ongoing and the collapse of relations between Russia and the West, it begins to look as if such a trip won't be possible for many years to come, and is possibly unlikely in my lifetime. Relations were slightly better back in '84, at least nobody was actually fighting that year, and this was quite a major expedition, whilst possibly not as extreme as the Peking - Paris saga that we published an account of previously in FP, it was nevertheless obviously quite a mammoth effort and feat of organisation and a tribute to all the participants and their cars.



Copyright

Copyright: Bernie's comments about copyright are timely, since we normally print a reminder every now and then about using other sources, such as the internet, particularly for images, etc.

Copyright protects your work and stops others from using it without your permission. Copyright law can be quite ambiguous and can be interpreted to extremes.

You get copyright protection automatically - you don't have to apply or pay a fee. There isn't a register of copyright works in the UK.

Copyright prevents people from copying your work in order to distribute copies of it, whether free of charge or for sale, renting or lending, making an adaptation of your work (although this last aspect is complex), and putting it on the internet (even though this happens all of the time, via links from, for example, Google)

FP is particularly concerned with written and photographic work, and this means that FP cannot

accept anything that is third party verbatim, without the express permission of the originator and will put an acknowledgement of the author or source in the magazine. Everything that FP publishes is also deemed to be copyright of the Traction Owners Club, may be used by TOC in another format, and it is assumed that any material submitted is done so without hindrance to this. It is also assumed that, for example, photographs are either the property of the author, or that express permission has been sought from the originator for their use. Just because you have lifted an image off the internet does not necessarily mean that it is copyright free, even though arguably it is in the public domain. Many images are the property of databases such as Alamy, who will require a royalty payment for its use. Most publications similar to our own are willing to allow reproductions of images, or even complete articles, providing that an acknowledgement is added, and we do have reciprocal agreements with several car club magazines, but you do need to ask!

Safety

Do you do your own maintenance? HSE are conducting a campaign to cut down hazards in the workshop, the average death rate in the motor repair industry being 1.62 per 100,000 workers, which is four times the average across industry generally.

The most common cause of injury and death is work underneath vehicles, where cars are inadequately supported. This is a particular issue in some smaller garages, where access to lifts or pits is limited. HSE say that out of twenty one incidents in workshops over five years, thirteen were caused by working under poorly supported vehicles. This statistic probably does not include hobbyists such as ourselves, but we are probably the next group who are most likely to take a quick short cut to tighten something up, or have a look at something that seems to be going awry.

The message is, don't work under your car without proper support, ramps, axle stands, etc. The manufacturer's jack (or similar) is only there to facilitate a wheel change.



MOT's

There are suggestions that the MOT for modern cars might be altered from an annual event, to a two year cycle, something which has been criticised by various motoring organisations, some of whom also opposed (and continue to criticise) the MOT free status of Historic vehicles. The club has no particular stance on Historic Car MOT free status, but you are encouraged, if you do not have the necessary skills yourself, to have your car thoroughly checked over annually at least, by someone who knows their way around Tractions.

Your Letters

Limited Slip Diff!

Eric thought you would appreciate the attached photo. The caption to go with it was "I finally got around to welding my diff up, can't wait to try it out!!!"

Michael Pennington



In Search of Lighter Steering

I received this from Jack Peppiat in January, in response to my comments in the editor's piece of the January/February magazine. It seems that I am not the only one starting to suffer from aches and pains.

Hello Bryan,

I read with interest your editorial, in particular the matter of electric assisted steering.

I am now 76 and my partner, although somewhat younger than I, is slight in build and despite being ok with the steering once on the move, finds slow speed manoeuvring a struggle. I would be interested to hear whether you have or will proceed with having it fitted and I am interested to find the name of the company you mention please.

I like to claim that my 1950 Light 15 is standard, however it has a slightly different model number Solex car, modern drive shafts, flashing indicators, a higher ratio diff and improved lighting. I too am of the mindset that improvements that aid safety and do not visually impair the appearance are fair enough.

I congratulate you on the content and layout of the magazine, it is a pleasure to read and always supplies new and interesting articles Vol47 Issue 1 being no exception

Regards Jack (Peppiat)

Hello Jack

Thanks for your original email.

To be honest, I haven't got anywhere yet with an electric power steering conversion. The problems with my gearbox had taken my Light 15 off the road, and it seemed prudent to get that sorted out first.

*As regards steering, I approached **Easysteer**, mainly because they are only a couple of miles away from where I live in central Lancashire. <https://easysteer.co.uk/contact/> takes you to their*

website if you want to have a look. They have subsequently quoted, over the phone, £1500 for a full installation. I have also now received a recommendation from a member who has had a Reliant Scimitar fitted by Easysteer.

*I am in contact at the moment with one member who has had an electric conversion, and his came from **EZ Electric**, who are based in Devon and use a system manufactured in Holland. Their website is <https://classiccarwebsite.com/item/ez-power-steering-uk/>*

Litesteer market a system, which may be based on one of the other manufacturers' systems, which they say, installs a device on your speedo cable which makes the system automatically speed sensitive.

<https://litesteer.com/>

Litesteer are in East Sussex.

From what I can make out, some of the systems are based on a Vauxhall or Opel Corsa unit. They usually require the steering column to be chopped and then re-welded, which means that for most of us, an amateur conversion is not feasible. The systems are either automatically speed sensitive via a sensor of some kind, or have a manual adjustment on the dashboard to provide for varying conditions.

Prices seem to vary from around £1,000 for something small like a Mk 1 Escort, up to £2,500 for something like a Mk 2 Jaguar, so potentially an expensive modification, but quite transforming, I understand, especially if you are starting to feel the strain of heavy steering.

Editor

Family Portrait



Hi Bryan,

My sister recently found some photos of our family's 1946 Metallic grey/red leather Slough Light 15 taken in the mid 1950's, my sister in front and I'm second from right. Father bought the car from dealer John S Truscott in London in '53 drove it back to Cornwall where it served as family transport until it was replaced by another L15 in about 1958.

During his ownership he rebuilt the engine and gearbox and it was treated to a full respray in the original metallic grey.

Clive Hoskins

Alas a quick search on the DVLA website doesn't show any results for DJB. Editor

Germanies 8

Dear Bryan,

Season's greetings from a wet and windy Devon on New Year's Eve!

We were in Valencia in Spain earlier in the month, enjoying over 20 degrees and clear skies. A fascinating city, both ancient and modern and on one of the city streets we spied this rather good TA mural. Although is this Traction a new streamlined version, with no door handles? Perhaps the artist was getting weary by the time he/she got to the right hand side. I wonder what the 'GERMANIES 8' reference on the number plate is all about...

I thought you might like it to use in Floating Power.

Good wishes for 2023 and we look forward to attending the Jersey and Devon weekends - in glorious sunshine please!

Tony Stokoe

Germanies reference is to the address, no 8 on the Grand Via des Germanies. Editor



V8 Derby



Hi Brian- (Re Mike Tebbet's recent article) You may find this interesting as there is a Derby V8 in the Tampa Automotive museum in Tampa, Florida. I've also seen this car at the Concours of America show in Michigan a few years ago. I was surprised at how small it is. <https://www.tbauto.org/project/derby-v8-1933-france/>

There are a lot of fascinating cars in the museum, including a replica Cugnot steam waggon.

regards-

Larry A. Lewis,

Toronto.

Your Letters

Rescued

I'd like to praise and give great thanks to Ian Harvey (club secretary) and Mike Wilcock for their sterling assistance (in fact lots of hard work) working on the seized brakes of my 1955 Commercial.

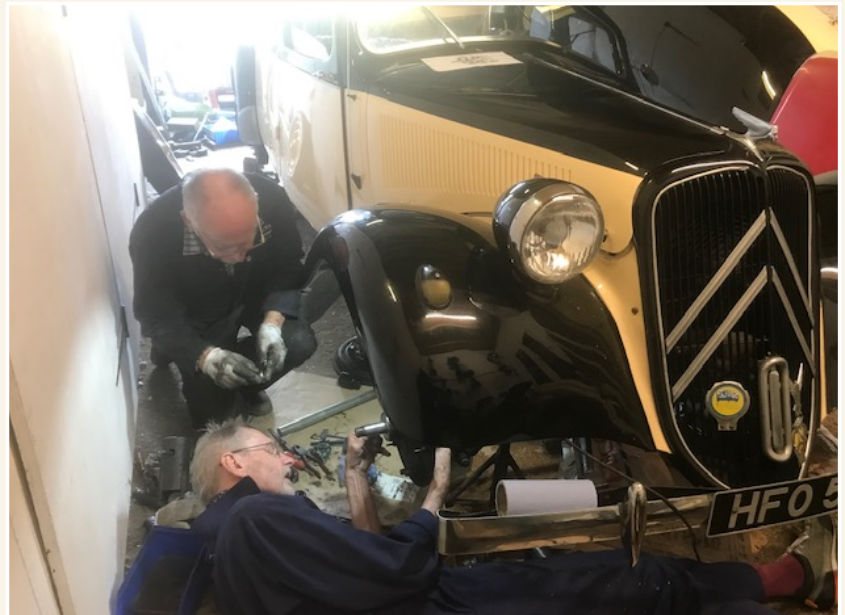
Not having much technical knowledge of Tractions, I initially contacted Mike who put me on to Ian who selflessly travelled to St Albans where the car is garaged, to investigate and then came for a few more days to work on it. Mike also came up from South London a couple of times to bring extra tools and more knowledge.

On Mike's advice I have had all the brake cylinders stainless sleeved, and whilst fitting we found that a front wheel bearing was starting to be on the way out so that was also changed, Ian and Mike bringing all the necessary tools to do this.

Over the last 50 years or so of owning various classic cars, and therefore belonging to many clubs, I've never come across one with such helpful, selfless members.

Thanks again Ian and Mike

John Low



Santa on his way to.... the pub.....?

A bit out of season now, in March, but Tony Stokoe has sent in an image of his 6 transporting Santa to a local pub to entertain the children, taken a few years ago.

Tony says "that artificial snow played havoc with the old paint on the car, but the marks did polish out!"



Do it Like Bing Crosby and “Ac-Cent-U-Ate The Positive”

I have never really understood why people install a battery cut-off switch on the negative terminal of the battery. The negative side is stone cold dead and the positive side is very much alive. Picture the battery as a box full of The Beano's Dennis the Menace; nasty, violent children who are up to no good. Picture these poisonous characters crawling around your car, trying their worst to cause trouble with the circuitry.

When you cut off the negative, they are still crawling around, but can't get back home. Cut off the positive and they never leave the box! They're in there bitching, but they can't cause trouble if they can't get out and voltage can't leak out through charged flux capacitors, phantom grounds and other electrical mysteries most of which I don't understand.

There have been theories that when a circuit is complete the electricity does not really move as such but the volts? amps? watts? leprechauns? or whatever there is, gets excited, vibrates around and this is what causes the electrical device to function. Thinking of Dennis, that is almost disgusting!

I imagine that you have all guessed by now that I am not an electrician and that you think that I don't know what I'm talking about, but back when I had a 6 volt Volkswagen, (a 62 convertible that I wish I still had and my parents had a string of VWs too) batteries never lasted much more than three years.

The facts speak for themselves! On my 6 volt 11B, my last battery lasted five years and the one before that lasted nine! The first one lasted six years; not a bad record especially that for almost all of those years the car stayed in an unheated garage and it gets cold here in Canada. Now that it lives in a heated garage, I think my luck will be even better with battery life.

My late lamented 54 Light 15 that I restored and later sold had a positive earth system. I figured out a way to have working trafficators and flashing turn signals and using the electronic flasher units required me to make the car negative earth. That meant that the complicated business of connecting the battery the “wrong way round” but I had both working so there you are. The ammeter did read in reverse and I never did get around to sorting that out before I sold the car.

On both my 11B and 11BL there is a Robri cut-out switch mounted on the passenger side of the bulkhead behind the glove box. This has a key that extends into the passenger compartment so you can turn the key and cut out the battery and take the key with you as an anti-theft device. If you want to keep your car as a positive earth then I think a cut-off on both battery terminals would extend its life.

I've seen quite a few of the Robri switches on Tractions and sometimes they come up for sale on French Ebay. On every single car (except one) that I've seen that have it, they are located on the positive side between the battery and the starter. Makes sense to me. The one exception had it on the negative side and his batteries never lasted much more than 2 years. I changed it around for him and all was well. That was a beautiful dark gray-blue 11B, by the way.

What do I do when I store the cars for the winter? Disconnect them both. Easy. So just when everything looks so dark, just do what Bing did and don't mess with Mister In-Between!

Larry A. Lewis





Bailey's Banter

I'm lucky enough to live close to Brooklands where this year's New Year's Day Gathering was dry and well attended by a wide variety of cars. It was a good place to be, and it was nice to meet a few old friends there. However, there was just one Traction - mine. We had to leave at midday so maybe missed later arrivals. Certainly, a DS showed up last as we were leaving.

But no matter, there at least there was one Traction for people to admire and we could look at the huge selection of everything else and make nerdy observations.

Question - apart from all being present at the Brooklands event, what does the Traction Avant have in common with the Bond Equipe, Chevrolet Corvette, Nash Metropolitan, Austin Healey Sprite and Standard 8?

Answer - they were all originally launched without opening boot lids which they later acquired - although the Corvette lost it again for a while.



The earliest of these was the Traction Avant - both in its launch date and its acquisition of an opening boot. I don't seem to have ever taken a photo of an early Traction with no boot lid - at least I can't find one but **Walford Bruen** has kindly sent me one of his own Slough-built "Super Modern Fifteen". Walford wrote "*The French call it a "malle borgne" which my dictionary loosely translates as "blind in one eye". My car was built in early 1935 and believed to be the sole survivor from the UK factory. I recall that John Gillard restored a Slough-built 7A (Super Modern Twelve) for the collection of Hans Duerr-Auster some years ago, which also featured the non-opening boot but that car subsequently went for auction and where it is now, I know not. The lack of an opening boot is a real pain as the rear seat back has to be swung upwards to get at the luggage space so I tend to place most bags or cases on the floor or seat and use the "boot" for tools and spares that hopefully won't be needed*"

Would anyone buy a car now with a boot without an opening boot lid? No (maybe the Morgan is the exception?) - so why was the Traction Avant not originally blessed with a boot lid? Was it the pursuit of lightness and / or cheapness? Maybe, but I suspect it was more because it was too soon to expect such a feature. Cars just didn't have integral boots.

In the 1920s a boot - or as Americans know it a "trunk" was often just that. A trunk - or a box - for stowage of muddy boots, was strapped to the back of the car body. The rear of the body was essentially upright and there was no space for luggage inside the car, behind the rear seat.

The Traction Avant was an early example of a more streamlined shape which created space behind the rear seat. It was not obvious at that time that the rear panel should open to access it. A year of trying to access it through the back seat made it clear that an opening boot lid would be a very good thing and so in October 1935 it arrived.

The contemporary Renault Celtaquatse seems to have gone through a similar development path. While I do not have the details, it seems to have acquired a bulge at the rear, some 5 years before the Traction grew its own "malle bombe" or big boot.

The Traction Avant must have been one of the first cars to have an integral boot, and then one of the first with an integral boot to have a boot lid. I hesitate to make such a claim as I have done no research and have no evidence to support one. I am no historian, and I am acutely aware that what is written here may well become a reference for some future researcher. I use back-issues of Floating Power for my own research, as well as the internet and of course books by professional automotive historians.

A few years ago I wrote that Citroen developed swiveling headlights for the Traction Avant, twenty years before they were fitted to the DS. I referred to a real patent that was granted to a company in Paris and suggested there was link with Citroen. I worry that future readers may not realise this was in an April edition of the Citroenian for which I had made up all the stuff about the Citroen link. As information becomes increasingly abundant and accessible the chance that it is accurate reduces.

We visited the Haynes Motor Museum over the Christmas break. I highly recommend a visit - like Brooklands there was a wide variety of cars there including one Traction Avant - but this time not mine. And like the Brooklands event there was also a DS and an SM. The Traction was a 1955 Normale in the usual black. The car is in good condition and is representative of the model but shows a couple of opportunities for improvement. The embellishers at each of the bonnet hinge are missing which is a pity. I also noticed that the window surrounds on the offside doors have a painted woodgrain finish indicating that they came from a Slough car - hence the Light 15 reference? Otherwise, it's all good.



The Haynes website describes it as a Light 15 11B Normale - but of course it is not a Light 15 because it is not a Slough car - and if it was a Slough car it would be a Big 15, not a Light 15 and not an 11B Normale. The information posted on the sign in front of the car itself is correct but, across the country there may be pub arguments being settled wrongly by reference to the Haynes website "I told you it was a Light 15 - so it's your round".

You will probably have heard of Artificial Intelligence (AI). If you haven't you have certainly experienced it, whether with Premier Inn's or EasyJet's variable pricing, traffic light sequencing, the adverts that Facebook presents to you, or using satnav on your phone.

I thought I would see if there's an AI app that could write this article - and there is! My son pointed me to one called GPT-3 which is found on OpenAI.com and I asked it to write about "the Traction Avant gearbox" - this is what it wrote:

The Citroen Traction Avant was a pioneering front-wheel-drive car that was produced by the French automaker Citroen from 1934 to 1957. The Traction Avant was known for its advanced and innovative design, which included a unibody construction, independent front suspension, and a four-speed manual transmission.

The gearbox used in the Citroen Traction Avant was a manual transmission with four forward gears and a reverse gear. It was controlled using a traditional H-pattern gearshift, with the gears arranged in a "H" shape on the shift lever. The gears could be selected by moving the lever up or down and from side to side. The first gear was located in the upper left position, second gear was located in the upper right position, third gear was located in the lower left position, and fourth gear was located in the lower right position. Reverse gear was located in the center position.

The gearbox used in the Citroen Traction Avant was a synchromesh design, which meant that it used synchronizers to allow the gears to be engaged smoothly without grinding. This made it easier to shift gears, especially when driving at high speeds or under heavy load. The gearbox was also equipped with a freewheel mechanism, which allowed the car to coast when the transmission was in neutral.

Overall, the Citroen Traction Avant's gearbox was an important part of the car's design and helped to make it a reliable and capable vehicle. It was praised for its smooth shifting and overall performance, and remains a popular choice among classic car enthusiasts to this day.

It reads very credibly - the writing style makes you think this is a well-researched piece of work. You would be quite inclined to believe it unless you knew that the gearbox had three speeds with only two of them having synchromesh. Where did this AI app learn that the gearbox was praised for its smooth shifting? And what's this about having a freewheel? And just how would a reverse gear located in the centre position work? And reliable?

So this app seems good at writing fiction (ask it to write you a story) but it looks like I have to keep doing the research and making things up myself until AI gets its act together.

Meanwhile back in the real world we are enjoying a period of somewhat inclement weather, so I am really appreciating the wiper upgrade I made a couple of years ago. It doesn't look like the original but it works better.

AI does not just generate words on request - it can generate pictures too. I asked a site (www.stablediffusion.com) to paint me pictures of Traction Avants. The results were quite abstract and often looked more like Renaults or Beetles. Some of the images showed quarterlights (and of course running boards) which are notably absent on the Traction Avant.

From a style point of view I like the clean look that results from the absence of quarter lights. The Traction is by no means unique in not having them - neither did its predecessors nor its esteemed successor the DS. As I have been driving around in both the Traction and the DS during the winter, which has had some exceptionally cold days, I have had cause to think about the practical benefits of this design and I find there are none. And disadvantages? Well yes. The control of ventilation is impaired.

When it's cold outside, and you've just scraped the ice off the outside of the windscreen - and then off the inside of the windscreen - you will have worked up a bit of a sweat and will need some ventilation to stop the screen misting up and freezing again. There is no fan to blow warm air (there being no warm air anyway) onto the screen. You need to use the power of wind.

When it is dry outside, the airflow in the Traction can be well controlled, especially when the flap on the scuttle is not glued up to stop it leaking. If it is you still have the option of opening the windscreen. In times of precipitation, however that will get you wet and you have to open the window. And is my point – that will get you wet too. Unlike the earlier square styled cars with vertical A and B pillars, like the C6, the Traction's nicely styled and proportioned windows do not have parallel front and rear edges and, as the glass is lowered, as well as a gap opening at the top, so it does at the front edge which seems to be allow a disproportionate amount of rain water onto my face.



What can be done about this? Condensation is caused by the temperature of the glass being lower than the dewpoint of the air. The dewpoint is the temperature at which condensation forms and depends on the air pressure and the humidity of the air. You can't control the pressure. You can control the humidity if say you or your wet clothing are the source

of the moisture and the air outside is drier – that is the point of bringing outside air into the car – and of course letting the inside air escape.

The other option is to heat the windscreen. If you just fit a heater – the Clayton type of heater is a common fitment – it can, initially at least, make things worse. Warm air holds more water vapour than cold air and has a higher dewpoint. In fact the dewpoint of a gas is a parameter often used to describe its moisture content. If you have a wet coat in the car and warm up the air – you will tend to dry out the coat by making the air damper. The other side of the windscreen is still just as cold as it was before and will condense water at a higher rate until the glass warms up. This is why heater elements in the windscreen are such a good idea.



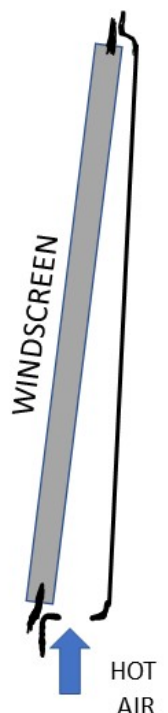
Heating the windscreen as directly as possible is the best thing to do. There are heater elements that look like old electric fires or the insides of a toaster – that's because they work the same way: an electric element with a sucker at each end and wires to draw several amps from your meagre electrical system. The image was taken from my favourite Accessories catalogue which is posted on the TOC website. I have not tried one but I imagine it would be quite effective. If you were a smoker you could probably use it as a cigarette lighter (another feature the Traction does not have). The photograph shows the Brooks Standard Model Heater which is available from Vintagecarparts.co.uk.

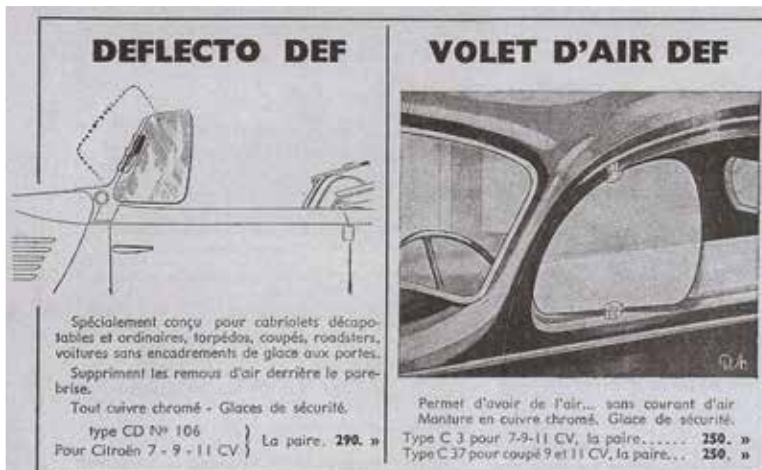
I am reminded of a modification I saw on a German Traction at the 75th anniversary at Arras in 2009.

I think I have written about this before and I have no photos - that can make it doubly boring - but it was such an ingenious idea that I warrants repetition. The inventive Tractionist had installed a heater of some kind. I cannot remember if it was electrical heating or used the engine's cooling water – but he had a supply of hot air. If you are familiar with the Traction's windscreen you will know that even when it is shut, there is a gap between the glass frame and the body frame – about 12mm at the bottom. You might think something doesn't fit properly but all cars have this (except the cabriolets). In the German car, holes were drilled in the bottom of this gap through which the heated air was directed straight onto the windscreen. Genius.

Traction folklore abounds with stories of packing bits of rubber tubing or electrical cable under the rear edge of the bonnet to allow warm air to heat the windscreen. I must try that – I've only had this car 25 years and should get round to it soon. Would I have the windscreen open or shut? Well, if its raining I would definitely want to keep it shut otherwise water blows in through the gap.

But what about improving ventilation which you need to dry out the inside of the car ready for next time as well as during the drive?





The comprehensive accessories catalogue that I like to browse, where I found the aforementioned windscreen heater, lists all sorts of add-one goodies including a couple of makes of wind deflectors that fit outside the standard glass. They allow one to drive with the window open with, presumably less draughts and rain hitting your face. One is for cars with frameless windows like the roadster. You would have to lift it up to open the door if the window is up. I have never seen one these, but I have seen the other type fitted to several Tractions, including a 1937 car with a Spondilux body kit.

It was also possible apparently to get a conversion kit to add proper quarterlights. I have never seen such a thing on a Traction but Jon Pressnell's book Citroen

Traction Avant shows one on page 185. Pressnell attributes the photo to Classic and Sportscar and states the quarterlights were by DEF but I have no more information on that.

Things being as they are, my car having neither an effective heater of any kind, nor great ventilation, I do appreciate the proximity and smallness of the windscreen. It doesn't take long to wipe or scrape it clear, both inside and out.

The Devon Rally is coming up – there is still time to book if you want to come but please note the “Early Bird” discount rate has now expired. It's going to be a great weekend – or longer. You can extend if you want to book additional nights which a number of people have done. Please let me know if you want to book.



Before that we also have the TOC trip to Jersey. I don't expect frost or misty windows in either place and I'm hoping the wipers will not be needed. But I will need working indicators – which at the time of writing is not the case. The flasher relay no longer flashes so I have to do the flashing by working the lever myself. I have decided to take the opportunity to replace both the switch, and the relay and upgrade to hazard warning lights.

The old switch was getting a bit floppy and tatty and, for many years has been secured in place on the steering column by electrical tape. The new one looks to be a bit more sturdy – and shiny (maybe too shiny?). I chose it because it includes a hazard warning function and therefore it will need to be wired to the unswitched voltage source rather than through the ignition switch. Of course this means I will probably leave the car parked with an indicator flashing, just as I sometimes leave it with the lights on.

As I make changes here and there the electrical system is getting a bit messy and soon it will be time to rewire the whole thing with a proper fuse box. That's a job to look forward to - when the weather warms up a bit.

Big 6 Downunder

A big thankyou to those who responded to my questions on the TOC Facebook page re-windscreen wipers and the oil bath/filter. I have ordered the correct windscreen wiper rubbers (part number f33b) from Chris and a thank you to him for finding a way around the current issue with overseas mail. As Chris is visiting Perth in WA he has offered to post them when he gets to Australia. Much appreciated.

I have always been a fan of the shape of the Traction and you start to appreciate the finer points when you are stripping and sanding the body work. For example how many louvres are on a standard bonnet? How many louvres are the same size? The block sanding continues with the driver's side wing which is almost ready for its final few coats before finishing with clear. I have also started to strip the bonnet which is surprisingly heavy to move around. To remove the handles it is necessary to take out the split pins. This should be straight forward but I guess they have not been replaced in over 70 years and they eventually broke apart. The springs are a tension fit and I found that by lifting the centre section out of position it was possible to release the tension. The rear handle refused to move either up or down so WD to the rescue. After applying heat and not so gentle persuasion it eventually freed enough to withdraw. Sanding by hand however is not recommended. Its slow and tedious.



After stripping the thick layer of paint I treated the surface with rust converter. The metal is in good condition and it only required a thin layer of filler to cover the minor imperfections in the finish. I am not sure what the situation is like in the UK regards the availability of acrylic paint. The shop I have been using for several years informed me that their supplier is stopping manufacture of acrylic paint. I guess because most businesses are using 2 Pack. Luckily I found another company who were happy to mix and match 4 litres so crisis avoided.



I finally fitted the rear brake lights. The visible holes on the right wing are from the original number plate that I fitted but have since decided it masks the rear lights. I still need to source indicators for the rear. I have also been told that the original side lights on the front wings can be adapted to be both side and indicator but I've struggled to find a supplier in Australia.

I think that most professional paintshops in the UK use two pack, but cellulose is still available for use on old cars, it's a question of knowing where to look. Two pack is not recommended in the UK for amateur use, due to health issues. I am not sure that Acrylic paint is readily available here, although some aerosol touch ups are, I am told, acrylic based. Editor





Traction Avant Tour

All quiet along the Delaware:

I know, for students of the American Civil War, it should be the Potomac, but hey ho, editor's license.!



Although not a member these days, Mark Gluck still sends images of his local Traction activities in the USA, in this case an Autumn run along the Delaware. Editor

A fall foliage Citroen Traction Avant tour of Bucks County, PA, along the Delaware River, with Alain Dumas and my matched pair of 1951 15-Sixes (Blanche et la Reine Noire), and Per Åhlström's amazing 1939 Commerciale





Robbie Coltrane - A life in cars

Many of you will be aware of the death in October 2022, of TV and film personality, Robbie Coltrane, who was particularly well known in recent years for his leading role in the TV series 'Cracker' and for playing Hagrid in the Harry Potter series of films. Coltrane was a great car enthusiast, Traction owner and a former member of TOC. Richard Larter knew him, and has written this piece about some of his car owning exploits. Editor.



Robbie's first car was an Austin 7 Ruby which he left on the beach at St Andrews while he went to the pub, then the tide came in, an unfortunate end for the car but the start of an automotive feast. I first met Robbie in 1991 when he drove into Balforn in a 1956 Cadillac, I introduced myself and said I had just started a car restoration business in the village and he came for a look around. He had a garage in Edinburgh before his acting career took over. It turned out that he had just returned from Yugoslavia in a Triumph TR2, where he had been filming "The Pope must die", I had a TR2, it was the start of a long friendship.

In time I started a full restoration of his TR2, taking the body off the chassis, uprating the engine and suspension and changing the colour from white to black. He must have been happy with the work as he brought in his 1954 Onze

Légère for some bodywork repairs. Probably his favourite car which he bought in the early 1980s when he lived in London. In pursuit of reliability and better performance he placed it with a well known Traction specialist for a complete mechanical overhaul including fitting twin SU carbs. Several months later he spotted signs for a classic car show on Clapham Common and was surprised to see his car there with the restorer and his family having a picnic! After a terse conversation his car was quickly returned.

I carried out a body restoration and a respray and fitted a rebuilt gearbox and uprated driveshafts, fortunately Robbie was a member of the TOC and hired the special tools required, an impossible job otherwise. It was a great car to drive and on that basis I eventually bought a Light 15 of my own which I took to his funeral.

Of all the cars he owned, of which there were many the standout was the Forrest Lycett Bentley. Forrest Lycett was a friend of W.O. Bentley and had permission to go to the factory and choose the parts to build a special. He picked a cut down 8 litre chassis, a tuned 41/2 litre 4 cylinder engine, the best gearbox and a steering box from the 41/4 litre which was not yet in

production, the whole ensemble was clothed in a vestigial body by Corsica. It was the car Robbie sketched while a pupil at Glen Almond private school, the Eton of the Highlands. He really enjoyed this car, after one over enthusiastic drive with his son in the highlands as part of the Doune Classic Car Show run it had to come in for some bodywork repairs, I also set up the brakes, a complex system of rods, compensators and perot shafts with interlinked hand and foot brakes. He then took the car to his friend and Formula 1 driver, Johnny Bute's car show at Mount Stuart on the Island of Bute, it went well on the circuit and he achieved crunch free gear changes in front of the crowds, a moment he treasured.



Although he had many cars over the years the only one he kept long term was his Citroën. It was one of the last cars he drove when he took part in a Citroën run on the Drive It Day in April 2019, before his knees started to give up.



Gear Selectors

This article was originally written by David de Saxe, back in 2006. It gives a useful insight in re-setting the gear selector linkage on your Traction. The Eiffel settings image was not part of the original article: Editor

No, not suggestions for your next trip to M & S, but an excellent article from David de Saxe on reconditioning and adjusting the gear selector mechanism on the Traction. It's one of those components that we tend to forget about until it jams at a set of traffic lights in the centre of London!

The Traction Gear Selector

As an example to illustrate the phenomenon of lost motion, the design of the Traction's gear selection mechanism is well worth a prize. No wonder, since each of the two selector rods requires six links from the dash-mounted lever before finally disappearing into the gearbox at the front of the car to do its duty. This is remote control with a vengeance!

The way in which the Traction's gear selector works is perhaps best understood with the official (French) parts list open at page 169 or 170. I was obliged to discover matters the hard way when the gear lever protruding from the dash went all floppy, with reverse



in seemingly permanent selection. Further forward motion of the car being thus out of the question, I thought it necessary to remove and then dismantle the entire selector box (part no. 515597 — see bottom of parts list pages referred to above) from behind the dash. Merely to re-establish the facility to select at will any of the gears offered, does not require removal of the box, but I discovered this only after I had carried out the somewhat tedious box-out operation. However, I will come to this later, because Dennis Ryland's advice is that a possible cause of selector lever malfunction could be that the springs (515891) keeping the selector lever jaws (508072 and 515893) in close proximity to each other have weakened or collapsed. In the case of my Traction, I found the springs to be serviceable, but the jaws were quite well rounded with age; however, any replacements I might find are unlikely to be better.

If it's just a matter of the selector fork(s) being in need of adjustment, complete removal of the selector box isn't required. I'll describe the necessary operation later in this article. First, though, to restore selector lever operation: the starting point is to ensure that the dash lever is engaged in one of the jaws in the neutral position. It is also essential that the complete mechanism of rods and levers controlled by the jaw (which may be either the one operating Reverse and first, or the one operating 2nd and 3rd) is engaging neutral in the gearbox itself. Get someone to stand on the clutch pedal while you go to the left-hand side of the car and pull or push the relevant operating rod [515903 or 515797]: neutral will easily be "felt". Return to the cockpit and squint down the rectangular aperture, to make sure that neither the jaw nor the operating lever you located in it earlier has strayed from the neutral position.

Continue squinting, and now move the other jaw to the neutral position. You won't be able to use the dash lever for this purpose if the second jaw has moved to the "up" or "down" position.

Instead, repeat the process at the side of the car to ensure that the rod mechanism is engaging neutral in the gearbox and ask your clutch pedal colleague to ensure that the second jaw has now moved into the central (neutral) position within the gate.

End of exercise — selecting 1st or Reverse (dash lever to the right of the gate as seen by the driver), it's the jaws on the left that are engaged. Conversely, 2nd and 3rd engage the jaws on the right.

(See accompanying sketch.)

It will have become obvious that the selector mechanism operates in such a way that, to select any gear, the selector lever must start in or pass through neutral - particularly when moving across the gate. If the lever has "jumped" the gate (eg through wear), the above procedure will be necessary.

If there is too much slack in the gear operating mechanism or, less likely, an excess of tension, the forks [515490/515668] will need adjusting. To screw these in or out, first remove the split pin from the clevis pin [118300] holding the selector fork to the relay lever and remove the clevis pin. Then dismantle the ball joint (always keep these well lubricated!) connecting the relay lever with the selector rod. The lever is then free to drop forward and you can adjust the fork. The correct adjustment may require trial and error, but you should find the effect on future gear changing well worth the trouble. When satisfied, screw the locknut down and do be careful to synchronise in neutral the gears, rods and selector before reassembly of the mechanism. (If anyone's Traction still retains the adjusting caps and pawls [515509 and 515527] on the ball joints I should think they'd be collectors' items!)

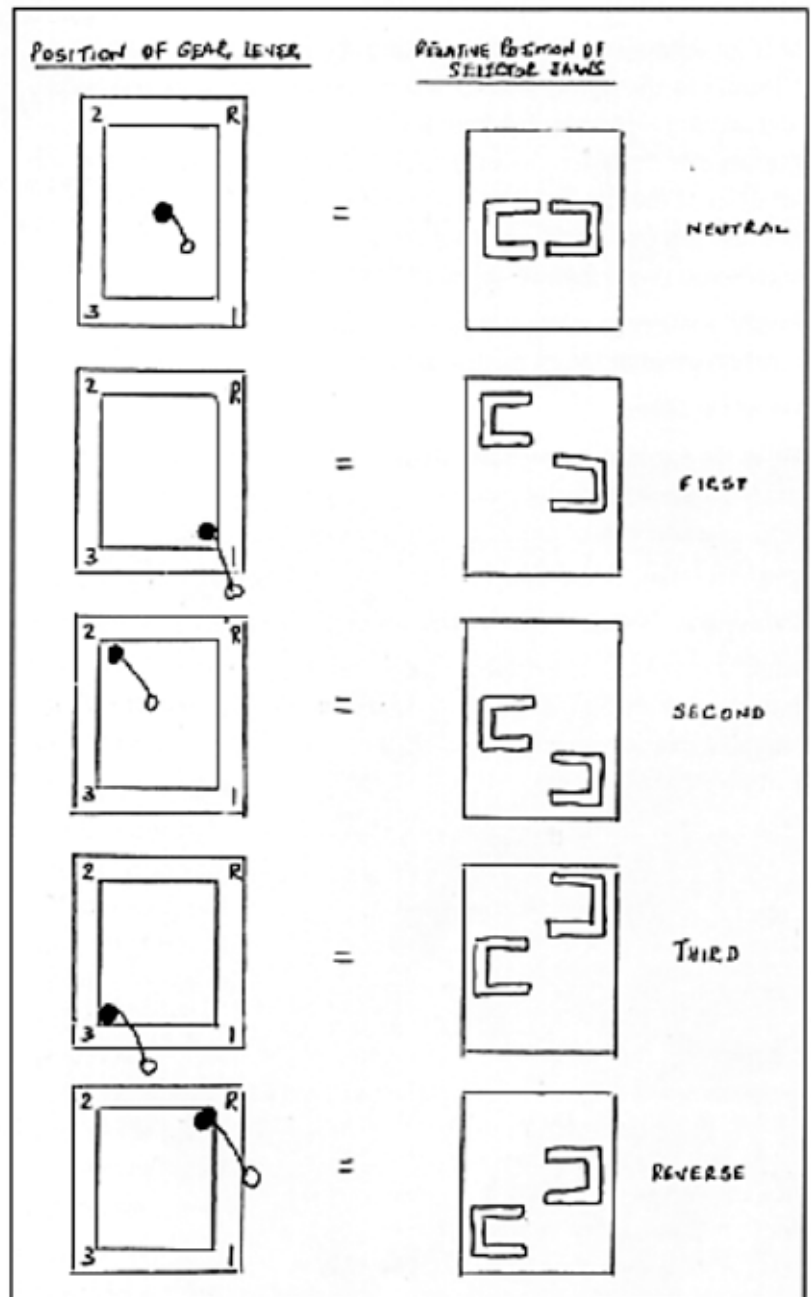
I said I'd come to describe removal and dismantling of the selector box. so if you have to do it, here's how:

Remove the bonnet and the battery. Inside the battery tray there's a bolt securing the selector box flange transversely; you probably can't get at it without removing the battery.

After loosening this bolt, unscrew the nuts securing the selector box to the back of the dash. The bolt heads are held captive between the back of the dash and the frame of the box. You can remove the bolts when you move the box forward slightly. Now completely remove the nut on the transverse bolt. Remove the split pins from the castellated nuts (or whatever may be connecting the forks [515505 and 515667] to the jawed selector levers). remove the nuts and bolts and allow the forks to fall free. It will then be possible to remove the selector box from under the dash. (Note: retaining the fore and aft bolts at the dash end of the frame while holding the box in position is a pig. Fortify yourself by quaffing plenty of whatever liquids you prefer before, while and after tackling this procedure.) (*and Digestive biscuits, Ed*)

Finally, a warning: early cars (7's) have part of the selector mechanism in different relative positions Consult the parts book.

David De Saxe



Gear Selectors

Tony Hodgekiss, adds some additional information from his own experience and knowledge of the club's spare parts supply:

"This is a subject I had intended to cover in future technical articles but, having been prompted by David's article, I will jump ahead with some of the information here.

I must agree entirely with David on his comments here. The traction gear linkage is wonderful in its complexity, especially when compared to the direct action and simplicity of the ZCV system, which does the same job better and for 4 gears! I remember reading in a driving review that the Traction gear-change was not considered good, but was no worse than many of the early fifties cars with the steering column mounted changes which were common then, so we should not be too critical of it. TOC members of a certain age will be able to recall some of those other cars!

I expect few members have experienced an 'as new' Traction gear change as there are so many wearing points, but I tried one several years back which had been completely restored from knob to gearbox selector and was surprised at how slick and positive it was. I also know that it's a really back-breaking job, laying over the sill and floor, trying to work under the dash and wondering where to put your feet.

For members with the Slough parts book [no. 420, June 1955]. it's on pages 167.-165. There seems to be missing description in my book too. It shows pin no 118300, which David identifies, but also a similar pin, H757, which is not described, so I can't tell the difference between these two.

Like many Traction bits, the linkage also suffers from the difficulty of lubricating it- there are lots of little bits needing oil, but nowhere to retain it, hence the slack and lost motion which occurs.

From my own experience, I have found that the scuttle vent is a good place to access the 'selector box', as David describes it. Open the vent fully, remove the 3 dome-headed screws and take off the flap. You then get a good view of the workings, access for tools and the chance to direct the oil a bit more precisely than trying to do it upside-down from below.

It is worth members knowing that the Club can supply either fully reconditioned selector box units [515597] or complete used ones which you can recondition yourself [service exchange]. These are not shown in the recent new parts list, but should be listed in future.

The used ones are held for future club reconditioning, but if you want to tackle one yourself, it should be possible for the practical Tractioniste to do this. You could get one of our old units, overhaul and fit it and return your old one to the club. Th Club has some of the parts you need:

500628 - Gear selector hall and pin [club pan [H14a]

515891/1579/1580s - Selector spring and rivet [H14b]

For any parts you need, contact Chris and if we don't have them in stock , they are almost certainly available from somewhere. If the ends of the selector jaws are excessively rounded as David found, these can be rebuilt with a welding rod and filed back to their original shape.

When you have done the job, why not fit a new 515592, selector rod seal, club part F52, to keep out the noise and draught?

It's also worth ensuring that the little springs [515793] are all in place as these stop the rods from rattling and tension up the linkage to minimise any slackness.

Any further comments or experiences from members are most welcome."

Tony

Eiffel Tower Gear Selector Positions.

A few years ago I made a note of the Eiffel Tower Gear Selector positions and have found it useful on a couple of occasions especially when the long selector rods are removed.

So viewed from the side and using approximate time clock positions:

Gear	Upper Gear Selector	Lower Gear Selector
Neutral	4.30	5 o'clock
First	5 o'clock	4.30
Second	4 o'clock	5 o'clock
Third	6 o'clock	Past 5 o'clock
Reverse	5 o'clock	6 o'clock



Gearbox in Neutral



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From The Times on November 14 - 1922

Martin de Little spotted that The Times reported, on the above date in 1922, that a French expedition was to set out from the railhead at Tuggurt in South Algeria, with the intention of driving to Timbuktu. The vehicles of choice were of course, to be the Citroën Kegresse half tracked cars, converted from the B2 using a 10 HP engine.

The route was over 1800 miles long and followed that taken by General Laperrine by air (he died after a forced landing) and Major Vuillemin, who was successful, but only just. This expedition followed previous Citroën endurance expeditions to Insalah and back and across the

desert to Kidal. Some store dumps had been established, but the expedition had to be self sufficient for the central part of the journey. This was to be one of the first motorized crossings of the desert, carried out in fifteen stages and taking twenty-one days. It permitted the establishment of a land connection between North Africa and the Sudan, at that time extremely isolated, and opened the way for the exploration of the heart of Africa.

The expedition is documented in a book titled, 'Crossing the Sands', written by Ariane Auduin-Dubreuil and published by the University of Chicago Press.

One of the surviving Kegresse vehicles preserved in the Conservatoire Citroën. (Editor)



OBITUARY: Angelika Dürr-Auster

Angelika passed away on the 21st December 2022 after a long battle against cancer. She fought this illness with great dignity and courage.

I first met Hans-Peter, Angelika's husband, in 2010 at the rally in St. Valery that Robin Dyke organised. The following year we went to the rally that Hans and Angelika organised at their vineyard near Carcassonne, it was here that Sue and I first met Angelika.

Hans-Peter and I share the same passion for Slough Tractions and we built an "email" friendship over the next few years. He then invited Sue and I to his home in Switzerland so that I could complete some work on his Slough Roadster that I had done the preparation for in the UK.

During our 10 day stay, Hans-Peter and I worked on his collection and Angelika and Sue walked in the mountains and hills around their home near Gruyere, with their dog, Guinness. Angelika and Sue became friends, and the 10 days flew by with visits to Lake Geneva, mountain spa, Charlie Chaplain's home and much more. When the day's work was done, Hans-Peter and Angelika entertained us at home or at one of the many fantastic restaurants nearby.

Angelika was one of the kindest and most gracious people that we have met, she always made us so welcome on our subsequent visits and continued to ensure that Sue saw as much of their beautiful country as possible during our stay. She will be greatly missed by all those that had the privilege to know her. Our thoughts are with Hans-Peter, their children Sonja, Natalie and Thilo and the rest of their family.

Philippe and Sue Allison



Angelika with roadster (now owned by TOC members, Rob and Carol Kiff)



UAS 743

Mike Tebbet has been in touch recently to identify the 1939 Traction, UAS 743, shown being trailered away to a new home in the last Northern Section report (Jan/Feb 2023 FP). UAS now sits in the Lancashire workshop of new member, David Lawson, who is working his way through a substantial re-commission of the car, prior to dealing with a few cosmetic issues on the doors and one front wing.

Mike says that the car was in decent condition when owned by him and the only welding required was to the nearside cill. The car was preserved further by being smothered underneath with Waxoil. The Traction was re-upholstered by its subsequent owner, but was then laid up for several years as a result of an unresolved intermittent fault that led to it running poorly and being unreliable.



Mike has more recently returned to the fold with a 1938 example (pictured below).

The bus in the first picture is an ex Paris Renault TN4F, from the mid 1930's. Editor



Events

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.

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.

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

Citroën Traction Avant

90TH ANNIVERSARY 9-11 May 2024



Dear Traction enthusiasts throughout the world,

As you know, our beloved Citroën Traction Avant has been a milestone in motoring history, due to its personality & technology.

The French national club La Traction Universelle has the great pleasure to invite all your club members to this major international event that will be held in Clermont-Ferrand, Circuit de Charade, from May 9th to May 11th 2024.

So, please save the dates and don't hesitate to spread the word!

Ideally located in the picturesque Auvergne region (centre of France), this event will be a wonderful opportunity to spend a week of Traction motoring in France and enjoy, not only food, but all the unmissable celebrations.

You'll find preliminary information here : <https://90ansdelatraction.com/>

Facebook : <https://www.facebook.com/Contact90ansdeLaTraction/>

The event launching videos will be filmed in June 2023, and you can participate by sending us a short video message in your language (as « Happy birthday the Traction » or « Long live Traction Avant ») to be included in the film. For any information or special request, please contact us at: contact@90ansdelatraction.fr

We are looking forward to welcoming you in 2024 for this unbeatable celebration!

Avec nos amitiés

Jean-Louis Poussard, President of La Traction Universelle

François Hénot, International Contact

Jim Gibson would like to gauge interest for a potential TOC organised trip to this major event. 'With an 8 hour plus drive south from Calais I would envisage at least one overnight stop en route.

Please send your initial expression of interest to me on email'

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

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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

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

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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:

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.
- **1951 11BL. LHD, white, small boot.** Imported and restored early 90's. Major overhaul and respray 2022. 12 v with alternator, and electric pump, recon engine, £17,500

- **1952 11BL LHD, Blue. Small boot.** maintained by me over 25 years. mechanically good but needs bodywork attention and interior retrim. £9,500
- **1938 11F LHD, black, small boot.** Restored 1990 and used daily. 12v with alternator, recon engine, 10 x 31 gearbox, newly reconditioned front suspension silentblocks, mechanically excellent, body and interior serviceable but would benefit from reconditioning. A rare car £16,500.

FOR SALE:

1952 Slough Built Light 15, Big Boot, Red Leather upholstery, Full LED lights and Hazard warning, Seat belts front and rear, Service and brake overhaul at Citroën Classics. New head Gasket. Runs really well but other commitments mean we can't give it the use it deserves.



£15,000

Contact Carl Fuss Tel: 07778355137

Email: carl@acfuss.com

Lots of pictures and documents for work done. Hampshire / Surrey area.

FOR SALE:

1954 big boot Light Fifteen.

I have owned this car since 1968, it has been dry stored for the last 40+ years, genuine 74K mileage with original engine & gearbox. I took the car to pieces some years ago with the intention of restoring same, but did not achieve my plan.

The car will need a complete restoration, originally metallic green but poorly over sprayed white.

Buff log book included. £1500

Roy Forward

Tel 07817006170

Car in Somerset, near Winscombe, Weston Super Mare"

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:

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 Tel: 07858109859
Email bryndhughes@yahoo.co.uk

FOR SALE:

Light 15 engine. Bought from Andy Burnett, never used. Not seized. Comes with head, but the head is as found and will require work. £250.
Pre war Slough grille, Light 15, probably 1939. Has a "Citroen" badge on it, in what I can only describe is German lettering, original. No chevrons. Chrome is original, and will require rechroming. Brass. £300. I'm in Felixstowe, on the eastern edge of England. **Tim 07859 009861**

FOR SALE:

Fully reconditioned gearbox
 Fully reconditioned 12v starter plus one other,

Carburettors. 30mm sidedraught Solex with inlet, Solex 32PBICx2, Solex35 FAIEx2, Weber 34 ICH as new, Solex 26 LA60 Exhaust manifolds x2 11D cylinder head complete, Complete rocker shaft assy. Gearbox casing, Many starter bits inc. bronze end cover.



Many track rods and track rod ends. Gear change mechanism, Slough chevrons Torsion bars, a pair plus one, Several wishbones with shafts Two original jacks, handles and starting handles.

Cradle in good condition 12" drum and backplate Various door locks, window winder mechanisms, brake cylinders, wheel nuts, various brake parts, fixings etc. New unopened brake linings Pair of good driveshafts.

Radiator Aftermarket sidescreens Fabricated front end "ambulance" inc. towing coupling Excellent rear wing NS, Excellent front wing NS (very early with circular horn aperture) Excellent small boot. Many other bits and bobs available all at a reasonable price
please call Dafydd Evans on 07944131671 or e-mail dandy@btinternet.com (Mid Wales.)

PARTS WANTED

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

CAR WANTED

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

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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Citroen, The Great Marque of France
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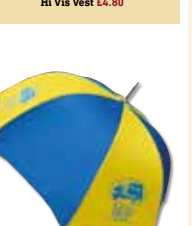
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 TOC Grille badge £20.00	 Polo shirts with new logo: various sizes £15.50	 TOC Mug, essential for the workbench £6.00	 Hi Vis Vest £4.80
 TOC Leather Key Fob £8.00	 TOC Binder to keep the back issues of Floating Power tidy £5.00	 TOC Brooch/Lapel Badge £3.99	 TOC Umbrella £20.00

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

