

Floating Power

May - June 2023

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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John Gillard
Tony Hodgekiss
Chris Treagust

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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the July/August *Floating Power* will be

Sunday June 18th, 2023

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Cars at the 2022 National Rally,
at the car Museum in Backbarrow,
South Lakes.*



Editor's Epistle

This is rather an MOT biased edition of FP.

There has been a recent MOT review, which invited you to participate in a long and in places quite technical questionnaire, mainly concerning how the MOT process will need to modify in the face of changes in car technology. There was, however, one sneaky little question lurking there, which invited you to say whether you thought that the current MOT free status for Historic Vehicles should change. Well, of course the classic car magazines all jumped onto the bandwagon and said yes, MOT's should be reinstated and invited everyone to agree with them by publishing quotes from owners who 'sort of' said that they agreed, albeit most admitted that the current system was not appropriate.

Quite how these supporters think that this would be carried out in real terms isn't clear. Even assuming that the government did a U turn on this, which seems unlikely, how many HV owners now have a local garage that actually knows anything about historic vehicles? The review was discussed recently at a Committee meeting and we have included a piece setting out the club's position on the whole issue of safety reviews elsewhere in the magazine as well as a suggested checklist for such a test.

My personal view is that we should be very careful what we wish for. Regular safety inspections are an obviously sensible precaution, but to put this back in the hands of Civil Servants, who know (and care) little or nothing about older cars could well lead to something of a tram smash and the technical breadth and nature of Historic Cars across the board would make it near impossible to put into place a sensible alternative test without running the risk that parts of the historic car community would end up with cars that, although perfectly safe, cannot be legally put onto the road. You should also note that current policy within DVLA appears to be that any structural repairs to a car are no longer acceptable. Your new cills, floor, etc. reported by the MOT inspector, could be a ticket to loss of HV status and the need for a crippling IVA test.

Now, speaking of changes in technology, according to Autoserve, a new survey, including 500 learner drivers, has revealed that a significant majority of them would prefer to take their practical tests in an EV. Aged between 18 - 24, 70% of the respondents said that they'd prefer to do so. Female learner drivers are slightly more interested than their male counterparts, with 73% preferring EVs to 67% of men.

Not surprisingly, the increasing enthusiasm for electric vehicles doesn't stop at the point of getting a driving licence. The same research revealed that 74% of the respondents were considering getting an EV as their first vehicle. However, 49% said that they'd prefer a leasing option to outright purchasing, citing upfront costs as the primary factor.

This means that potentially three quarters of the next generation of drivers will almost certainly have automatic transmission only licenses and will not, therefore, be able to drive most of the cars designed and manufactured in the 20th century in the UK and Europe. So, not much point bequeathing your pride and joy to your grandkids.....they won't be able to drive it anyway. The cars that traditionally attract younger drivers, notably things like Morris1000's, are going to be a total mystery to them, unless, of course, converted to electric at vast expense and hence priced out of their market.

Finally, I did have a rather extreme response from one member to my previous editorial in which I highlighted the effects of the London ULEZ expansion on Classics such as Minis, which, being manufactured right up until 2001, in spite of being almost identical to their HV equivalents, will be penalised by the Mayor of London's proposals. This situation probably includes quite a few other cars, notably also later 2CV's, VW Beetles, etc. Well, dear member, I enjoyed your reply, (and it proves that someone reads this page in FP) and I would have also enjoyed making a suitably spirited response, but your missive did become something of a party political rant and so, I am sorry, but I haven't published it. We don't generally aim to do politics much beyond the point at which our cars are affected, and I did not feel that this, as an ongoing discussion, would be of much further interest to the other 601 members who subscribe to this magazine. As for your doubt about suggestions that HV's could be used in ULEZ areas to dodge charges, I suggest that you read Page 4 of the FBHVC newsletter no 2 for 2023 as a starter.

Do try and enjoy what follows.

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Committee

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President's Ponderings

I signed off last time in the firm belief the new toy, Claude (Damn Van), was about to be road legal and looking forward to using it. Unfortunately, Sod's Law prevailed on the second outing and I am now in the throes of a fairly major transmission repair.

C'est Nemours! I am also still waiting for HMRC to refund the majority of the eye-watering amount of duty and VAT which was levied incorrectly.

On a much happier note, following last year's Traction transmission disaster, the RAC has restored my faith in their organisation by agreeing to pay some compensation for not repatriating the car at the time.

So, it's been a long winter and, combined with the mechanical problems of last summer, that means it has been about 8 months since I have been able to really enjoy the cars. Nevertheless, Spring does appear to have finally sprung and both the Traction and the 5HP have had recent airing in readiness for a full programme of events – Jersey, Barnstaple, Brittany - throughout the forthcoming months.

I won't bang on further about events other than to say I look forward to catching up with many of you at one or other of the above.

This issue carries an article about the FBHVC and thoughts on changes to the current MoT testing parameters although there are no current suggestions that the MoT-free status of our vehicles is under review. The Club takes an independent stance but, having seen a number of Classics on the road despite clearly being "accidents waiting to happen", I personally believe all vehicles should be subjected to some sort of periodic statutory roadworthiness and safety check of basics such as brakes and steering. I am fortunate enough to have access to an MOT testing facility with the necessary knowledge and willingness to test older vehicles. I am therefore very pleased that, once a year, somebody does cast an unbiased, possibly critical, eye over the general condition of my vehicles and is prepared to sign a certificate to say, on that day at least, the car is considered safe enough to drive on the road.

Happy motoring.



Chairman's Chat

As you read this early in May, John & I will be getting ready to set off for Jersey with all the goodie bags and plaques ready for our "Tractions in Jersey" Rally. Hopefully I will be able to persuade someone to write a report with lots of photos to go in the August issue of Floating Power. Thank you to Brain Follain for all his help in organising this Rally - it certainly would not have happened without Brian.

There will, fingers crossed, also be a report on our annual rally in Barnstaple – thanks to Chris Bailey for organising this event.

We need to start thinking about 2024 and beyond. Do we want more tours like Guernsey and Jersey? Where? What about future annual rallies? Are you able to help organise an event in your area? If so please have a chat with Jim Gibson, our Social Secretary who, along with me, will offer you lots of help and information. Please remember if we, as TOC members, do nothing then nothing will happen!!

I hope lots of you got out and about for Drive it Day – I know reports won't be in this magazine due to timing.

You will have noticed that with your copy of Floating Power you have your yellow membership renewal letter. Please complete soon so you don't forget – do update us on your car ownership as we know of Tractions out there that need

adding to our TOC database. Also check all your personal details – Thanks.

Also if possible please please pay by Direct Debit or Bank Transfer as this keeps our

costs down. If you live outside the UK you can opt for an online copy and so pay no postage. We will probably need to increase membership fees next year as postage has just gone up again.

Spares – to cut down on postage costs, Chris is now emailing out Invoices for Spares via Quickbooks and needs to receive payment before parts are posted. This helps with our cash flow and I must admit I don't know anywhere else where you get your goods before paying. If you have ordered anything please check your junk email if you are waiting for confirmation in case it has been "spammed". As I have already mentioned if you can pay by Bank Transfer it keeps the Club costs down. Thank you

Beu



Scottish LEZ

Some mystery over the Low emissions Zones in various Scottish cities.

It appears that the DVLA 'Historic' status is not being used for exemption as in other cities, but it appears that cars newer than the 40 year cutoff may be allowed in these areas, Scotland having opted to recognise cars more than 30 years old, as do some countries within the European mainland. Quite how this will be enforced seems to be something of a mystery. Glasgow starts enforcement in June this year, Dundee in May of next year and Aberdeen and Edinburgh on June 1st 2024. Glasgow's zone applies to non residents for the first twelve months and to all thereafter. There has already been an LEZ in place for buses since 2018.

FHBVC have applied to Glasgow City Council for their policy on enforcement, so that visitors can be advised, but so far there is no response, and it is not clear whether pre-registration will be required, or whether ANPR alone will be applied, and if the latter, there are reservations over database issues .



Queues at Dover

It seems that the Easter gridlock queues at Dover and other Channel ports may be repeated over the Summer. Blame is rested, as ever, on Brexit, with the accusation that French immigration passport checks are now more stringent. For thousands of holidaymakers, the roads leading to Channel ports can become a highway to hell as lengthy delays throw the start of holiday getaways into chaos.

But it is feared that ports could face far worse disruption after new biometric border rules come into force later this year. The EU's proposed Entry/Exit System (EES) has been established to register entry and exit data of non-EU nationals - which now includes the British - when they cross an external border of the continental bloc.

Drawn up whilst the UK were still members, the laws require the gathering of biometric data - fingerprints scanned, photographs taken - in the presence of an officer when crossing the border.

Since the Treaty of Le Touquet agreed between London and Paris allows for the French border to be placed in the UK - the so-called juxtaposed controls - this means the data required under EES must be gathered on our side of the Channel. To say this is of concern for the various authorities at the Channel ports and their hinterland is something of an understatement. If the "new normal" of stamping of passports has been enough to bring the local roads to a standstill, the fear is that even lengthier checks to enrol biometric data for every non-EU man, woman and child crossing to France will cause chaos on a scale previously unimaginable. The introduction of EES has been delayed several times and now will not be implemented until November 2023 at the earliest. But time is running out to find a solution that will keep the cross-Channel routes open and flowing freely.

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.

Northern, Lakes and Borders

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

North East

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See section report for coming meetings/events.

Peak

BEV & JOHN OATES

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

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

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See section report for coming meetings/events.

Eastern

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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, Little Green, Chelmsford CM3 1BU

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See section report for coming meetings/events.

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

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See section report for coming meetings/events.

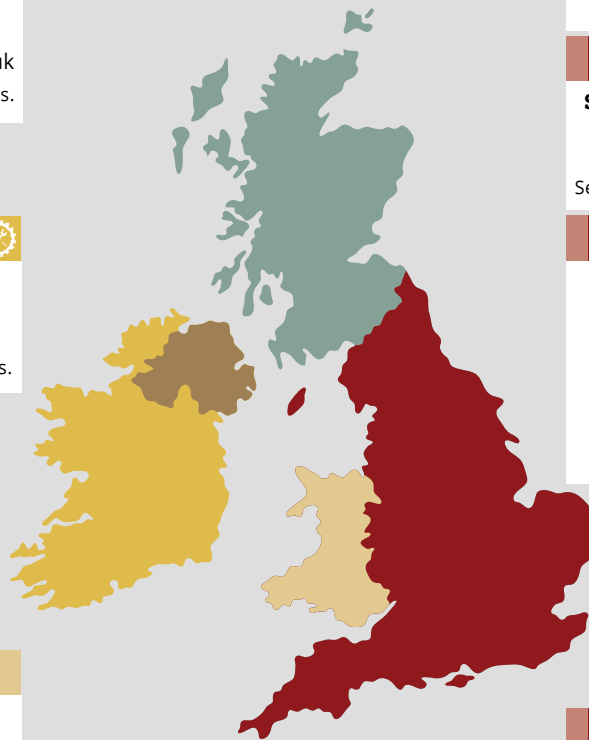
Surrey/Hants/Sussex

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See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Section News

Northern Scotland

Well, we have now fitted the very bright LED flashing indicators and also a full Hazard Warning System too so can now safely go really anywhere, even on so-called smart motorways, although obviously would try to avoid them. The wiring was far more complicated than I had anticipated, with all-electronic flasher units, lots of diodes, sounder units etc, etc., totally different set-ups to what I have always worked on! All was bought from Gil Keane of the 4Sight Lighting Company, who had been previously mentioned in a past FP. That man was incredibly helpful, he obviously had the various systems stored mentally, and could offer advice readily and immediately!

The system I had fitted previously retained the original semaphore indicators working in conjunction but separately with the added on front and rear flashing units. One item offered and fitted was replacements for the small bulbs fitted inside the semaphore arms. These replacements were also L.E.D.'s but instead of simply illuminating they flashed very bright orange, thus making the semaphores very noticeable indeed! These bulbs for fitting inside the semaphores are really excellent, so if you have a Slough built Traction, I would strongly recommend fitting them!!

On the wider front, not a lot happening! Have entered the loyal 15 in a couple of fairly local events, so look forward to those. Henry O'Hara, is working on his rare 6H and upgrading his spark-plug caps, but nothing else to report. Until next time, best wishes!

Andy Burnett

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

Southern Scotland



Spring has sprung!

Well, almost got the winter jobs finished off, just need a good couple of days to shake down and test drive.

As Andy Burnett has written about, I too fitted some L.E.D. tail lights and rear indicators.

I was hoping for a huge improvement but maybe because mine are for the six volt French system they are not as bright as I expected, that said they are definitely better than the old bulbs were!

Not much to report on the social front but the Scottish section of the CCC and 2CV clubs have organised a Drive it Day covering a fair bit of central Scotland on the 23rd April.

Although it's starting a bit away from me, I am hoping to join in as it passes close by at my local gliding club the Scottish Gliding Centre at Portmoak for a catch up and join the trip out for a while.

With the worst of the weather hopefully behind us now, I'm

looking forward to using 'Celine' much more often, it never ceases to amaze me that a nearly seventy year old machine can be so usable everyday if we want or need it to, always turning heads and putting a smile on faces.

A lot has been written in the motoring press recently about gradually phasing out petrol and diesel albeit over the next decade or so which would deny the next custodial generation of or beloved cars the pleasure we have enjoyed.

The pace of synthetic petrol is well advanced and may be the answer requiring no change to the vehicle mechanically.

We can only hope all this talk of making it difficult to keep old cars on the road in the name of progress will be just that and not deny us of our pastime, I for one can't imagine swapping out the Perfo for a used Tesla drivetrain!

Enjoy your Drive it Day if you're able to partake.

Bonne route!

John White

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

Northern, Lakes and Borders



A mixed bag weather-wise up here in the North West over recent weeks, so not a lot of HV motoring. Most local members seem to have their cars still locked away at the time of writing in early April, or are engaged in repair work of one kind or another.



I managed to locate a suitably restored gearbox which, with Ian Gardener's help, I installed over several days, and eventually managed a couple of shakedown drives. It seems like a great improvement over the previous box generally. Second gear synchro is a bit stiff, but will hopefully improve with use and I managed to drive it to St Catherine's car meet on the second Sunday in March. However, some gremlins in the form of a misfire forced me to turn back from the Charity Farm meeting the following month. I cleaned the plugs once home, which looked fine anyway (the plugs that is) and it started up again and it ran as smooth as silk! So what exactly caused the splutter

Section News

remains a mystery. I am now trying to improve the fit of the rocker cover in order to stem the perpetual oil seepage down the rear of the engine.

No progress on PAS as yet. Will get on with finding out more, shortly.

Not a lot else to report this time around. Colin Lea's rebuild continues, and we look forwards to its first trip out in public. David Lawson's car has gone onto the back burner temporarily, but he is back on the case now, so hopefully we will see that fully re-commissioned and out on the road again, before too long.

On May 6th, is the next Classic Car meet at the Lakeland Car Museum at Backbarrow in the South Lakes. These come around on the first Saturday of the month, all are welcome and participants get half price admission to the museum. See the museum website for details.

May 14th is the annual car show at Astley Hall in Chorley. A nice little show, organised by the Lancashire Vehicle Club, with a small entry charge and proceeds to local charities.

Also coming up in May in Central Lancs. is the annual car show at Mawdesley Cricket Club on May 29th. Always an interesting turnout at the village cricket ground, in pleasant rural surroundings and worth a visit. No need to book in advance and no charge to exhibit.

A week later is the annual steam fair at Tincklers Lane, Heskin, two days on the 3rd and 4th of June. Again, no charge to show your car, but booking in is required. All sorts of transport here, steam engines and rollers, vintage farm machinery, classic commercials, cars, etc. plus various trade stands, music and arena events.

11th June, Leisure Lakes, Mere Brow, Southport, PR4 6JX, is a further rally organised by LVC, and yet another by the same club on 18th June, Moss Bank Park, Bolton BL1 6NB. Have a look at their website, <https://lancashirevehicleclub.uk/events/> for details of their events in the region.

Bryan Pullan

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

Eastern



Waveney Weekender - 6pm 26-29 May - Earsham Wetland Centre, Old Harleston Road, Bungay, NR35 2AF

We have access to the Centre and a separate camping field (loos but no showers) for the Eastern Section TOC and CCC to enjoy. There are riverside walks, fire pit (bring a log), wild swimming, BBQ facilities and tea/coffee in the shelter cabin. We will join in a local car meet on Saturday lunchtime, followed by vineyard visit and Sunday drive-out.

The Centre has been home to a collection of native wildlife and rare breed farm animals since 1976: Mallard, Gadwall, Shoveler, Teal and Shelduck can usually be fond dabbling in the shallow lakes, being occasionally joined by

Oystercatchers, Redshank, Curlew and Lapwing, so join us in a relaxing wildlife weekend.

Thanks to Tim for organising this for us.

Eastern Section Regular Meet Ups

- 16th May The Angel Inn Larling Norfolk
- 26th-29th Waveney Weekender Earsham Norfolk
- 6th June The Compasses Littley Green Essex
- 27th June The Angel Inn Larling Norfolk
- 18th July The Compasses Littley Green Essex

Jasmin Gagen

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

Peak



I am disappointed that so few people are joining us for Drive it Day next month - maybe we need to change our location as so few members actually live in the Peak area. Is it time for new groups north and south of us? Anyone out there willing to start a new Section?

There will be no meeting in June due to Drive it Day, Jersey and the Annual Rally. Therefore our next gathering will be lunch in a nice Derbyshire Inn on Sunday August 6th - hopefully lovely weather so we can sit out in a beer garden!

Bev Oates

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

Surrey/Hants/Sussex



Numbers dropped for our 5th March Sunday lunch by exactly half the February turnout, but 11 cars braved the early rain on Tuesday 16th for our first midweek meeting at

Blackbushe Airport, once the second London airport before Gatwick was built, and also the former RAF Hartford Bridge where Andre Citroen's son Bernard learnt to fly during WW11.



When you read this report we will have held our second Blackbushe meeting which



has an open invite to all Citroën drivers in the South East! Come and join us anytime between 10am and 1pm for either breakfast or lunch at the excellent onsite Pathfinder cafe .

Don't forget our slightly later than the rest of the UK Drive it Day on Sunday 30th April being organised by Jim Close, with a visit to Wilton House near Salisbury followed by Sunday lunch.

There is no Fairmile meeting at the beginning of May due to a prior Royal engagement (hopefully invites are in the post ...) but we are meeting at Blackbushe on Tuesday the 16th, having just returned from the Jersey Rally.

June sees us back at the Fairmile on the 4th, at the TOC National @ Barnstaple on the 9/10 and back to Blackbushe on 20th.

Don't forget that I am actively seeking cars to display at the British Motor Show 17-20 August @ the International Exhibition Centre Farnborough either for the whole event or for individual days, plus of course volunteers to help man the TOC stand !

See you at a meeting soon !

Jim Gibson

For contact details see main table at beginning of this section

Kent/East Sussex

In early March an email filtered through to me from Adrian Chapman of the CCC, swiftly followed by one from our own Chris Bailey, forwarding a request from Judith Sansom to see if a Traction could be found to provide a surprise on her brother David Tomlinson's 80th Birthday. After a couple of exchanges, I established that David lived no more than 2 miles from my home. This mission clearly had my name on it.

The date was set for Friday 7th April, David's birthday.

He was expecting his sister Judith to collect him up but to his great surprise there was a Big 15 awaiting him, he was delighted and along with his wife Jennie we had a very pleasant drive along A and B roads in glorious weather in Kent to a family celebration. (Picture by Judith Sansom)



David had owned his 1953 Light 15, TPF 390 from the early 1960's to early 1970's, then a CCC member, he carried out a lot of work on it by himself guided by Fred Annells, all in the pre-TOC days.

Where is that car now? David has gone on to own 12 more Citroëns up to the present time.

On another topic;

We were recently in Sallanches in the Haute-Savoie region of France, disappointed that the town's Chateaux was closed to visitors that day, but spotted a sign to "Musée de Sapeurs-Pompiers".... this had to be investigated.

We had stumbled across a little hidden gem. There were probably a dozen Fire appliance vehicles there ranging from pre-war to 1980's.

Renault, Berliet, a red Citroën 2cv van (quick response vehicle?) and a Citroën 1941 V23 'Production de Guerre' restored in 1996 to an extraordinary level.

There were 4 or 5 ex-Sapeurs there enjoying each others company and a glass of Rosé at 11.00 am in their 'Mens Shed'

(Picture by John & Bev Barsley)



Some future dates for our K&ES section Diary;

Sunday 30th July,

'A Great British Picnic' at Lynx Park, Colliers Green, Goudhurst, Kent.TN17 2LR

One of the nicest days out with Classic Vehicles in Kent.

Just let me know if you would like to come, no charge, or formal booking.



Section News

Saturday & Sunday 19th & 20th August,

The Biddenden Tractorfest & Country Fair.

Holden Farm, Sissinghurst Road, Biddenden, TN27 8EZ.

what3words///sizes.mopped.dabbling

In order to avoid the £11 per adult/day charge you must register your Classic for FOC entry by 31st July in advance at

www.tractorfest.co.uk/wp-content/uploads/2022/12/Car-and-Commercial-Entry-Form-2023.pdf

Safe Tractioning

John Barsley

For contact details see main table at beginning of this section

Lyth Hill near Shrewsbury



Wales

Summer weather is on its way. Hopefully we'll have had some for Drive it Day and we've booked sunshine for our trip to Elan valley on Sat May 13th. The aim is to meet for picnic or lunch at the visitor centre from midday, drive round the dams and lakes and head for home. Our banner will mark the section of car park set aside for us.

Regular meetings in conjunction with Mid Wales Classic Vehicle Club continue with morning gatherings from 0930 on May 23rd at the Horseshoes, Berriew and on June 27th at The Raven, Welshpool.

Just for good measure here's a view from Lyth Hill near Shrewsbury with a nice car in the foreground.

Hope to see some of you soon,

Andrew Tweed

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

Fire Damage

There were over 17,518 vehicle fires in England in 2021, according to the Home Office Incident Recording System 2020-21, of which 35% are caused by some kind of electrical or mechanical mishap. This mishap can be due to any number of causes, fuel leaks onto hot surfaces, electrical problems, or excess heat generated by, for example, brakes jamming on. Once it gets hold, a car on fire can be consumed very rapidly and with a full tank of petrol, is potentially quite an alarming incendiary bomb.

According to the RAC, the best type of car fire extinguisher uses dry powder and has a rating of BC or ABC. The extinguisher should also carry the BS Kitemark to prove its certification, as well as a CE Mark.

It may not be the law for private motorists to carry this piece of safety equipment in the UK, but it makes good sense. Some European countries do have laws about carrying fire extinguishers so if you're planning a trip across the channel, check out the laws of the countries you will be visiting.

If you already have a fire extinguisher on board somewhere, how old is it? Most have a life expectancy of 4-5 years, and therefore, as well as being bulky and unsightly, it might not work properly in your hour of need if you have had it for longer than that. The initial message is, therefore, get a 1 or 2kg dry powder extinguisher, and if you already have one, make sure that it is not out of date. Extinguishers come in all shapes and sizes, generally are the size of a large aerosol can, and need to be somewhere that they can be easily accessed in a hurry. So, not under several layers of tools, jump leads and other paraphernalia in the car boot.

If you have a fire, then the first thing is to switch off and get everyone out of and away from the car. Fighting it may not be feasible if it has quickly flared up into a major conflagration, but a minor fire can be stopped at source by deploying a dry powder extinguisher. Fire Service recommendations advise not to open the bonnet fully but to crack the lid open and deploy the fire extinguisher through the narrow gap. Opening the bonnet fully will feed oxygen to the fire and it will flare up even more.

Recent to the market is a product called a Fire Safety Stick, by amongst others, Gloss Fireaction. This is a slender tube which when triggered, emits a fire suppressant, for either 25 or 50 seconds. It is quite compact and has a shelf life expectancy of 15 years.

It is claimed to work on Classes A, B, C, E & F and leaves no residue or damage. (Powder extinguisher residue can seriously damage some surfaces). It is also claimed to be totally non-toxic and environmentally friendly,

It is tubular, and weighs around 250grams, making it easy to store in a small place where it is readily accessible in a hurry. Its only downside, as far as I can see from demonstration videos, is that it appears to be necessary to get quite close to the fire source, unlike conventional extinguishers which can usually project up to a couple of metres.

It isn't cheap, with prices starting at £44.95, which is probably slightly more than a conventional compact fire extinguisher by a well known manufacturer (most of which retail at £30-£40) but with renewal only needed at extended intervals, it may also make financial sense in the longer term. For more information, please see (www.glossfireaction.co.uk).

TOC have no connection with the above, and similar items are available from several other suppliers. Members should satisfy themselves that the Fire Stick suits their requirements, if considering a purchase.
Editor





DVLA (Ian Edmunds FHBVC Newsletter no 2....Verbatim)

In the last Federation News of 2022, I alluded to the hope of a form of Christmas present from DVLA – and somewhat to my surprise they did indeed provide one! For the first 2023 edition of Federation News we were just able to squeeze in a statement to the effect that DVLA had announced two initiatives with regard to vehicle registration policy. I had hoped that in this edition I would be able to report progress on each of them but unfortunately that is not the case as there has been very little discernible progress and at least some of what has been made is not helpful.

I will expand on the above a little later but it might be useful initially to add some detail to the previous necessarily short announcement. DVLA informed us of two separate vehicle registration policy exercises which they would carry out. The first of these was a ‘clarification of existing policy’ whilst the second was a total review of policy for the future. These two operations are considered to be separate and independent in the sense that a policy point clarified in the first exercise might be completely revised in the second. The clarification exercise is an entirely DVLA internal exercise, although they have sought input from one or two clubs on particular issues, whilst the second will in due course lead to a full public consultation.

The clarification exercise results from the many complaints that DVLA received from the Federation and others that over the last few years they have changed long-standing practices and apparently reneged on existing agreements without warning or explanation. In some instances, these changes have been communicated directly to the Federation, and in some cases we have been left to find out from member clubs. In outline some of the issues involved are –

- Refusal to register cars with recently constructed but period typical bodies in apparent contradiction of agreement previously reached with Vehicle Policy.
- Dating certificates from an existing manufacturer rejected for having a ‘digital’ signature despite them having been accepted for many years.
- Refusal to register vehicles originally supplied in CKD form because an exact build date in the destination country is not available. Some progress was made on this last year but has stalled.
- Non-acceptance of build date stamped directly on vehicle.
- Non-acceptance of model year information encoded within VIN

- Original chassis number marking. There are many variations and facets to this issue, it can arise with chassis numbers originally stamped onto a plate or to numbers stamped onto a component liable to corrosion and/or damage.
- Refusal to accept that a historic vehicle is most unlikely to be able to obtain an IVA and that as a result the allocation of a Q registration to such a vehicle renders it incapable of registration in the UK.
- Contrary to long-standing practice that like-for-like repairs to a vehicle were not considered to affect its identity or status it now appears that any repair to a chassis or monocoque will be regarded as a modification and the vehicle will no longer be considered as historic
- Making holes in a monocoque is also considered to be a modification with the same consequences.
- No information sourced from the internet is permissible as vehicle dating evidence. The long-standing agreement was that Wikipedia was not an acceptable source of information but other online sources could be considered if an endorsement and explanation was supplied by the relevant specialist club.

DVLA claim that vehicle registration policy is the same for vehicles of all ages. If that is the case, we consider the rulings regarding repairs to chassis or monocoques should apply equally to repaired accident damaged modern vehicles but that they clearly don’t. Similarly, the decision to regard the making of holes in a monocoque as a modification should apply to modern vehicle but there is no evidence that it does.

At the present time the Federation does not profess to understand the reasoning or motivation behind these changes and our requests to DVLA for further insight have not borne much fruit. Thus, we await the formal ‘clarification’ with great interest. At the time of writing no formal reports or conclusions from the clarification exercise have been provided by DVLA but we know from various sources that some of these points have been addressed. In a few cases positive progress has been made but in others DVLA have confirmed their current unhelpful position. It is our understanding that as a result of the latter one justifiably aggrieved owner of two affected historic vehicles has initiated legal action.

It should be noted that members of the Historic Vehicles User Group have repeatedly requested from DVLA sight of the much referenced ‘Policy’ on which all their decision making is allegedly based. It is felt that knowledge and understanding of the origin of the sometimes apparently

inconsistent conclusions reached by DVLA might be to everybody's mutual advantage. However to date it has not been disclosed and this is creating some doubt as to its status and structure.

The second part of the announcement was more encouraging and the verbal introduction by DVLA of the total registration policy review was very positive and acknowledged that the existing policy was old and may not in all cases still be fit for purpose. At the announcement in December it was claimed that internally work had already started on the review and this would be shared with the User Group when ready. Since then, we have heard no more but I remain cautiously optimistic of the outcome whilst recognising that the process will not be quick. The bigger problem is that we have to live with the not necessarily satisfactory outcome of the current policy clarifications until the review is complete and enacted.

So, yes, we did receive a 'Christmas present' but it is yet to be seen what is within the pretty packaging!

Many of these anomalies are fairly preposterous and some quite shocking, especially the item regarding 'like for like' repairs, which implies that the replacement of cills, chassis outriggers, etc. that are considered commonplace in HV circles, as part of the renovation of a classic vehicle, would mean that a considerable (if not the greater) percentage of the old cars on the road would be subject to IVA and potentially scrap! Of course, DVLA have no way of knowing whether your car has been extensively repaired or not.... unless of course repairs are revealed and reported when presented for an inspection (eg: an MOT). Editor

Photo Corner



Black Country

Peter Marley's car at the Black Country rally in 2019. How did he get it into the beer garden?

Image by M.D.L.

BRRRRR!

A bevy of Lancashire Tractions alongside a venerable Austin on rather cold and damp day back in 2019.



French Tractions in the Marketplace - Bob Street



R.W.D.

Last month we left Andre Citroën in high dudgeon, following his discovery that a wicked Japanese doctor had slyly whisked away the rights to not only the Citroën brand but his own name.

As soon as he had discovered Dr Yamonouchi's claim, Citroën instigated a law suit. The basis of which being that the Citroën company was well known around the world and had featured in many publications. Unfortunately the weakness in this case was that there was no evidence that anything had appeared in print in Japan.

A second lawsuit was brought by the new importing agent - Nichi Futsu Citroën Jidisha Kaisha. The basis of their claim being that Dr Yamonouchi had not used the Citroën name for over two years, or ever for that matter.

Sadly both lawsuits failed. Due to lack of proof of any awareness in Japan of Andre Citroën as an industrialist and although the evil doctor had not actively used the Citroën name. The act of selling it to his brother constituted "use". During this time Nichi Futsu had signed a contract with Japanese lawyers Messrs Kawase, Arima and Baba to represent both their case and Andrew Citroën's. Unwisely this entitled them to a huge settlement if the case was won with any expenses paid in addition.



By now it was 1928 and on the 13th of January - a Friday as luck would have it, Teji Yamonouchi contacted the head of Japanese customs in Yokohama requesting that no new Citroën cars be released to Nichi Futsu Citroën. The rights to these cars were his, and he had the papers to prove it! After representations by Andre Citroën, including the French ambassador, a temporary arrangement was made for Nichi Futsu Citroën to receive the cars. However it came too late and later that year Nichi Futsu Citroën Jidisha Kaisha filed for bankruptcy.

Citroën set up yet another company Nippon Citroën Jidoshaisha Hambai Kaisha Ltd - The Japan Citroën Automobile Sales Ltd. Incorporating two of the previous company's main creditors this new venture agreed to carry on with the litigation over the Citroën but refused to honour the agreement to pay the previous lawyers. Said lawyers had been dragging their feet anyway (some things never change...). After consideration Messrs Kawase,

Arima and Baba agreed to reduce their bill from 30,000 to 20,000 Yen. Andre Citroën refused this as exorbitant, since no fresh case had been brought. He found himself in a delicate situation as he didn't know what future litigation might ensue and whether he would yet need their services.

In 1929 Yamonouchi was approached by a member of Nippon Citroën to see if some sort of resolution could be achieved. This involved asking if he would accept a directorship in the new concern.

At this time both Citroën in Paris and Nippon Citroën in Japan were investigating the possibility of an assembly plant in Japan. Much had to be agreed and trials as to what degree of local input would be most economic would make an interesting article in itself. Andre Citroën was dubious about the possible success of such an operation. He was not convinced that sales would achieve the levels required. A further complication to all these matters was that if a Japanese driver of the time wished to buy a different vehicle to his current car, he was required to obtain a new driving licence by passing a new driving test.... Given the dominance of Ford and General Motors this was a further impediment to any other manufacturer attempting to gain a share of the Japanese market. As to their Highway Code, the less said the better.

This background led to Yamonouchi suggesting in 1931 a potential compromise. Stating that he would be willing to sacrifice all entitlement to the Citroën name if he received an apology in person from a Citroën representative expressing sorrow for the attack against him. Further that a public statement be printed in both Tokyo newspapers, The Japan Times and the Japan Advertiser to the effect that an agreement had been reached between Citroën and the good doctor. Stating that his was a genuine mistake, without malice etc. (you get the picture). In addition he would accept the sum of 30,000 Yen or a Citroën car or commercial vehicle.

In January 1932 Andre Citroën wrote a letter refusing any possible amicable arrangement with Yamonouchi and his personal advisor in Japan Louis Garbe, suggested that it was probably wise to let this particular sleeping dog lie for as long as possible. In due course the French ambassador to Japan, Mr de Martel, was travelling through Paris in October 1932 when he called to see Andre Citroën. He informed him that Yamonouchi had announced his wish to surrender all claim to the Citroën name. So after years of causing protracted stress for all concerned, the machinations of Dr Yamonouchi fizzled out in a damp squib. 1930 had seen the beginning of an economic crisis in Japan which deepened further through the following year. Sales of vehicles of all types went into sharp decline. Most Citroëns had been sold in the main cities and more regional agents were now reporting no sales at all. By 1932 ideas of an assembly plant were fading fast and the difficulties of



1934 saw the official liquidation of all Citroën operations in Japan for a long time.

In the last issue I mentioned the upcoming auction of an AC4 up here in God's own county. The trimming had been completed in plastic rather than leather as printed. I had written pleather but I think I was corrected.... The car sold, but for a rather underwhelming £6,987.

A further correction, Mathewsons commission of 9% includes VAT, cheaper still!

These old buses all come at once it would seem. Another auction house located oop North is WB & Sons in Killingworth near Newcastle upon Tyne. They also sold an AC4 in their last sale. If the car looks familiar, then you need to get out more. I featured this very car when I met the owner at a local show and found he lived a mere spanners throw from Peel Towers. He wanted to sell due to illness, but sadly I received no enquiries when it appeared in these pages.

Another Parisian car, it was a very impressive top of the range model with lovely marquetry within. On display for some time in the Le Mans Motor Museum, it lacked further history. The car seemed



in lovely condition but when presented for sale in March the cylinder head was off. It made £7,357 and will make an impressive vehicle when running once more.

Christopher Bury emailed some time ago, with an image of a 5hp pictured in the showroom of the Arnold Clark dealership in Liverpool taken a few years ago. So I went a digging. The car is part of a large collection built up over the years by Sir Arnold Clark himself. Hailing from a very humble background, Clark put his time in the RAF during WW2 as a mechanic to good use once back in civvy street. Finding little work, he fixed up an old Morris Ten-Four and

sold it at a profit. He went on to develop a car dealership chain, eventually named Scotland's largest private company in the early 2000's. Declared the country's first car dealer billionaire he was knighted in 2004. His fortune was worth £675 million in 2014 by which time his company turnover had reached £3billion pa. Another inspirational tale.

So he was clearly able to afford the odd Citroën.

Known as Buttercup when at Liverpool, the little car currently resides in the Stafford dealership. I do hope it gets used occasionally.

Andrew Tweed

RWD enthusiast Mike Tebbett also writes:



The weekend of March 24th, saw the annual Light Car and Edwardian Section of the VSCC Welsh Tour and Trial with 156 pre-1930 cars entered..... I was the MSUK Steward for the event and use my TA as the official car! There were two rwd Citroën's, here is one of them, a rare rhd 5hp coupe.... see below.



I think it was a late entry owned by Nicholas Hildyard but was driven by Eddie Williams. Photo above by Phil Jones.

Also seen here (top right), photographed by Mike, is David Crouch's 1922 B2, with a rival (Renault, I think?)



Jaeger Fuel Gauge Sender Unit

Steve Reed was suffering from fuel gauge woes. Here is how he overhauled the sender unit

This is off my 1939 Paris built Normale and as far as I'm aware, is original to the car. Whilst it has never proved to have been particularly accurate, it has given me an idea of just how much fuel there is in the tank. However recently, after filling up, the dash gauge suddenly plummeted to zero, so, I was pretty sure that I had a problem with the sender unit. On inspection, it was found that the insulators between the body of the sender and the two wiring terminal bolts had completely failed, and the terminal bolts were shorting to the body. It was therefore necessary to remove the sender unit.

Safety first: 1. Disconnect the battery and 2. Find a non-combustible material to cover the hole in the fuel tank to avoid any debris falling into the tank, but also to stop the possibility of the vapours accidentally being ignited.

Once the lid of the sender unit has been removed, it can be seen, that there is a very basic variable wire wound resistor inside, with each end connected to one of the terminal bolts. The variation is achieved by a 'wiper' connected to the float arm; so, as the float moves with the level of the fuel, so the wiper moves along the resistor. Whilst to most it might seem weird, it essential that the body and the wiper are effectively connected to earth.

To dismantle the sender:

1. Apply slight pressure to the head of the terminal bolt with a finger and undo the small retaining nut and washers (make sure you correctly identify the position of the blue and yellow washers, matched to the main wiring loom) and again carefully remove the two bolts. The head of the bolt has a locating lug which could be damaged if allowed to rotate.

2. The wire wound resistor is now loose, but is a tight fit, and needs to be lifted out very carefully, a little at a time from each end, otherwise you could snap the resistor.



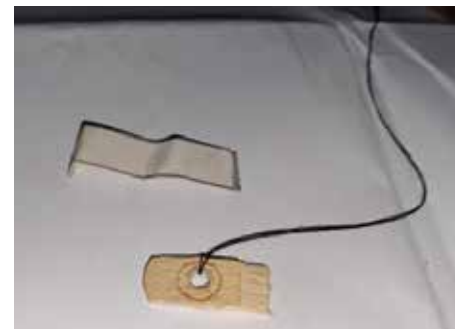
3. The wiper is now clearly visible and is fixed to the float arm by a single screw. Undo the screw sufficiently that it no longer grips the float arm, so now both the float arm and the wiper can be removed.



4. Just visible in the bottom of the body, is a small sprung wire clip secured by a very small screw. This clip effects an earth connection between the body and the wiper. If you feel confident and the little screw will undo easily, remove the clip and clean off any corrosion and replace immediately once you have given the body of the sender a good clean.



5. Check the wiper for any corrosion and any cracks in the wiper arms and again make sure the contact area between the base of the wiper and the spring clip is cleaned. Check also that the area on the wiper arms where they contact the resistor are clean and not damaged.
6. The next part really requires an ohmmeter to ascertain that the resistor wire is sound. On mine the resistor measures approximately 65ohms from end to end. Anything significantly over that or no reading at all, could mean there is a problem, which cannot be resolved, unless you can find someone to rewind it. Provided all appears well, a gently wipe over and a check that the contact edges on the resistor are clean, there is little more to do with this at the moment.
7. It was felt, that given the issues with new E5/ E10 petrol and showing signs of degradation, the cork float needed to be replaced with either a plastic or metal one. Unfortunately, the metal float we chose proved to have a leak and given the uncertainty of the longevity of the plastic type, we chose a new brass float. The problem now was, the new brass float had to be secured to the arm with a loop and given the amount of corrosion on the original arm, it was decided to fabricate a new arm. After some research, we found a 2mm diameter, ground 316 stainless sprung steel rod, which could be bent without the need for heat. The new arm was bent as the original, with an extra length to facilitate the loop on the end. The loop was formed slightly smaller diameter than the float and sprung open to attach it.
8. The unit was then re-assembled, the float arm had a taper ground on the end to help re-align the arm and the wiper and to correct locate it in the body of the sender unit. The little piece of card shown with the lolly stick was used to give a 1mm gap between the body and the wiper when it was re-assembled. I popped a little glue into the wiper screw hole before fitting the screw and clamping it to the float arm.
9. The lolly stick was used to spread the arms of the wiper sufficiently to allow the resistor to slot in between them and the piece of cotton to allow the removal of the lolly stick after the resistor was fitted. It must be remembered that the resistor and the two terminal bolts must not touch the body of the sender. At each end of the resistor there should be a small insulation piece that isolates it from the body and an insulating bush in the two holes to isolate the bolts from the body. I had mine made by a friend, who made 'top hats' (bush and washer in one) out of nylon. I polished the head of the terminal bolt and the brass end of the resistor to make a good contact. Align the resistor & bolt holes and fit the bolts, remembering the insulation pieces and bushes first, fit the coloured insulating washer, brass washer and nut, correctly align the bolt with the locating slot in the resistor and again applying pressure with the tip of your finger tighten the terminal bolts gently.
10. Finally, after fitting the sender unit back in the tank, clean the top of the sender around the short fixing screw and attach an earthing lead between the sender using the short fixing screw and body. Make sure you have connected the 'live' connections correctly; one member ran out of petrol, despite his gauge reading full.



Your Letters

A further guide for those new to the Traction and its idiosyncratic gear change.

David de Saxe's article with Tony Hodgekiss's later thoughts, (FP Mar-April), made fascinating reading; I'm sure there will be other members who've also experienced the problems he described.

In my case I had for some while had difficulty getting into 1st and then changing gears. Things got worse as the car warmed up and impossible after I'd lifted out the engine to pipe a servo and reinstate the original volute spring engine mounting.

James Geddes recommended this method to reset the linkages, it worked a treat.

However, if the selector box is in a bad state, prepare for some agony while you remove it then sort the springs, ball, bushes and if necessary worn forks and gate and then re-install it. Also check the rubber gearbox suspension block on top of the gearbox; Chris has spares.

Now, you will need an assistant.

Disconnecting the linkage.

- Slacken the 4 locknuts on the transfer rods, note 2 will be left hand thread.
- Remove the split pins from the two upper ball joints at the bulkhead end and slacken their nuts.
- Break the 2 ball joint tapers but leave the joints loose in the ends of the bell cranks. I used an ordinary small breaker as found in the bottom of my late dad's tool box. You will almost certainly need to de-clutch and select different gears for this operation so that the breaker clears the battery box.
- De-clutch and select neutral, check it is in neutral by wiggling the linkage at the gearbox end.
- Illuminate under the dash so that your assistant can see and hold the end of the gear lever and the selector forks.
- Disconnect the 2 broken ball joints and lay the nuts and anti-rattle springs safely aside.

The alignment:

- Your assistant must centre and hold the gear lever and forks in the central neutral position, evening out any play.
- Simultaneously find the mid play position for the rest of the linkage for one of the rods.
- If adjustment is correct, the broken taper will slide accurately together. Of course it won't, so...
- Adjust the rod length by rotating it or the broken joint until it does.
- Push the taper together by hand without the spring so that it holds.
- Repeat for the other transfer rod.

Fine tuning.

Now wiggle it all about and select, in turn, all the gears before returning to the neutral position.

- Separate the 2 ball joint tapers,
- Centre the gear lever as before,
- Centre the gear box end.
- Check that the tapers slide accurately together
- If not, make a fine adjustment.

Assembly

- Replace the anti-rattle springs, tighten the taper's nuts and replace the split pins.
- Grease the Eiffel Tower and oil all the lever and link ends,
- Wipe off excess grease and oil, it does nothing except collect dirt.
- Finally overall off, wash hands and drive to the pub. Well done you!

Selector box removal; a little encouragement....

Removing the selector box from the back of the dash is, as David gently suggested, a pig. This may help and will give you an idea of what you're in for:

- Remove the front seat squabs and cover the vertical parts of the seat frame with old blankets, towels or carpet.
- Place a board across the open door cills; this is for your shoulders.
- Now wriggle on your back under the wheel and onto the board and covered floor in the seat position (French cars) or similarly on the passenger side (Slough cars).
- Hang your feet and legs over the seat back or poke them through the window.
- Make yourself comfortable.

Did I say to take your spanners and tools with you? Whoops!

Have I just discovered the only advantage of a Slough Traction?

My 50+ years old splitter is approx. 150mm long. If you have a fine set of splitters or access to the club's set, fair enough. Otherwise visit your local equivalent of Khan's Bargain Emporium in Peckham and spend just a couple of pounds. You won't have any other use for it.

Mike Wilcock

Agreed Value Insurance Warning

A Cautionary Tale, Insurance and car valuation.

My Morris 1000 convertible was reversed into by a brewery truck at a traffic light at a railway bridge near to our home whilst waiting for the lights to change. The truck driver admitted that he could not see me, I was parked 5mts behind him. He had reversed so that he could let another vehicle come over the narrow bridge

I was hit with a loud bang. I took my car to the classic car restoration expert that I have used before, I have an estimated cost of repair of £7500. I thought that this sum would be recovered from the brewery. However as my car was only insured for £6000, my insurance company would not take a claim against the other party. I was initially offered the scrap value of the car £4300. I took legal advice and was told, in a very nice way, that it was my own fault for not updating the value of car. After intervention from Footman James, the £4300 has come to me as repair costs, but I am out of pocket. I found that by looking at private and commercial advertisements for

a comparable car that I would have to pay between £10,000 to £15,000. In line with inflation, classic car values and restoration have significantly increased.

I have increased the valuations of both my Morris and Citroen so that they are in line with the current classic car markets.

I pass this on in the hope that other classic car owners do not make my mistake.

Keep your car valuation up to date.

Julian Taylor

A timely warning, however there is another issue here. Julian advises me that he did not opt for an agreed value policy. So, in the event of a write off, he is at the mercy of a loss adjuster, who may or may not have a realistic view of classic car values, and who, in any case, is probably under pressure from the insurance company to keep values down as far as possible. Had Julian had an agreed value policy, he would at least have had £6000 in his pocket. Editor

Floating Power

Roger Grix's car appears to be hovering.....!



Climate Change

I read the article in the recent issue of Floating Power, March-April 2023 with interest.

There is a tendency to vilify all vehicles with internal combustion engines, and proponents of a cleaner planet are doing their best to promote EVs, even to the point that governments are pledging to prohibit sales of all new ice vehicles in about half a generation.

So far, so good. I am no scientist, but I do believe that human activities have an effect on global warming. Maybe not the sole cause, but in my view most probably accelerated by us humans.

But even if we accept that burning of fossil fuel in the engines of land-based modes of transport has a major effect, it certainly is not the only one.

The number of people on this planet has risen exponentially over a period of, perhaps two or three generations. All need food, shelter, water. In the industrial world that has been created to meet the demands of the people, this can only be met if we use means of transport.

Horse and cart no longer is adequate, even the narrowboats in the canals cannot meet the demand.

Leaving shipping - a major polluter - and aviation aside, there are hundreds of millions of cars on the roads. Plus trucks, and buses. And their emissions, yes, they do cause pollution. Significantly so.

I agree that something must be done, but what is the impact of historic vehicles?

There are so many variables involved.

Take EVs: Agreed, they do not produce any emissions. But do we really know how the electricity is generated? A large part of the western world still depends on oil and gas. Generation of electricity by water and wind turbines is increasing, but still cannot cope with demand. Since the Russian invasion of the Ukraine, the use of coal burning power plants that should have been decommissioned has continued.

Maybe nuclear power is the answer, but recently Russia has used nuclear power stations in Ukraine as pawns in a dangerous game of, well, Russian Roulette. A sort of blackmail.

So unless it can be guaranteed that EVs will run on "cleanly generated" power, they still can pollute. We just do not know to which extent. At least, the air in cities will be cleaner.

What is largely unknown, or maybe ignored for political reasons, is the fact that the mining of the minerals, needed for the batteries, is still highly polluting in itself. Often in remote areas, where governments prefer to look the

other way, the mines can be a very destructive element in previously pristine landscapes. Often polluting rivers and forests. And what will happen with the hundreds of thousands of obsolete batteries, at the end of their useful life?

At the moment, most older EVs can still be used, even if the range of ageing ones has dropped.

They can still be useful for commutes, shopping, school trips, but the end will come inexorably. And with it possibly large numbers of discarded batteries.

But this brings me to the next item: Cars, ALL cars, are being manufactured, nowadays mainly by robotic machines.

This process requires large amounts of energy, and raw materials.

Energy: see previous paragraph: it is not always "clean".

Raw materials: What materials are being used, and how much of it can be recycled?

Cars nowadays are being manufactured in large, if not very large factories.

Where do you think that your new EV (or petrol-burning) car has been built? Even if it bears the brand name of a European or American manufacturer, it actually may be assembled in Asia. Low wages countries that do not pay the same attention to the environment as we would wish.

And how did the vehicle arrive in your country? More than likely on board of a massive ship, built specifically for the transport of cars. And ships are notoriously fuel-inefficient, as well as polluting.

How does this all relate to our beloved Historic Vehicles?

To a certain extent, this has been dealt with in the article in Floating Power: most are not driven on a daily basis, they do not accumulate a high mileage.

But what is the typical lifespan of a modern car?

Usually 5 years or less in the hands of the first owner, maybe another 5, even 10 as a second-hand vehicle until they reach "banger" status, fail the MoT and are scrapped.

My daily car is a Saab, it is 19 years old and as such one of the oldest, if not the oldest, daily runner in our estate. It has done well over 150.000 miles, uses only a pint of oil over about 2000 miles and maybe will be good for another 5 years. Last year on a three week holiday in France, it did not miss a beat, not even in the extreme heat. Maybe it even will reach "historic" status, but we drive it hard. Most cars don't get that old!

Climate Change (continued)

We have established that on average cars meet, not their maker, but their end in a scrapyards after at the most 15 years. And I am overly generous: 12 years is possibly more accurate.

Our TA's are at least 65 years old. So, conservatively speaking, at least 4.5 times the lifespan of a modern vehicle.

During the time that our cars have been in existence, there has not been a production process requiring energy, raw materials, or whatnot.

When they were manufactured, there still were men (mostly men anyway) in overalls, putting them together. No robots, but a low-energy production process.

And when they were finished, ready to be delivered to the car dealership?

Well, quite a few were built in the UK, others in France and Belgium.

No large oil burning ship to transport them.

Maybe one of our readers will want to look up the statistics, I for my part have made the principal outline.

My conclusion: Climate change, yes it needs our utmost attention.

But the effect of historic vehicles on the climate?

Even "inconsequential" is an exaggeration if we consider the other factors.

Rudy Jakma, MA.

I am afraid that the current philosophy is definitely NIMBY. You clean up the inner city's airways at the expense of someone else, who either lives near a power station, or in an area where the raw materials are mined or recycled or the car is manufactured. It is my personal view that the extra charging capacity needed for a 100% changeover to electric, will result in just as much pollution from power sources, or the industries required to service them, plus there is now increasing concern about particulate pollution from tyre and brake wear, EV's being substantially heavier than IC cars. Editor

P.A.S.

Hi Bryan.

As per your recent writings about fitting power assisted steering, I can report that I had it fitted to my Light 15 in 2012 and a couple of years later to my Normale. Touch wood, no problems have arisen with the modification on either car since then.

Darrin Brownhill at Citroen Classics undertook the work, including supply of the kit. He is very experienced at fitting these kits and, if someone has to cut through the steering column, I'd rather it was someone who's sure of what they're doing (!) Since fitting, the PAS has proved a boon, mostly for parking up or manoeuvring in tight spaces. My personal choice is to use the high setting for parking etc and then to revert to zero in the Light 15 and to just above zero in the Normale for standard driving. Having the ability to artificially lighten the steering when necessary allows me to leave the tyre pressures at their original recommended settings, so there's no need to set pressures higher to facilitate turning at very low speeds. Living near the Pyrenees it's also quite handy to be able to turn the PAS up a bit for repeat hairpin bends on the mountains.

It also makes it easy for my wife Trisha to use the cars or share the driving duties on long journeys. I'm a keen feminist and I try to show that by encouraging her to chauffeur me around whenever the chance arises..... 😊

Thanks for the great work you do with the magazine; your Editor's Epistles are always a fund of information and research.

Kind regards,

BOB STREET

Hi Bob

Thanks for this.

I hadn't thought of the benefit of being able to run the front tyres at their 'designed' pressure. Should make the ride more deserving of the Floating bit of FP. I am in a local car club that organises a regular midweek run, quite often out into the Pennines, and it is quite possible to clock up well over fifty miles when the journey to and from the start and finish are taken into account. Not quite Alpine, but there are a lot of hill roads involved with sharp bends, awkward junctions at oblique angles and what have you, and after a long run, my arms are getting distinctly tired. Not to mention the heaving on the wheel whilst getting into a car parking bay in the carpark of the pub at the end!

I haven't been around to the fitters as yet, to look them over, but one of the other local members, Vic Lupton, (who has PAS on his Normale, bought in Holland and fitted by his local garage), has had another classic (a Scimitar) fitted by them and is very pleased with the service and the end product. Editor



Bailey's Banter

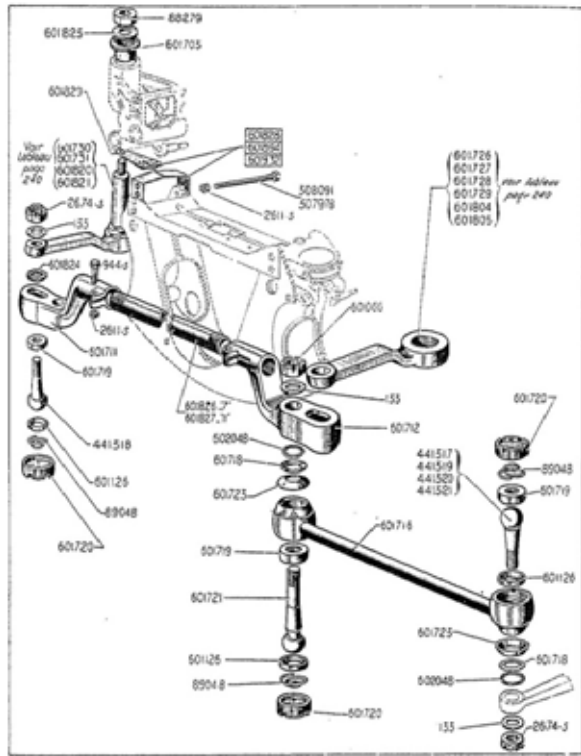
I recently wrote about the early Traction Avants that had no opening boot lid but two filler caps. I made a stab at the reason for no boot lid but am at a loss about the filler caps – there being only one tank.

Was this a way of standardising the car for both left- and right-hand drive models? Was it normal for cars to have their filler caps on the pavement side?

Some research was needed. I still have not found any explanation for there being two filler caps. However, they say it's all about the journey rather than the destination. During my investigations, I have reread several things and learnt about a bit more about these very early Traction Avants.

One of my sources was Jerome Collignon's blog – <https://jeromecollignon.blog4ever.com> . M. Collignon tells of his purchase of a 1934 11AL and his troubles getting it fixed.

I started writing this column to learn about the Traction Avant. I have been very happy with my progress so far but it seems I am starting to ask questions for which answers are more difficult to find. I may have to increase my game – or be satisfied with not knowing some things.

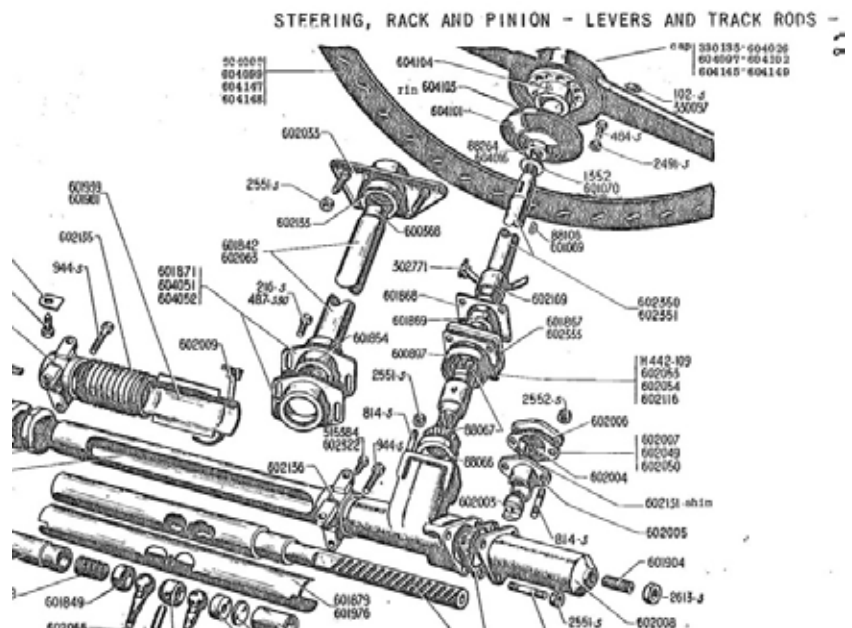


These early cars did not have the wonderful rack and pinion steering with which most of us are familiar. Instead, they were blessed with a worm and sector steering box. My '59 Chrysler has a recirculating ball steering box which controls the steering in a very similar way. The steering column is connected to the steering box which is connected to the driver's side front wheel. A bar, which at least in American car language, is called a center link connects this wheel to the other one. Another item called a Pitman arm mimics the action of the steering box at the other end of the link and controls the passenger side wheel. In Traction Avants the centre link crosses above the gearbox with apparently very little clearance.

M. Collignon tells of one of the people to whom he entrusted the restoration of his car increasing the clearance by machining metal off this link. In the Citroen parts diagram, the centre link looks to be a hollow tube so removing material seems quite foolhardy. This is one of a sorry list of bodes that more than one restorer inflicted on his poor car which,

despite such people, was eventually made to work as well as it did when new. This was of course not as well as the later cars, otherwise there would not have been so many changes made in the first couple of years of manufacture.

According to Wikipedia the basics of rack and pinion were invented by the Chinese in the 16th century so it beats me why any car manufacturer would ever have bothered with anything else. But they did – in fact the 1934 owner's manual for the Super Modern Twelve amusingly calls it "globular worm and roller type". The internet suggests that BMW were the first to put rack and pinion steering on a car, but I can't find anything to say which car that was and when. Certainly, the Traction Avant was one of the first cars to adopt it. Other car manufacturers were slower – even my 2000 Ford Crown Victoria didn't have it.



In 1934, Citroen, the great innovator, whose logo signifies an expertise in making gears, designing a monocoque front-wheel-drive car to save weight and improve driveability, for some reason initially shunned a gear-based innovation that would reduce weight and improve driveability. That, to me is one of the great unsolved mysteries of the 20th century. Right up there with the whereabouts of Lord Lucan.

The big functional advantages of rack and pinion steering are the lack of slop around the straight-ahead position which is inherent in recirculating ball steering boxes and the alignment of one wheel to the other. I would think that driving a Traction so equipped would be quite different than the later cars – especially if the early car was shod with Superconfort cross-ply tyres and the later car with Michelin X radials.

The Superconfort was a “low-pressure” tyre introduced by Michelin in 1932. The Superconfort Stop S came along in 1935 with a tread pattern optimized for braking on wet roads. The radial Michelin X didn't come along until 1949. Michelin say the first car to be so fitted at the factory was the Lancia Aurelia although Wikipedia says of the Michelin X “It was developed with the front-wheel-drive Citroën Traction Avant and Citroën 2CV in mind” – no mention of the Lancia.

An article by James Kraus on Auto Universum states “In 1949, the revolutionary Michelin “X” radial made its public debut and was offered as optional fitment on Peugeots, the Citroën 11 and Simca 8.

It was the Italians who led the charge to fully embrace the advantages of radial tyre construction. Lancia was the first, specifying the X tyre as exclusive factory equipment on their new Aurelia.”

I have experience of driving both my Chrysler and my old Spitfire on both radials and cross plies and know which I prefer. But I have only ever driven my Traction on Michelin Z tyres. The contemporary road tests that I have read make little mention of tyres at all and I suspect all the road tests were of cross-ply shod cars.



A road test by “The Motor” in September 1948, with a header “1949 cars” lists the Light Fifteen and Six-cylinder as being fitted with 165/400 and 185/400 “broadbase” tyres. The numerical description seems to be quite similar to the way radials are described – but it seems too early and the text makes no mention of any improvements in handling or tyre technology compared to previous experience. I am therefore not sure what “broadbase” means in this context. “The Motor” uses the same “broadbase” term in a 1951 road test but, again, makes no further reference to what it means.

I had assumed that, following the introduction of radial tyres to the market in 1949, Citroen had offered them as standard on Tractions. Now I'm not so sure and I think that, whilst Citroen introduced the DS and ID cars with the Michelin Z they kept the Traction on cross-plys as standard. Does anyone know better?

Longstone Tyres will sell you Superconfort S tyres and have a really nice video on their website in which Michelin demonstrate what you can do with your RWD Citroen if it is so fitted. It's worth a look to see the U-turns and zigzags. It's worth a look if you have a few spare minutes.

I started writing this column to learn about the Traction Avant. I have been very happy with my progress so far but it seems I am starting to ask questions for which answers are more difficult to find. I may have to increase my game – or be satisfied with not knowing some things.



I hope you are reading this on a warm and sunny Spring day and memories of a dull wet March are behind you.

If that is the case my Traction will be welcoming the change because it has been doing a sterling job over the last couple of weeks negotiating puddles and rainstorms and potholes hidden in puddles. This is because the car that should have been doing this has sprung a leak of the green fluid type.

Consequently, not only have I had to dedicate time to taking all sorts of bits off to get to it and I have not wanted to start a job on the Traction that leaves me with no usable car. I have therefore still not fixed my indicator switch or done any of the other things I have been thinking about doing.

My Traction does not leak much – a little oil out of the gearbox because “they all do that, Sir” and I may admit to the odd drop from the engine oil breather but that’s about it. And to be fair, it doesn’t leak much rainwater in. The door seals are not in good shape and do let some water in but not much. So why have I been finding my seat wet? It’s not my age because it’s already wet before I get in.



I won't keep you guessing – it seems that, depending on the rain direction, a little rain can leak past the wiper spindle seals. My car, being 1951 has the wipers at the top of the screen. The driver's side wiper has a knob to manually operate it and rain appears to be able to run along the spindle and drip from the knob. Whilst the knob is not above the seat, it is above the top of the steering wheel onto which it drops. And so the droplet will run around the wheel and drip from the bottom – which is of course above the seat.

It's not a lot of water and I can live with it until either I replace the spindle seal (again) or fix the DS so I can put the Traction back in the garage. But it reminds me that the steering wheel



is past its best. It's a standard two spoke black plastic wheel – presumably made of Bakelite. The glossy finish is worn through. I understand that this is partly just physical wear but is also accelerated by the acid from one's hands. Imagine the sweat from turning the wheel in a parking manoeuvre on a hot day (to which I am very much looking forward). If your own wheel is like this, you'll know that when it gets wet it covers your hands in black sticky goo - most unpleasant and not what you need when arriving somewhere nice.

What to do about it? Choices include – do nothing (which has stood me well for many years), repaint it, replace the wheel with a new one (about 125 euros), or find a nice Quillery wheel. I had a quick look for the latter and found one for 1200 euros plus shipping – from Canada. Much as I'd like one that's too much.

I think I'll start with continuing to do nothing for a while then take the fix it option. That involves cleaning it up, rubbing it down and painting it. The choice of paint type will likely be quite important – being plastic, albeit hard Bakelite, the paint will need to allow for some flexing. It will also need to be tough enough not to rub off on one's hands or the whole exercise will have been futile.

Doing this properly will require removal of the steering wheel. I can't remember doing that on this car but I imagine it will be the same struggle as it is on other cars. There don't seem to be any holes in which to screw a normal puller – this is because the manual shows a special tool which pulls on a collar behind the wheel. I don't have one but it is included in the TOC tool kits – available to TOC members from the local area coordinator.



However, the wheel is attached to a hub by three bolts. So it should be possible just to remove the wheel from the hub without having to pull the hub off the shaft.

Slough car steering wheels seem to be plastic coated aluminium castings. The TOC Forum shows wheels which have had the plastic stripped from the spokes and the aluminium has been polished. I believe that the French wheels are Bakelite moulded around a steel rod. Sometimes the Bakelite can crack which makes people worry about the strength of the wheel – but the strength comes from the metal inside. Cracks can be filled – but mine is not cracked, just worn.

I only described above the advantages of rack and pinion, but one (and maybe the only) disadvantage would be that there is no demountable joint between it and the column. To remove a rack, you need to lift the front of the car high enough to enable it to be removed with the steering column shaft still attached. That is a small price to pay for a much better system.

A Traction came up for sale recently at Anglia Car Auctions – thank you to 2 and 3 Horse columnist Richard Morris for bringing it to my attention. Lot 269 was a 1952 Light 15 which went for £7668 including the buyer's premium (8% + VAT) so I guess the hammer price was £7000. If you are the new owner – well done. If you are the seller (the car sports a TOC sticker), I hope you enjoyed the car and that you've got yourself another one. This one looked really quite nice – a little work

needed to fix some splits in the seats but the steering wheel looked very nice (like mine it is missing the centre cap). Under the bonnet all looked very functional rather than showroom and the video showed it running well, although the driver wasn't too hot on changing gear quietly. Is this price a true reflection of the true market value – or was there only one person seriously looking to buy that day? If it is true the Traction Avant is a proper bargain – but it would be an expensive way of buying a steering wheel.

Very soon, in May, we will be in Jersey with the TOC and then June will find us in Devon for the TOC National Rally. Sunshine guaranteed*. There's still time to book!

*sunshine not guaranteed

Chris Bailey

Big 6 Downunder

Kevin Taylor is getting into the nitty gritty of his electrics now, as well as correcting the setback of a paint reaction on part of the roof.

After failing to find a supplier for the indicator conversion, Bryan told me about SCV in the UK. I contacted them and have received the kit shown below. It is a straight swap and is a simple solution. The kit comes with two bolts, one for each side. It does not provide a shortened version as the ones provided would hit the small bulb as it is so close to the body of the light. Time to cut down a bolt of the appropriate length.



I have also obtained a wiring loom from Bob in Canberra which means I can now start to replace all of the existing wiring which as you would expect is completely rotten. There are three main sections, the dashboard, rear and front and separate tails for the headlights and horn etc. Feeding the rear loom through the upper sections of the roof proved challenging as was getting the trafficator loom in place. Bob suggested that it is easier to rewire the dashboard whilst it is off the car. To this end I rigged up a temporary table where I could solder the different electrical connections. Being colour blind means I have to ask the wife to check some of the connections before I make them. All good fun.



Previously I have mentioned that the paint had blistered on one side of the roof. After several attempts to rectify the problem I decided to strip it back to bare metal. It was mentioned before that paint sometimes reacts with the lead used to finish the roof. At the time I discounted this as it was only occurring on the left side of the vehicle. The lead does appear to have tiny crow feet cracks so I will seal this before trying to repaint. I also suspect that some of the blistering is being caused by moisture in the airline.

The rubbers needed for the windscreen wipers arrived today which means I can finally tick another box and attach the wiper motor to the electrics. I have ordered a pair of 12v horns from Holland and indicator lights from the UK which will mean I can finish wiring up the loom.



Interesting to read about your issues with lead loaded areas and a paint reaction. I have searched the internet for some reference to this, but can't find anywhere, any advice or warnings about lead producing a paint reaction. Could it be some other contamination, for example silicone, which is nightmarishly hard to eradicate?. The cracks in the lead could presumably also harbour moisture if you are spraying in humid conditions or have wet sanded the area. Some kind of epoxy primer might be the answer, or something like Dolphin Glaze, which is a two pack self levelling stopper..

Traditional lead-based body solder usually comes in bars consisting of 30% tin and 70% lead. This mix produces a solder that is easily applied to vertical and horizontal surfaces, with a low spreadable working range (361° to 489° F). Body solders containing lead MUST be leveled by filing -- sanding is never an option, because sanding lead-based body solder would put toxic lead dust in the air, and grit from the sandpaper may embed in the solder and cause corrosion.. Editor

The Dreaded MOT : 1

You will be aware that the DfT have been conducting a consultation recently about the current MOT process. Most of this concerns modern cars and is aimed at making the process even more automated and taking into consideration the uptake of electric vehicles, and eventually autonomous vehicles. Many of the questions were very technical and motor trade related, and it is unlikely that anyone not directly involved with the industry would be able to give a credible answer.

There was however, one item in the questionnaire that the Government posted online, that questioned whether the respondent felt that the MOT free status of older vehicles was correct. Now, the MOT free status of historic vehicles has been the subject of much discussion in certain quarters and elements of the motoring press and motoring related media have cast doubts on the validity of there being no 'official' safety check and the likelihood of there being disastrous consequences. However the zero MOT policy came into force several years ago as a result of the increasing irrelevance of the test to many historic vehicles, and there is no statistical evidence that anyone has produced to suggest that there have been any motoring disasters as a result, and this is also verified by the insurance industry who are not aware of any upsurge in claims arising from accidents created by unroadworthy Historics. It has remained possible to have any car MOT'd, whether it is a legal requirement or not, but the number of garages who are able or willing to do this appears to be dwindling rapidly, particularly as older staff members retire, and the current test regime is distinctly not fit for purpose as far as most early to mid 20th century cars are concerned. More elements of the test are now becoming a question of 'computer says yes/no' rather than being subject to the practical eye of the experienced tester, since they require a response to a database of manufacturers information to be fed into the MOT system, and the computer says whether things are okay or not, and that is that.

FBHVC's view is that on the basis of current data, the status quo should be maintained and there is no reason to revert back to compulsory testing as such.(see Newsletter 2, 2023, page 4).

The club's position on this has not been stated formally, previously. Most of you are more than competent in terms of maintaining your cars and due to some of the technical quirks of the Traction, and indeed many other pre and early post war designs, aspects of the test would require some significant background knowledge on the part of a tester, or a considerable amount of research prior to testing the car concerned. It seems unlikely, given the relatively small numbers of cars involved, that the Government would instigate a simplified MOT test, or indeed that most of the motor trade would actually want to subscribe to it.

In addition to routine maintenance, the club therefore supports an annual or biennial check-up, depending on how frequently the car is used, carried out by someone who is familiar with this kind of car. This could be yourself, but ideally would be a third party. If you are fortunate enough to have a local garage that is familiar with historic vehicles, or are close to a marque specialist, then it is suggested that you submit your car periodically for at least an 'unofficial' inspection. While a formal MOT is not legally required at the moment, if you feel that there is a local business capable of carrying out a formal MOT, and you are willing to take the risk of any complications that might arise, then that is also a way forward. If you do not have either of these options available, then consult your Section Representative, who may well be able to point you at someone in the Section with sufficient knowledge to look over your car and give a view on anything that is needed.

None of these options, official or otherwise, provide any kind of warranty or will isolate you from the personal responsibility of making sure that your car is legal and roadworthy. Any inspection or indeed an official MOT, is only valid on the day carried out, it is not a guarantee of ongoing roadworthiness, and you assume the responsibility for the ultimate condition of your car, every time that you take it onto the road.

If you have any strong views on this, then the Committee would like to hear from you.



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The Dreaded MOT : 2



Safety Checks: So what next?

The following list looks at a series of safety and environment related checks and compares them to the same series of checks that an MOT station might apply. You will notice that a tester will not dismantle key parts of the car such as the brakes, so on a drum braked car, will be unable to see whether the linings are worn down to a dangerous degree or not. Nor will he be able to physically examine the body structure, merely apply a visual check without any tapping or probing. He may also struggle to test headlight adjustment, and there are other grey areas that may also trip up an otherwise fair MOT. **All the MOT really means, legally, is that the car was deemed safe at that time and on that day. As we all know, you can get a pass one day, and then have something go wrong only a few driving hours later. You as the driver, are responsible for the roadworthiness of your car, regardless of any other certification of condition that you may have.**

Much of what follows you can do yourself, almost regardless of your expertise in car mechanics and application of a little commonsense and a jack and a set of car ramps will take you even further. A lot of cars fail on relative trivia, eg: blown bulbs, worn windscreen wiper blades and dodgy tyres. You should, if you drive the car regularly, be aware of whether anything is going significantly amiss in terms of braking and steering and if you are inheriting or buying a car that has been off the road for a lengthy period, then you should factor in the need to re-commission the car prior to use, based on many of the items on this list. Regular maintenance is the key to all of this, and a car that is properly looked after should cover most of this ground automatically in terms of safety points. Any car, ancient or modern, will eventually become a death trap if simply driven without any maintenance.

Interior:

- Seats must be secure.
- Door catches must all work.
- Seatbelts, if fitted, may be tested at MOT. This is a grey area, since the installation is obviously not a factory one and so a few testers may take the view that it's a fail, although no seatbelts is okay since they were never fitted by Citroën. If your tester is adamant about this, then, in extremis, a temporary removal may be necessary for test purposes!
- Switchgear must be in good order. Warning lights or an audible sounder required for flashing indicators, if fitted.
- Ditto main beam warning light, although again, this is a grey area (as any 2CV owner will know) . Were they original equipment or not?
- Speedometer. In theory must work, but in practice, is often not tested since the MOT doesn't include a road test these days.
- Rear view mirror present and usable.
- Steering wheel is secure and undamaged.

Exterior Checks

- **Lights:** All to be in full working order and headlights with reflectors in good condition and correctly adjusted (see manuals). Whatever indicators are fitted must also be in working order. An MOT station may not be able to test headlight alignment since their equipment cannot easily be placed right up against the headlamps. Switchgear must be in good order.
LED headlights, etc. are permitted on this age of vehicle, although some testers have tried to claim a fail. The MOT guidance has been amended now to allow for same.
- **Windscreen wipers** functional/in decent condition. No legal requirement for washers but if present, must work!
- **Exterior/ Bodywork:** General condition of bodywork. Eg: Sharp edges on rusted wings, etc are a no-no (danger to pedestrians). Loose components, visible damage, evidence of serious leakages, wiring or pipelines hanging down, rubbing against exhaust or suspension, missing bumpers but protruding brackets, etc.
- Bonnet lid latches secure and working.
- Proper secure fuel cap.
- Undamaged windscreen. (Chips, cracks etc. within swept area of wipers)
- Number plates must conform to standards.
- Position of indicators if after market types (particularly Slough cars).

Under Bonnet Checks

- **Batteries** need to be securely clamped down.
- **Vehicle structure:** Visible condition, no obvious corrosion or other damage.
- **Braking System:** Leaks, damage to pipes, security of master cylinder.
- **Fuel system,** obvious leaks, security and condition of fuel lines.
- **General:** major leaks of oil or coolant.
- **Steering and Suspension:** not much to see on a Traction from under the bonnet.
- **Engine mountings** condition.

Under Vehicle

- **Condition of vehicle structure. Corrosion** to structural elements is the big killer here. Officially there should be no structural corrosion within 300 mm of a suspension mounting point. Underseal obscuring possible repairs or weak areas is often an MOT advisory, as may be visible light surface rust. Testers are not allowed to probe to the degree that used to be the case, this means that an underbody assessment cannot be fully comprehensive in the official test unless there are actual visible holes, bubbles etc. The official line is: 'Having identified the important load bearing members and 'prescribed areas' on a vehicle, the tester should determine whether they are excessively corroded, firstly by visual inspection and then by finger/thumb pressure. If necessary careful scraping or light tapping of the affected areas with the Corrosion Assessment Tool is permitted. Excessively corroded metal, or metal treated with filler, emits a duller sound than does unaffected metal. It is not necessary to apply heavy impact blows or to use a sharp instrument to 'dig' at the structure.'

You, however, can poke and prod to your heart's content. Cill corrosion is likely to be a structural issue eventually, as is rust in jambons.

- **Suspension:** Check all metallastic bushes for degradation, play and metal to metal contact. Check shock absorbers for leaks, worn bushes and corrosion on bodies. Check operation by pressing down on each corner of the car to determine whether the car continues to bounce more than once when released. Check all components for significant corrosion.
- **Driveshafts:** Check for undue slack in CV joints/UJ's in front driveshafts. Listen for clicks or clonks on full lock. Damage to rubber boots on CV joints is an MOT fail.
- **Steering:** Look for play in swivels, track rod ends, etc. Check for play in the steering rack, be aware of any clonks or lost motion in the linkage when testing the steering whilst at rest. Cars with rack and pinion steering will have little or no lost motion evident if the system is in good condition. An assistant to manipulate the steering wheel while you observe the various parts of the linkage is desirable. Again damaged dust seals may be a fail, even if the joint is otherwise in decent condition.
- **Wheel bearings:** Check for slack/noise in wheel bearings by rocking and rotating wheels, (relatively easy on rear wheels, less so on front hubs). You should be aware of any odd noises anyway, such as knocks or whines, when driving the car, especially when cornering at speed.
- **Wheels/ Tyres:** Check tread depth in line with MOT requirements. Look for cracks, bulges, etc in sidewalls and within tread grooves. The current MOT does not legislate for tyre age, but industry advice is that you should discard all tyres at 10 years old max. Spare, if present, should also comply. No bent or damaged wheels.
- **Brakes:** This is a more difficult one. The MOT tests brakes on a dynamic roller setup which determines the amount of effort required to stop and whether braking is equal side to side. It also tests resistance of the handbrake. The system needs to know the weight of your car, the database will not contain details of a car of this vintage but will simply say that the car does not need to be tested. You will probably already be aware of defects such as brakes pulling to one side whilst driving. Ditto a reduction of handbrake efficiency. However, a deterioration in overall efficiency may not be so evident, if gradual. The MOT does not, as part of the test allow dismantling of brakes to determine whether there is sufficient lining left on shoes, or whether there are leaks from wheel cylinders. You will need to have the brake drums removed periodically to determine this. This is straightforward for the rear brakes, but less so on the front.

Signs of hydraulic leakage from wheel cylinders down the inner face of the wheels and tyres, or from any other point in the brake circuit should be investigated and dealt with and may be an MOT fail.

Condition of **flexible brake hoses**, present on front wheels and connecting the rear axle beam to the main circuit. These should be checked for distortion, splits, or leaking. (see picture)

Brake lights should function with only light pressure on the pedal.

- Condition of exposed **metal brake pipes** (ie: corroded/pitted/ kinked or damaged in some way) You may only be able to see the exposed ends of the pipe running from front to rear if it has been passed down inside one of the triangular floor pan stiffeners. Some MOT testers may fail pipes that have any kind of thick coating on them, on the basis that it may conceal defects.



- Leaks from the **fuel system** at joints. Condition of flexible sections which may perish if subject to E10 fuels. Condition of **fuel tank** viewed from below (ie: is it damaged or rusting away?)
- **Oil leaks** are an advisory on the MOT test. Good luck with that one!
- **Exhaust** to be leak free and to have hangers in good condition . Visible corrosion can be an advisory.

Emissions:

- Exhaust smoke can result in an MOT fail in severe cases or an advisory in less severe cases. Petrol vehicles used before August 1975 and diesel vehicles used before January 1980 are emissions tested by sight, rather than by use of a gas analyser..

General:

The tester may flag up issues that are outside the checklist, but that come to light on his inspection, and are obviously safety issues, eg: exposed electrical connections or bare wires in loom.

There are, of course a whole raft of additional things on a modern car that attract the testers attention. Warning lights for environmental or safety related issues, hazard lights, brake servo operation, PAS etc. If you have upgraded your car to provide some of these things, then they too may be subject to a test.

Use ramps or a lift to go underneath. Jacks are for wheel changing, not underbody work. If you feel uncomfortable with all or part of this, then you need to seek help. Have a chat with your Section rep and see if there is a classic friendly garage nearby who will give your car the once over, or someone in your Section who has the necessary skills to help out. **Or, submit for an official MOT, but bear in mind that if there is an official fail, then you are legally off the road until repaired to the tester's satisfaction, as your car will then be deemed officially unroadworthy.**

Bryan Pullan

Photograph at head of article by courtesy of Attraction 338/ Traction Avant Danmark,

Distorted brake pipe photo by member, Ronan Sill, found on his recently acquired car after a post delivery inspection by him. Picture below: Editor.





In Committee

Committee meeting held on 26th February via Zoom.



Editor:

- More technical articles needed please plus lots of photos of social events over the Summer.

Membership:

- we currently have 603 members - numbers appear to be falling slowly each year.

Treasurer:

- Cleve has now fully taken over as Treasurer – unanimous huge thanks and appreciation passed on to Tony for all his work over the years.
- Our Company address has changed to Ian Harvey's Home as Company Secretary. The plan is to move onto using QuickBooks more effectively for invoicing and payments.

Website:

- Simon looking at alternative Companies to host our website when renewal due in April – hopefully cheaper and faster operating. We need to be mindful of copyright in FP and on our website.

Spares:

- Chris was absent from the meeting but reported he is still having problems with parcels from abroad. Cleve has set up an online account with Parcel Force so hopefully this will alleviate some of the issues.

AOB:

- Jim has been in touch with Stellantis and hopes we will get support from Citroen UK for the Motor Show.
- MOTs – there is a review of the MOT system, which also presents the slight possibility that MOTs will return for classic cars. It is difficult for the TOC to have an opinion on this as even amongst the Committee we had differing views. We agreed to monitor developments and consult with our membership if necessary. (see separate articles in this magazine. Editor)

Social:

- Thanks to Jim Gibson who has agreed to take on the role of Social Secretary.
- The Jersey Rally has 33 cars & 67 people attending. Annual Rally has 23 cars so still plenty of room for more to book.
- Jim has booked us a Stand at the British Motor Show again at Farnborough. Also looking at CarFest but as it is the following weekend it is probably not feasible.
- Bernie has been asked by Traction Universelle to be their UK ambassador for the 2024 meeting in Charade – the website and more information due out soon.

Next meeting planned for June.

Bev Oates

New Members

Welcome to the Traction Owners Club to the following:.

2913 Ronan Sill	Burton On Trent	Staffordshire
2914 David Lawson	Sacramento	USA
2915 David Brown	Stockton-on-Tees	Cleveland
2916 Robert Lister	Farndon	Chester
2917 Anthony Titcombe	Canterbury	Kent

Hazard Warning Lights

Following on from a recent article in FP about the desirability of fitting Hazard Warning Lights, Northern Section member, Ian Gardner decided to have a go.

Many of us like to improve our Classic Cars to cope with 21st Century driving, whilst trying to keep them as authentic and original as possible, certainly not venturing to the Dark Side of customisation and restomods. Acceptable improvements usually fall into three categories.

- Performance Improvements such as engine upgrades, CV joints instead of UJs, Alternators, etc.
- Comfort Improvements, like fitting a heater that blows warm air, power assisted steering and discretely hidden radios and USB connections.
- Safety Improvements such as Seat Belts and LED lights.

It is in the latter category that the latest addition to my 1957 Normale falls. No matter how well maintained your car is, many of us set out on long journeys hoping that we will make it without breaking down and we fill the boot with tools and spares just in case we do. Should the unthinkable happen, one of more modern standard features of today's cars that you will have wished that you had, are Hazard Warning Lights.

In order to make sure that I was prepared for the unthinkable, I recently installed the latest product from Better Car Lighting in the form of their Hazard Warning Light Kit.

This is available for 12 volt cars with specific kits for negative or positive earth. The kit itself comprises of a prewired electronic relay, a combined switch and warning light, switch bracket, Scotch Locks and easy to follow instructions. The new unit requires connecting to a permanent live, an earth connection and two remaining wires attaching to the left-hand and right-hand flasher feed wires. All the wires are labelled for ease of installation.

It took me 30 to 40 minutes to locate and attach the live to the ignition and fit the wires to the existing Flasher unit. Luckily, I had a redundant switch in the dash that I substituted with the new Hazard Button, which looks suitably retro amongst the existing controls. Scotch Locks are provided, but you might prefer to use more secure Ring Cable Ends were appropriate.

The conversion worked first time and my only criticism is that an audible warning when the Hazards are activated would be useful, since the light is not necessarily easily visible in strong daylight.

Now that the kit is fitted and tested, I hope that will be the last time it is used!

Ian Gardner

Better Car Lighting can be contacted at : www.bettercarlighting.co.uk
enquiries@bettercarlighting.co.uk: 0121 773 7000

The Traction Owners Club have no commercial relationship with Better Car Lighting, and other hazard light conversion kits are also available.





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.

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

British Motor Show: 17 -20th August. Farnborough.

The club will have a stand at this event. **Use club code CLUB 10 to receive a discount on online admission bookings.**

As joint winners of their Owners Club of the Year with our fellow Citroën clubs fielding 50 plus cars spanning nearly 100 years of manufacture we are looking to create another fantastic Citroën display this summer.



Set up day is on Wednesday 16th for any cars that are available for the full event but as previously we will be able to accommodate you as day visitors to add to the display providing you arrive by 08.30 and depart after the show closes at 6pm .

Please let me know if your car(s) is/are available and we would like hear from anyone who could volunteer to help us man the TOC stand, whether they have a car on display or not!

Jim Gibson - 07594 232602 - surrey-hants-sussex@traction-owners.co.uk

Citroën Traction Avant

90TH ANNIVERSARY Clermont-Ferrand, Circuit de Charade, from May 9th to May 11th 2024



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

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

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

CLASSIC CAR INSURANCE

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

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TOC SPARES HOTLINE

01243 511378

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

Email:

spares@traction-owners.co.uk

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

www.traction-owners.co.uk

TRACTION



REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

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

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

James Geddes

Morpeth, Northumberland.

07783259874

www.tractionrepairs.uk



Citroen Classics

Tel: 01784 452299

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

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

Call us Today!

** We use and stock non-toxic Propylene Glycol coolant **
** EZ electric power steering systems supplied and fitted **



www.citroenclassics.co.uk

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

Classified Adverts

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

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

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. 12v 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 Citroen 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 Weston Super Mare.

FOR SALE:

Citroen 1952 11BL

I am selling YFF427 as am away too often, too long to make best use of it. Cute & compact French built Légère, LHD, original in black, cream wheels, 6 volt, front seat belts, very nice condition, pulls well and has never let me down. Benefitted from Darrin at Staines engine out bottom end check and clutch inspection, new NSF driveshaft & brake drum, and front & rear brake seals. New OSF driveshaft fitted with John Gillard. Recent coil, leads, points, condenser, cap, fuel pump, tank sender, spare Solex carb kit & drum puller.

£9300. Can be seen Reigate. Contact Mike on thewestmans@gmail.com; or 07593 067840.



FOR SALE:



Citroen Traction Avant 11B Normale

LHD in need of 'restoration' no hubcaps, no chevrons, engine free „last ran early 90s. offers around

£3500 Contact details Dave 07962400585 East Yorkshire (non member)

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:

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:

Many Traction parts for sale. Images available of all items
Three Slough chromed grilles
Carburettors. 30mm. sidedraught
Solex with inlet.
Solex35 FAIE x2 with inlet manifold and heat shield.
Used as a performance upgrade over the standard carb.



Exhaust manifold for pre war side draught carb. Part no. 452633
11D cylinder head complete.
Gearbox case, no internals.
Track rods and track rod ends.
Slough chevrons
Pair of front torsion bars, plus one.
Six wishbones with shafts.
Starting handle.
Front suspension cradle, excellent.
12" brake backplate.
Several headlamp plinths and spats.
Radiator
Bell housing
Excellent front wing NS very early with circular horn aperture, possibly NOS. Part no.298731
Excellent small boot
Various door locks, window winders, brake cylinders, wheel nuts plus many small fixings and bits and bobs all at a reasonable price
please call Dafydd Evans on 07944131671 or e-mail dands@btinternet.com (Mid Wales.)

FOR SALE:

I have a fully reconditioned Lucas Starter Motor, 25531 D, 12V (52) M418G for Sale to suit Slough Traction's 1946 onwards. Professionally Reconditioned. Receipt included with sale. **£145 + £16 postage contact**



Davy Selfridge 07729518992 email davidselfridge52@icloud.com more photos or information if required.

FOR SALE:

Three Michelin X tyres. 165x400 Date unknown but with plenty of rubber. Offers? Or swap with other Traction bits.
ronanjacksill@gmail.com

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

PARTS WANTED:

Two wheels with slots as per late French Tractions.
Two pre 1953 wheels will then be available!
email ronanjacksill@gmail.com
(Burton On Trent)

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:

Citroen, The Great Marque of France By P. Dumont
£25 + post



75 Years of Citroen in the UK From A to X
By John Reynolds £10 + post

MEMBER SERVICES

Classic Citroën Specialist.
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For servicing, repairs and restorations.
Contact: [fb.me/DevonTractions](https://www.facebook.com/DevonTractions) or ring **Mark on 07973 192 198**

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

TOC SHOP

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



TOC Grille badge £20.00



Polo shirts with new logo: various sizes £15.50



TOC Mug, essential for the workbench: £6.00



Hi Vis Vest £4.80



TOC Leather Key Fob £8.00



TOC Binder to keep the back issues of Floating Power tidy £26.



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

