

Floating Power

March - April 2024

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

Published bi-monthly since 1976
Floating Power is the official magazine
of the Traction Owners Club Limited.

Registered Office:

Registered in England No 2920390
VAT Registration No. 993 2444 92

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Missing Magazine?

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Be a part of Floating Power...

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

Sunday 14th April 2024

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Good traction turn out at a Summer car show at Mawdesley in Lancashire, back in 2018.

Image by Editor'



Editor's Epistle

We entered the world of electric cars this last month. I say we, it was my wife actually, who decided that she needed a new car to replace her Renault and has bought a self charging Nissan Hybrid, partly on the strength of a promise of fuel consumption in the higher fifties.

As you know, I am a bit of an electric sceptic, but I have to admit that there is some clever technology in this car. Of course it only does a couple of miles at a time in EV mode and has petrol engine propulsion for the rest of the time, but it is clever (I think) the way it chops and changes between one mode and the other, or indeed uses both if you really push the boat out, and there is a certain satisfaction, I suppose, in being able to get to the Asda down the road without slurping any petrol away. Of course, we don't suffer the main drawback of the pure electric car, range anxiety and the grapple with the various apps on your mobile phone when you do find a charging point. Alas the mere presence of a drive battery in the car seems to have pushed up the insurance premium sharply, so it isn't rosy all the way to the bank. As for the fuel consumption, early days yet....

We have a letter in the magazine lamenting, amongst other things, the relatively high price of Tractions, and its impact on membership numbers and coincidentally, we also have the results of the latest FBHVC survey of the movement, also set out in our news section.

One figure from the survey that is interesting is that 51% of historic vehicles are worth less than £10,000, (presumably as valued by their owners). How this relates to other figures that I have also seen that suggest a drop of up to 25% in values would be interesting to know. I haven't recently been asking those who sell their cars through the classifieds whether their expectations have been met, but will be resuming, not with any intention of publishing individual details, I might add, but to enable us to feed back into the Buyers Guide which may be getting a little out of date by now. A quick scan through the classic car sales websites shows half a dozen, mostly in restored condition for sale around the country for around the £14-£15k mark. What they actually sell for would be interesting to know, but alas very few publish their actual sale prices.

So is a Traction an appreciating asset? I think that mine cost around £10k back in 2014. It was a previously restored example from South Africa and needed a few upgrades, like a set of better tyres, and some door seals, but was generally smart and good to go. Over the decade it has had a new gearbox and drive shafts and an alternator conversion, plus sundry other lesser improvements and still looks good with a nice interior and good paintwork. What is it worth now? Difficult, but if it is valued at, say, £14k, then I have lost money, having probably spent at least £6k over the decade on various repairs and upgrades, so not a cheap hobby and certainly not an investment. But it has been fun over those ten years, and at the end of the day, that is what it is all about.

Simon Saint's report on the Amicale AGM also makes interesting reading, with generous figures recorded for visitors to the 2CV world meeting at Delemont in Switzerland. 15,000 visitors were reported, suggesting an upbeat interest in older cars. However, as we all know, there is a significant difference between taking sufficient interest to go to a car show as a visitor, and the desire to actually own and use one.

Booking is taking place now for the Brittany Rally and elsewhere in the magazine are fuller details that unfortunately didn't quite arrive in time for the deadline for the Jan/Feb edition. Just to put the wind up all Brits contemplating taking their classics abroad in the future, there is a piece in a recent *Classics World* by columnist, Ian Ayre, suggesting that that ULEZ mania is steadily gripping France, there are increasing numbers of cities where old cars are off limits, and it's not just the cities. There is talk of the whole of the Aix-Marseilles - Provence region becoming a ULEZ zone, and even murmurings of the whole country banning older and classic cars. Ian believes that this is a real possibility, due to the fact that there isn't a suitably well entrenched old car lobby within the French government, unlike the UK, and suggests that we enjoy it while we can!

This would be rather dismaying for members who live for at least part of their lives in France, and for those also who enjoy the regular jaunts over to France as a popular club event. Even more dismaying if the Traction movement in France itself was impacted. Surely FIVA, Amicale and other related organisations won't ever allow this to happen!

Ian's conclusion however....'enjoy it while you can' is somewhat sobering.



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President's Ponderings

We shall have carried out a Spares stocktake in February but I only learned in mid-January that Chris Treagust and his partner, Vanessa, were both far from well over the Christmas period leading to unavoidable delays in the hitherto excellent spares service we have grown accustomed to. On behalf of the TOC, I apologise for any inconvenience that their situation may have caused.

A couple of weeks ago I attended the FBHVC AGM. One agenda item that had caught my interest was the problem of attracting younger, fresh blood to Classic car ownership and, just looking at the average age of the delegates, the need was painfully clear.



**Seen in the Conservatoire:
1947 U23 Coach, restored 2006-11.**

For some years now there has been a scheme to attract younger people by loaning suitable candidates a classic for 12 months, obviously with a fairly rigid set of ground-rules. To date there has been a 17% success of borrowers actually buying their own classic when their loan is over. That is probably less practical for us, but, if anybody is interested, I shall be happy to pass on details of the organisation. Some Clubs offer reduced membership fees for younger members with or without vehicles but one interesting point was made by a different "Traction" organisation. They believe it is essential to get youngsters interested in their steam powered Traction engines very early in life so, by the time puberty sets in, they are fully involved and the (dis) traction of the opposite s** does not overpower their senses.

Whatever we do, I believe the TOC faces a bigger challenge than most UK Clubs in that the Traction, in its day, was very much a specialist vehicle and therefore relatively rare on our roads. Unlike its British contemporaries, few families owned one and today even fewer young people have ever seen one. Whereas in France, the vehicle is an iconic piece of their history and almost every family – from Farmer to President – drove

or was driven in one. I don't think there is a comparable British model so the number and success of French clubs is therefore unsurprising – and I guess Moggy Minor owners in France probably face a similar problem to us.

Simon Saint and I also attended the ACI AGM at the beginning of February. In honesty there was not a great deal of Traction relevant content. The organisers of the Polish ICCCR are confident of staging a memorable event despite confirmed registration numbers still being fairly low at this stage. Simon's report is elsewhere in this issue but, for me, the highlight of the day was that it was held in the Conservatoire and we had the opportunity to visit before the meeting.

Looking forward - I have apparently "volunteered" for reception duty at the 90th celebration in Puy-de-Dôme so I look forward to seeing many of you "on the door". There are now over 800 vehicles registered but there is still room for the main event and the gala dinner for anybody still dithering. In a previous issue I stated that Jim Gibson was hoping to coordinate a TOC presence but due to other pressures he is no longer in a position to do so. Time is getting short now but perhaps those planning to attend might like to communicate via the forum? In the meantime, I have decided to have my clutch knee replaced in March in readiness for the drive (and the dancing) so I shall be out of circulation for a while.

And, finally.....

Have you booked for Northumberland?

Incidentally, you can now get Polo Shirts to celebrate the 90th Anniversary, see the classifieds at the back of FP for details of how to order. Editor

New Members

Welcome to the Traction Owners Club to the following:

- | | |
|-------------------------|------------------------------------|
| David Ratcliffe | Knaresborough, Yorks |
| Andrew French | Sandy, Bedfordshire |
| Kevin Payne, | Cockburnspath, Berwickshire |
| James Turnbull | Ashtead, Surrey |
| Stephen Iles | Gt. Yarmouth, Norfolk |
| Stephen Donnelly | Sherborne, Dorset |
| Cristoph Lendrum | Morpeth, Northumberland |
| Chris Tunbridge | Glastonbury, Somerset |
| John Gillard | Londonderry, N. Ireland. |
| Julian Cordwell | Manningtree, Essex |
| Vince Scicluna | Alton, Hants |
| Charles Thomas | Wainfleet, Lincs |
| Scott Wolfe | Honiton, Devon |
| Anthony Giffin | Canterbury, Kent |
| Gus Ellis | Hayes, Middlesex |
| Tony Waddams | Eye, Suffolk |
| Peter White | Crewkerne, Somerset |
| Ian McEvoy | Bristol, Avon |



Chairman's Chat

I hope all your Tractions and RWD cars are now ready for the social season – plenty of events in the UK and further afield to attend. Don't forget to book your place for our annual TOC Rally – in September in the gorgeous county of Northumbria – there is more information on page 32.

We need a venue for our 2025 Rally – any ideas? Are you able to organise it with support from the Committee please?

In the last issue of Floating Power, I mentioned my concerns for the future of the TOC – interestingly not one member has contacted me with any comments – positive or negative. A school of thought is we are all getting older and most of us have no wish to commit to anything and will remain a member of the TOC until it folds due to lack of volunteers. Several of the Committee have said they will continue until 2026 and no longer. As far as I can see unless “new” members come forward that will be when huge decisions are made – does the TOC continue in any form at all? Join the Citroën Car Club in some format? Close down? I know we are not the only classic car club in this situation but what is the best way to go forward?

We have recently carried out a stocktake of the Spares at Chris' premises and updated our list of second-hand parts. We plan to try and sell these due to the need to reduce stock and to look at the space we need in the future to house stock, should our current situation change. More on this in the next issue as we think about what should the TOC focus on e.g. do we need parts for French cars when individuals can easily buy these? It would reduce costs and a lot of hassle with Customs, postage etc etc. Should we focus on Slough parts? Should we have parts made or reconditioned as required and so greatly reduce the stock we hold? What are your thoughts on this?

We have been looking at the Levy scheme and the majority of members have benefitted from the scheme so it will be not be a major issue if we change the way we operate in the future.

Lots of food for thought for you – your Club needs you – can you help out in anyway? Any thoughts on how we face the future?

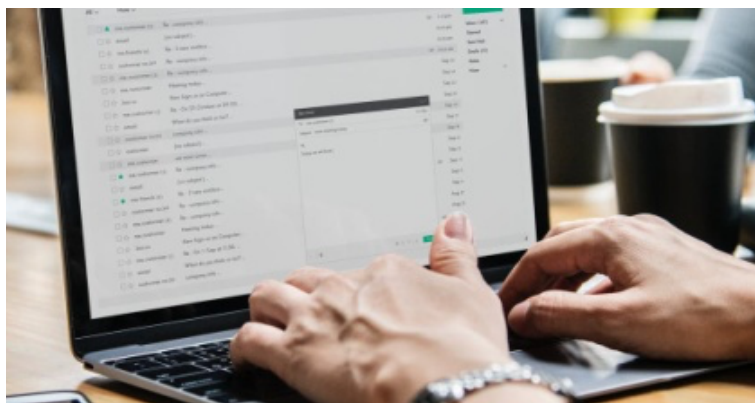
With this magazine you have received your membership renewal letter – it is earlier this year to bring us in line with the financial year. Please pay as soon as possible in one of the ways outlined. The deadline is to pay by **April 21st** if you wish to continue your membership and receive the May/June issue of Floating Power. It is important to remind you that it was agreed at the last AGM that if your membership of the TOC lapses so does your Levy Scheme discount. You will need to repay the £60 Levy fee when you rejoin – another very good reason to pay sooner rather than later. Thank You.

I apologise if my Chat is fairly negative this time and not my usual glass half full/optimism but I think we have to face the facts and decide how to plan for the future.

In the meantime, let's all enjoy owning and driving our beloved Citroens.

Beu

Below: James Geddes car outside Cragside, Northumbria



Email address

**Heard nothing from your Section?
Have you updated your email address recently?**

The club does make regular use of emails, this being more efficient and a lot less expensive and time consuming than telephone or snail mail, so you may miss out on something important, and, for example, find that you are the only one who has turned up at a cancelled event!

Traction Owners Club: Section Details

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

Northern Scotland

ANDY BURNETT

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E: north-scotland@traction-owners.co.uk

See section report for coming meetings/events.

Southern Scotland

JOHN WHITE

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E: south-scotland@traction-owners.co.uk

See section report for coming meetings/events.

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See section report for coming meetings/events.

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ANDREW TWEED

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E: kembru@btinternet.com

See section report for coming meetings/events.

West of England

TERENCE MCAULEY

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E: west-england@traction-owners.co.uk

See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

T: 07513 362202

E: northern@traction-owners.co.uk

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

North East

GRAHAM HANDLEY

T: 01661 843 493

E: north-east@traction-owners.co.uk

See section report for coming meetings/events.

Peak

BEV & JOHN OATES

T: 01629 582154

E: peak@traction-owners.co.uk

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

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

T: 0775 937 2242

E: midshires@traction-owners.co.uk

See section report for coming meetings/events.

Eastern

JASMIN GAGEN

T: 01284 827 039

E: eastern@traction-owners.co.uk

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

London

ANDREW YORK/PETER SIMPER

E: london@traction-owners.co.uk

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

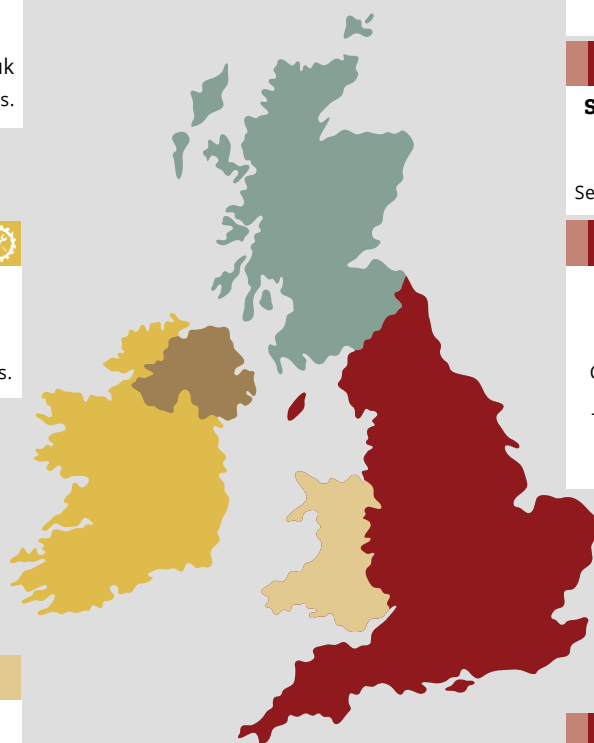
Surrey/Hants/Sussex

JIM GIBSON

T: 07594232602

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

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

Very little to report this time round!! Following on from my report last time in last FP, I loaded up the car and a big trailer with all the spare parts I had left and met up with Stan Platts from Bradford with his car and trailer at a motorway services near the border and 2 hours later, all was transferred to Stan's car and trailer and we set off for home. I had kept all my special tools and manuals, just in case of a need in the future,(my eldest son has a concours traction) and now for the first time in many years, I do not own a Traction, nor any spare parts either!!

I first owned and started working on Light 15's in 1958, and had about a dozen of them, before moving on to the DS models. I had the jig to repair them so started buying insurance damaged repairables, collecting them from all over Scotland, Ireland, Isle of Man, north wales and England as far south as Birmingham. I repaired over a hundred of them and then, in 1988, I returned to owning a Light 15 again, a 1949 small boot model. I then bought some 20 more, repaired, resprayed and sold some of them and others which were too far gone, I broke for spare parts. For many years, I had a fleet of tractions to do wedding hires, with a Big 15 Family, 2xBig 15,s and the Light 15. This was highly successful, but age catches up, so all the cars were sold, with Alan LLOYD buying the Big 15 Family and the Light 15, and now all the cars and spares are gone!! Will take some time to get used to it, But-----I still have a great love of Tractions, especially Slough built ones, so I'm still following up little snippets and leads!!

Only one car left as my everyday car, a 2016 C5 2litre BlueHDI Exclusive Tourer automatic and I have to say it is the best car I have ever owned!! It has 180 horsepower, with the fully hydraulic suspension, returns over 50mpg, satnav, etc, very clean environmentally, thus only token road tax, extremely comfortable and an all-round winner in every respect. Only problem is that the mileage is creeping up but as these models are no longer made, It will be very hard to get the same model with the toys now. Oh well, this one will probably see me out no problem!! Until Next month!!

Andy Burnett

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

Southern Scotland



I can't be the only one thinking January lasted more than just a bit too long this year?

Things are really quiet up here and not a lot to report at all.

Took a trip up to Aboyne to see Andy Burnett and collect the French 'Onze Normale' decorative trim pieces and drive shafts Andy had kindly kept aside for me after disposing of his stock of TA spares.

Andy is now without a Traction for the first time in many years, but his son still has one and I'm sure will let Andy get his TA 'fix' every now and then?

Happily, I now hopefully have enough parts to keep Celine in good health for many years to come.

Andy also made me aware of a prospective new TOC member who has recently acquired a Slough built Light Fifteen.

I have paid him a visit and encouraged him to join the club .

Peter Graham is a most engaging chap and just the type of enthusiast the club needs.

If he joins he brings a wealth of engineering experience having built and raced several hill climb specials from scratch and also a Hotchkiss tourer he rebodied himself into an excellent example.

The Light Fifteen is in need of a complete rebuild and Peter intends to create a good safe, reliable , usable daily driver, not a show piece.....my kind of classic !

'Celine ' is quietly hibernating at this time of year but needs a couple of jobs doing.

The speedo has never read properly with the needle not returning to 0 and starting at 20 kph, not a great problem as I use a GPS speedo strapped to the steering wheel.....not that we can break many speed limits anyway!

However it's a niggly I'd like to rectify so plan on removing the unit from the dash soon and having a go at working out what the problem is.

Another small job will be eventually wiring the period fog and spot lamps that I bolted to the car seventeen years ago, I will probably never use them but it'll maybe stop show goers asking if the lamps are merely decorative as no wires can be seen.

So, again if any Scottish owners need to borrow the club tools for particular maintenance work, remember I have these available and can drop them off if needs be.

Any suggestions for meetings for the coming season are welcomed and I see that the DS owners up here are hoping to attract enough to enter a sort of club group at the annual Glamis Extravaganza.

Would be good to see more than the usual two or three Tractions attend this year, maybe as a small group?

Drop me line or give me call if this is of interest, I'm already entered as a sole entry but pretty sure we could make it work.

Up here we have an events Year Book listing shows, autojumbles, rallies etc, again if anyone needs a copy let me know and I'll try and get one to you.

That's all for now folks,

Bonne route,,

John White

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

Section News

Northern, Lakes and Borders

It is a freezing cold afternoon as I write this, one of the first dry and fairly sunny days since the deluge that seems to have enveloped us for December and early January. Alas with temperatures below freezing, the gritters have now been out and so driving a classic has been something of a non starter in spite of the bright sunshine.

I did get out on January 1st, which was a showery day. The car got wet, but I managed to dodge the showers by hiding with others in the onsite café at Charity Farm. There were only two of us with Tractions but a selection of other cars boosted numbers up, albeit we were nearly the only 'vintage style' cars there, most being 70's, 80's and nineties cars, all apart from a nicely restored 30's Singer.

However, I am informed that the parallel meeting at Briar's Hall was something of a non event, only a handful of cars attending.

I also managed to catch the end of the Boxing Day meet at the Lakeland Car Museum at Backbarrow in Cumbria, albeit without my Traction. We stayed up at our place near Kendal over Christmas and were out and about in what was probably the only decent sunny day over the holiday period. Quite a diverse selection of cars, but if any Tractions were present, then alas we missed you!

Northern member, George Halsall, was unfortunately in hospital over the Christmas/ New Year period, and alas, I was told in late January that he had passed away. He expressed the view when I spoke to him for the last time earlier in January, that his Traction was getting too much for him and was offering it for sale. I am not sure what now will become of his various cars and tractors, in particular the Traction, but it will presumably be sold as part of his estate. George's car is shown below, pictured on wedding duty in Summer 2023.

I managed to get to Charity Farm in February. We had three Tractions present, and a surprisingly high number turnout of other cars, in spite of a very dodgy weather forecast. Very little in the way of pre-war style cars, alas these breakfast meets are becoming a Porsche owners club outing. Roll on Summer when the larger venue using one of the fields

attracts a wider selection of cars. St Catherines was similar, although a much larger turnout, but with only two



or three pre-war type cars and the usual rash of Porsches and fast Fords, etc. There is also a new event on at Heskin Hall in Lancs. on the third Sunday of each month, which is worth a visit, with a slightly more diverse selection of cars present.

I currently seem to be missing main beam in my headlights, due to a sudden lack of electricity down the relevant connection. Quite what has happened I don't know. I replaced a sealed beam unit when the old one suddenly appeared to suffer from cataracts (or perhaps it was smoke!) a few weeks ago, but when testing the lights prior to going for a run recently, no dipped headlights. Not a problem really since I don't go out after dark very often in the car, but a potential MOT fail. I haven't fathomed it yet, and am hoping that this doesn't lead to a new headlight switch, which could be expensive.

Bryan Pullan

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

Eastern

Eastern Section Drive it Day 28th April

We are intending to meet at Bressingham Gardens Nr Diss, IP22 2AA. Doors open at 10.30 am so join us for coffee in their Garden Centre café if you can.

The gardens will be open, also the Steam Museum, sadly 'no steaming up' (other than our screens) of the more major exhibits but everything is on show. For full information either call Steam Museum 01397 686900/ Nursery 01379 688 282.

We plan to go onto a hostelry for lunch, but this venue has yet to be pinned down. If you would like to take part in the pub lunch, please let me know, I may need to email you for menu choice nearer the time, jasgagen@btinternet.com

Out with the dusters and polish, welcome to Sunny Suffolk, beware of closed roads due to a major water main being laid from Hull to Chelmsford, cutting East Anglia in half and causing chaos. Prize for the most pot holes counted en route, the nation-wide curse.

EASTERN SECTION REGULAR MEET UPS

5th March The Angel, Larling, Norfolk

24th March 'The Get Together' to discuss what, where and when we, the Eastern Angles, would like potential visits/ meetings to involve. Venue to be confirmed, pub Sunday roast intended, let me know if you would like to come.

26th March The Compasses, Littley Green, Chelmsford

16th April The Angel, Larling, Norfolk

28th April Drive it Day Bressingham Gardens Norfolk

7th May The Compasses, Littley Green, Chelmsford

24th - 25th May Waveney Valley Eastern Weekender (camping, more info to follow)

Apologies to those that may expect to be contacted perhaps more regularly, as most people know I have a no love, only a hate relationship with computers, but am very happy to hear from you all. If you are a new member, we meet and mix with the Eastern Section of the Citroen Car Club, this gives us a mix of cars and friends, so do join us at one of our regular meet ups if you can. Very happy to share any ideas/suggestions also always keen to hear if you can recommend a mechanic/garage/body-shop to members, I am often asked this.

Jasmin Gagen

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

Peak



Only 12 of us met in February for our meeting in Tansley – well done to Charles and David who arrived in their Tractions despite the mixed weather!

Our next meeting is Drive IT Day on **Sunday April 21st**. We will have a scenic drive and a pub lunch – details to follow...

Bev Oates

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

Surrey/Hants/Sussex



We fielded 17 Tractionistes in the private function room at the Ely, which was a great start to the year with lots to look forward to in this the 90th year of Traction Avant! The menu was familiar to all who had previously been to the Fairmile at Cobham as we are at another Chef and Brewer venue, so not too much change other than remembering where to head for! January's second Tuesday meeting at Blackbushe airport was very quiet with just 4 of us attending, and February's first Sunday meeting at the new Ely venue was also pretty quiet, so I will put it down to wet and miserable winter days. Hopefully we can tempt a few more of you as we are already getting spring like weather in mid February!

DATES FOR YOUR DIARY

Sunday 3rd March lunch @ the Ely GU17 9LJ

Tuesday 19th March 10am-1pm @ Blackbushe Airport Pathfinder Cafe GU17 9LQ

Sunday 7th April lunch @ the Ely

Tuesday 16th April @ Blackbushe Airport

Sunday 21st April Drive it Day rendezvous @ Blackbushe Airport (time tba) for drive to Boscombe Down aviation centre near Salisbury

Sunday 5th May lunch @ the Ely

Tuesday 21st May morning meeting @ Blackbushe Airport



I have included a picture of the lovely Légère belonging to our new inductees Paul and Helen Bodiam who attended our first Sunday lunch of the New Year @ our new venue The Ely Hotel GU17 9LJ just 5 minutes from J4a of the M3. (picture taken on 1st January at our local car meet)

Keep firing on 4 or 6

Jim Gibson

For contact details see main table at beginning of this section

Kent/East Sussex

Our diary is slowly coming together for 2024;

Some 'save it' dates for your diary

Drive it day is on Sunday 21st April- any takers to organise this?

The Battle of Britain airshow at Headcorn which is on for three days **5-7th July**. see www.bobairshow.co.uk

Adrian Phillips has put this forward, more details to follow.

The Great British Picnic at Goudhurst Sunday 28th July; once again the TOC have been invited to this lovely event.

The Classics at Penshurst Sunday 18th August.

Once upon a time this was the great Classic Car show in Kent, now returning see www.classicsatpenshurst.co.uk go to their website to pre-book an Exhibitor 1 driver & 1 Passenger entry tickets for £5.00 each+ £1.50 admin. Please mention TOC so we may try to park up together. Then let me know you are coming so I may try to co-ordinate

Please let me know if you have any other events we may be invited to?

John Barsley

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

Section News

South West



When asked if I would be the SW section representative, I thought that there were only about half a dozen members to look after. Wrong!----I've received a list of no fewer than 22 Traction owners widely scattered throughout Devon and Cornwall.

There are many car shows and tours in the West country throughout the year but Tractions and indeed Citroens in general tend to be woefully under-represented. To redress the situation, here are some events for your diaries.

- POWDERHAM CASTLE Historic Vehicle Gathering, 13th/14th July---the biggest car show in the SW, organised by the Crash-box and Classic car club--you can book for for just one day or the whole w/e. includes auto jumble and many other attractions. Book before 7th June (www.crashboxclub.co.uk).
- SIDMOUTH CLASSIC CAR SHOW-----Sat.21st Sept.---- -super location on the cricket ground by the seafront with pavillion bar open to exhibitors. Book early (sidmouthclassiccarshow.co.uk)
- LANLIVERY VINTAGE RALLY & COUNTRY FAIR 7th/8th Sept
- CHANTERS CARNIVAL CLASSICS at Ottery St Mary, Sunday 25th August---thoroughly recommended event in aid of the famous Tar Barrels festival.
- EXMOUTH CLASSIC CAR SHOW 11th Aug.
- LYNEHAM CLASSIC CAR SHOW (near Yealmpton) date t.b.a.
- ROSEMOOR VINTAGE WEEKEND. 29th/30th July .Very attractive venue---free entry to the RHS gardens for exhibitors.
- AVETON GIFFORD CLASSIC CAR SHOW. near Kingsbridge, date t.b.a.

Finally, a couple of really good autojumbles. Tamar Historic Vehicle Club hold a sale at the Duchy College near Callington at the Easter w/e and the Devon Vintage Car Club have a big 'jumble' at Buckfastleigh on Sun. 19th May, next to the steam railway station. Both events have reserved parking for classic cars.

The above list is by no means exhaustive but I would hope that as many SW Traction (or RWD) owners as possible will support events in our area to "show the flag" for the TOC.

Walford Bruen

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

London



2024 started well with the early January London Section meeting being very well attended with 11 of us enjoying an evening meal together at the Hare & Hounds pub in Osterley.



The February meeting wasn't so well attended but Martin De Little brought along some of his homemade honey and we all bought a few more jars!

Peter Simper's Familiale windscreen was broken on his way to the NEC Classic car show last November and he still has not been able to find a replacement. Getting it off the car has been a real problem but if anyone has a spare one please let him know, (lacolliere@hotmail.co.uk).

My own car needed some work on the windscreen motor as last summer the weather in France was so wet the wipers were used most days over the five weeks I was over there and the rubber in the collet between the motor and the wiper drive was worn out by the time I returned home! I have made a replacement from a rubber grommet but if anyone has one sitting on their garage shelf I would be very interested in purchasing it from them.



I also had an annoying misfire on the car which I was struggling to identify. Eventually it turned out to be the condenser shorting out on the distributor due to the wire being exposed.

And I had a fuel issue in France. When I filled the car up with a full tank the car smelt of petrol for a few miles of driving. I replaced the rubber hose on the pickup/sender unit on the tank which looked perished but it didn't solve the problem so I have ordered a new gasket for the sender unit on the top of the petrol tank from our spares dept and that will be my next job to do on the car.

Andrew York/Peter Simper

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

Wales

Signs of spring are all around us and that means drive-it-day is on the horizon. Sunday 21st April is the date for your diary, though no plan has yet emerged for a run. I'm hoping we can combine something with the Mid Wales classic vehicle club again so those wishing to join us should phone or email me nearer the time for details.

Meanwhile Tim Newing has sent me a piece detailing some of the story of his DS restoration. More on this in 'What else do you have in your garage?'

Tim also writes: 'Not much to report on the Traction front but I did manage to get the DS on the road just before Christmas and take it on a few short trips. I've now got a backlog of small car jobs to do before tackling anything major. At the moment the dash is out of the Triumph Herald and repair is underway. After that, next on the list is to try and fix Tintin's oil leak (Tintin being my 1937 Traction). The question at the moment is whether or not I can get the gearbox out without having to remove the engine. As I've found in the past, getting the engine back in a narrow-bodied car isn't so easy. There's not much room!'



Finally, Pete Griffiths, from Mid-Wales, was invited to join a group of classic and vintage vehicles to drive in convoy over School House Bridge, on the Montgomery Canal, near Oswestry, on its opening day. The bridge has been built as part of the Montgomery Canal Restoration project.

Andrew Tweed

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

Stop press!

Thanks to Avril and Pete Griffiths we now have a plan for Drive It Day. We'll meet, together with MWCVC at Tesco's car park in Newtown at 10-30 am and drive to Corris Craft Centre, SY20 9RF, where refreshments will be available. Members coming from another direction can, of course, meet us there. A contribution to charity may be made by buying a rally plaque from the Federation of British Historic Vehicle Clubs.





The Lancaster Insurance Classic Motor Show 2023

The Theme of the 2023 NEC Show, 10-12 November, was "Perfect Partners" and the first thing that sprung to mind was the annual collaboration between TOC and the CTAB over the Brittany Rally in July, and then the forthcoming 90th Anniversary celebrations in Clermont-Ferrand in May 2024, organised by TU (La Traction Universelle). Then I found a delightful photograph of M and Mme Citroën, with them looking quite happy – in fact, like perfect partners.



The stand allocated to us was back in Hall 5 adjacent to the Citroën Car Club and backing on to the 2CV Specials and would accommodate 5 cars. James Geddes had already asked me if his pre-war 11B could be included and I wanted to keep things fairly simple this year, merely taking enough display panels that could fit into a C4 Picasso.

Having displayed the early RWD cars and an H van in recent years, I wanted to keep to Traction and feature as many different models as possible. John Low's Commerciale was an early contender, but would probably not be roadworthy in time, but Martin de Little has a lovely late Normale and Peter Simper, a fine Familiale, both of which would be available. Tim Dodds-Wilson now owns the former Annells family Faux Cabriolet and, if he could arrange the logistics of getting it there, would be happy to display it on the stand. Finally, I would include my own Legere as Liz and I were planning to be there for the duration, staying on-site at the Moxy Hotel just outside Hall 5 and driving up and back in the Traction.

Come the set-up day, when Liz and I arrived, Bernie had already unloaded the display panels and we soon had them assembled and arranged as planned. I had found and printed a variety of new Traction-related images and mounted them on boards and arranged these to best effect on the panels and we also made use of some of the banners depicting imaginary scenes of French towns and villages which had been produced many years ago.



The Lancaster Insurance Classic Motor Show 2023

James and his wife arrived from Northumberland and Martin arrived safely in his Normale, bringing with him his table-mounted cut-away demonstration gearbox. Then I had a call from Peter to say that an hour into his journey from SW London, his windscreen had shattered!

We then agreed that he should return home and bring his other Traction instead – the unusual RHD Paris-built Normale. In the course of the afternoon, Tim arrived with the Faux Cabriolet, followed later by Peter and once the cars were positioned and the TOC banners assembled, all was complete.

During the three days of the show, we had a steady flow of visitors to the stand, some of whom were members, some were keen classic car enthusiasts interested to find out more about Tractions and a few were couples very interested in buying a car and who had come particularly to see some cars and question the experts. It would seem that that the comparative internal spaces of the Legere and the Normale were the most important factors in deciding which model to go for, and it was a shame that the Familiale was unable to get there as they would then have had Small, Medium or Large to choose from!

Once the show closed at 5 o'clock on the Sunday, we started dismantling the stand and by 6 we were packed up and ready to leave. We all felt the stand had been a worthy showcase for Tractions in general and the Club in particular. It had all been achieved quite economically as we had not needed to hire any additional delivery vehicles or incur any parking costs and the hotel accommodation was kept to a minimum, just two rooms.

Ian Harvey

December 2023



(Photos M.de Little and I. Harvey)

R.W.D.

I mentioned a couple of months ago that a previous owner of my 5hp had attempted to have its original registration number assigned to it. The car had missed the opportunity to have this done when it suited the DVLA, so many years ago. Having the original buff logbook would make this a fait accompli surely.

Not so. The suspicious folk in Swansea want a little more than that. Ideally proof of manufacture from the maker no less.



Lacking that, I contacted the Inverness archives and was informed by a very cheery and helpful lady who informed me that yes, they did hold the original registration logs for 1923. She also added that the supplying dealer was still in business no less. Sadly Macrae & Pick are now a Ford dealership and part of a larger chain. I've since been advised that back in the day, they had a reputation for dealing in the higher class of motor. Alas how the mighty are fallen. For a small fee she emailed a copy of the relevant pages.

Sending these and copies of my other documents such as the original logbook, also an old MOT certificate from 1971 and a picture of the car date stamped 1996 along with current images of it, including chassis plate etc to Steve Reed of TOC, I held my breath. He could not have been more helpful.

In due course all of these authenticated documents were sent to Swansea, accompanied by my prayers. About three weeks later I received a reply. Steve had cautioned that DVLA were rejecting many applications, but instead they have asked for some further confirmation from Steve on a couple of points. So as of today, I await the final adjudication. More to follow but it shows what can be done.

I now wish to make an appeal.

Phil Chidlow of the CCC got in touch with me a while ago regarding the planning of events this year celebrating D Day 1944. He is looking for owners of Citroens which are of an age contemporary to the invasion. Passenger cars and commercials. Commercial vehicles would be particularly relevant as I don't think many French civilians would have permission to use fuel in their ordinary cars during the occupation. So, any of you lucky enough to own a pre - 1945 vehicle should get in touch with Phil on 07777610186.

Andrew Peel





Amicale Citroën Internationale

Visit to the Annual General Meeting of the Amicale Citroën Internationale at the Citroën Conservatoire 3rd February 2024

5am is, for most people, an unusually early hour to start the day but I knew that after I had completed my 90 mile drive I would be chauffeured the rest of the way to Paris. We travelled via the Dover to Calais ferry and but for the activities of French farmers we would have arrived in Paris on schedule. As it was we were a couple of hours later than intended but still had time to find a nice restaurant to help us recover from the day's journey. My chauffeur for the day had been Bernie Shaw and we were travelling to Paris because he and I are the UK's delegates to the Amicale Citroën Internationale and we were in Paris for its AGM.

The ACI board had very obligingly timed the AGM to coincide with Retromobile which we visited on the Friday. Neither of us are as young as we used to be but despite ageing skeletons and aching joints we managed to endure a few hours of browsing before fatigue set in. Sadly the Citroën presence was very limited but Traction Universale had a stand which was very welcoming. A short rest and a trip on the metro to Bernie's favourite Parisian restaurant rounded off the day.

The main event, the purpose of our journey, was on Saturday, the venue was the Citroën Conservatoire at Aulnay. The Conservatoire is Citroën's heritage collection of about 200 vehicles, including many prototypes, and the couple of hours that we had to browse, study and just soak up the atmosphere was a real treat. We were then provided with lunch in a nearby restaurant (more food!) before the business meeting.

As the name states, the Amicale is an international organisation to which any country can nominate two delegates. It was formed in 2004 and at the moment there are delegates from 42 countries. There is a board usually of 6 or 7 members and the current president is Stephan Joest from Germany.

The Amicale is essentially a friendship organisation providing a link between all the clubs worldwide, supporting the clubs and sharing information. It liaises with the Federation Internationale Vehicules Anciens (FIVA) and is involved in matters which are aimed at promoting the interests of the classic vehicle movement and responding to proposed governmental or European directives which might result in restrictions on the way in which we can use our vehicles. Amicale also provides a link between the clubs (that is you and I, the enthusiasts) and the Citroën company. Citroën provides financial support to the ACI and that helps to provide seed money to the organisers of the main international meetings through the mechanism of the 'event of the year' (EOTY). The Amicale has supported 21 major events in this way since 2004.



The guest speaker was Loic de la Roche who is head of L'Aventure Peugeot/Citroën/DS. He talked about the hope that the Conservatoire can be developed and expanded possibly on a new site away from Aulnay. He also recognised that a big challenge for the classic car movement is to keep young people interested in old vehicles.

There was a brief report on last summer's 2CV world meeting at Delemont in Switzerland. There had been 9000 participants in 3700 cars of which 154 were from the UK. 84% had pre-booked. There had been 15,000 other visitors which seems to suggest a good deal of interest in older vehicles among the population generally.

There was a presentation by our Polish colleagues who are organising the ICCR in Toruń this summer from 14th - 18th August, originally scheduled for 2020 and 2022 because of Covid and later, the Russian invasion of Ukraine and the very uncertain economic situation arising. Let us hope that they can at last have a successful meeting in 2024.

Luke Stare, the Slovenian delegate updated the meeting on plans for the 2CV world meeting in Slovenia in 2025.

The meeting approved an application by the Netherlands for EOTY status for its 2CV world meeting in 2027. Pre-booking will open next year at the Slovenia world meeting. Visit 2cv2027.nl for up to date information.

The meeting voted in a new board with all members re-standing except Laurent Moret de Rocheprise who has been treasurer for many years. Patricio Cardemil Gálvez, delegate from Chile, was voted onto the board. Twenty delegates attended with several others taking part via Zoom.

The meeting ended with a vote of thanks to the President.

Bernie and I travelled home the following day without any delays. It was only the second AGM that I had attended but I enjoyed the experience and was pleased to have the opportunity to meet members of the Amicale board and fellow delegates.

You can learn more about the work of the Amicale by visiting its very informative web site

Amicale-Citroën-Internationale.org

Simon Saint



What Else Do You Have in Your Garage?

DS Revival

As you may know I bought a 'part restored complete' car which turned out to be more like "bodged with many parts missing". We called her Cinderella in the hope that one day she would be able to go to a Citroën party. Then I was given a second car, same type and same year but which had stood outside in a back garden for over thirty years. She was wedged between a shed and a fence and when we dragged her out to get her on a trailer she started to collapse! Various bits fell off, like the rear bumper and the boot floor and there were gaping holes the size of dinner plates in her doors. Once on the trailer she collapsed onto her tummy, fracturing the fuel tank. It did have the benefit that we had no tailgaters as we got her home! We called her "The ugly sister".

It has taken me two years to combine them and the journey wasn't always easy. I painted her twice. Once with an original red during the wet weather last summer. Then we had a sunny day and I got her outside. In the bright light she looked orange and neither Lesley or I could live with that so back in the garage she went and next time she emerged she was a proper non-original red.



Cinderella's first outing was not very exotic. We went to Sainsbury!

December is not a good time of year to finish a restoration and be itching to get out for a drive. But we have managed a couple of hundred miles so far and all is well.

Tim Newing



KYO 745

I bought my Light 15, KYO 745, for £20 in 1966. It replaced a fast-failing substantial-smokescreen-generating 1946 Austin 10 that had cost £8/10/0. I still wonder if the Citroen was a bargain; yes, it had Michelin X tyres with a lot of tread (unlike the Austin's tyres) but they were old and rotten and soon failed. I bargained the Citroen price down from £60 and got the MOT thrown in but there were holes in the floor and a blow in the exhaust below the driver's footwell and the front carpets caught fire on the way to the MOT, done by the selling garage, but of course it passed! I drove it as my sole car until late 1970 but it was not very practical as one could not get even basic replacement components like tyres, fanbelts etc without a lot of difficulty. Having got my first job, I could afford a new car – a Renault 4 of happy memory – and laid up the Citroen. Fortunately my mother had a garage but no car, though her displeasure at this incubus grew over the 10 years it stayed there. In 1980 the time had come to scrap or refurbish it and fortunately there was the TOC and John Gillard around making this practical.

Over the years it has had good times and bad, off the road and on, and I have laid out a small fortune on repairs and restoration, but I don't regret a penny of it. I love this car!

I last toured France (towing a caravan) with it in 1981. I have in recent years had a yen to tour again (France, Spain, Germany, Italy) for 2 or 3 weeks but without caravan. My wife is now reducing her working as a teacher so we can go away in June and July this year. Whether it is sensible for a 76 year old to tour with a 74 year old car is still exercising me. I would be the sole driver as the steering and brakes are too heavy for my wife.

I posed a number of questions on the TOC forum and within 2 hours had a very comprehensive reply! Fantastic service! I have since had a couple more replies but since I suspect not all of you use the Forum, I'd like to pose the questions in this club magazine as well:

How available is low ethanol petrol?
What spares and tools should I take?
Any services or help available in these countries? I don't want to have a rigid timetable, so are there any hotel/ restaurants with rooms chains one can be reasonably confident of getting into at short notice? What is the best way of adapting the headlights for colour and dip? Are LEZ's and ULEZ's becoming a problem? Should I fit an extra mirror on the n/s (as I did for the caravan)? With increasing temperatures, should I fit a cooling fan and temperature g/g? Any recommendations for insurance/breakdown recovery? Ferry or Eurotunnel? Are Google maps good enough (great in UK) or do I need a specialised European satnav?

I have also heard that one can be challenged, in the absence of an MOT cert, to prove that the car is safe. I could go for an MOT but any suggestions?

If this goes ahead, and I am still apprehensive though much encouraged by answers so far, I hope to write it up for FP.

Nigel Orchard, Member 128



Photo of car ready to transport the bride at a wedding in Oxford a couple of years ago, plus self as rather corpulent chauffeur!

Your Letters

Tapping Noise

Hi Bryan

Hope you are well, and I would like you to know that at least one member, (me) appreciates what a good job you are making of the magazine!

My Blg 6 engine is now in a million pieces to identify a tapping noise! This came from the timing chain and a previous owner had not been aware that the engine effectively runs backwards and the timing chain joining link circlip had fallen out and the link had half fallen out and was tapping on the timing cover. (picture attached)

As the engine came apart other issues started to emerge, one being that the cylinder liners were flush with the top of the engine block when they should stand slightly proud 0.05mm-0.10mm. If you are interested I can report on the actions I have taken to fix this, but in my Internet travels I also found the attached report from the Netherlands.

I thought it was very interesting and many parts were new to me! It gives the reader a much better idea of how this engine (and the 4 cylinder) are put together and what to watch out for. Needless to say, my engine, which I suspect has done no more than 500 miles since it was rebuilt by the previous owner, is now showing signs of the head gasket blowing because the liners are flush.

Let me know if you think I can provide anything of interest as a result of all this!

Regards

Julian Pratt

Hi Julian. Thanks for this. The enclosed report was very comprehensive, but alas I have run out of room this time around and will also need to contact the author to see if he is happy to have it re-published. Any account that you would care to write about your own efforts would be gratefully received.

Bryan



Reprieve

Dear Bryan,

A very happy New Year to you, I hope you have had a good festive season. Thanks for the latest FP, good as ever. I note my ad for the Six is still in there, but I do now intend to keep the car, so please remove it from the next issue. She is tucked up with the others in the stable in new storage. I was pleased to find the facility, pic attached. You may have already seen my message about this, so ignore me if it was just too late for the latest issue.

All the very best,

Tony Stokoe



VSCC New Years Day

VSCC New Years Day -

The Royal Oak, Much Marcle, Herefordshire

Image by Mike Tebbet

LOT 116



Dear Bryan

Recently I purchased LOT 116. We have had some great times this last summer, various shows and events . One of the highlights was taking my great friends, Reg and Audrey, to the church for the blessing of their 40th wedding anniversary. A great day, sunny, dry and lots of champagne. Lotie as the car is affectionately named, performed well and looked quite the part .

Actually I have owned 2 other tractions , in 1968 I bought my first for £35 with no clutch, a 1952 Slough build car , then I was given a left hand drive 1937 French car, which I used for parts to keep the 1952 car going , how stupid was that ? Hopefully my wife and I will join in with some local meetings in the South East in the near future

Best regards Mike Hodgson

Farewell

Having read the Chairman's Chat item about not wishing to waste money sending magazines to people who do not renew, I thought I should tell you that I will not be renewing my membership in May.

This Summer I sold my traction (RHD large boot, which James Geddes worked on for John Gillard when it was being rebuilt); it is somewhat galling that next year's TOC meeting is in Northumberland as we lived there for many years and still visit frequently so I know the area well – Linden Hall is not all that far from where my sister-in-law still lives. I even had another traction (RHD small boot) as my main car in the 1960s when I first lived up there; interestingly both were re-imports from Southern Africa.

Had I been blest with the gift of foresight I might have hung on to my traction for a bit longer! Ah well. I never did make it to a National Rally, having booked in 2020 and carried that over to 2021 but been unable to make the eventual date in 2022 owing to a clash of dates.

Regards

Alan McMullen

Participation, Membership and Values

Andrew York sent me a message recently which was very interesting and relates to membership participation in classic vehicle and similar clubs and a similar discussion about the imbalance between membership numbers in TOC and the number of interested, but non member participants associated with our Facebook page.

Andrew writes:

'A debate has been going on in the classic caravan club that I am a member of and there was an interesting reply to a significant question as follows:

Q. There are 12.8k people on the Facebook group page yet only a handful of people (about 600) are actually members, even less go to rallies. My question is why?

A. The main reason that most members always used to pay to join was for the magazine. When I was involved with running the Club, we were always monitoring the stats. The average active involvement of members for classic car clubs was around 4-6% when we asked at the NEC Classic Car Show. In 2019, the RCC was running at 16% active membership (ie, attending the rallies) which is massively above average. But according to the surveys we used to do, 84% of the membership were happy to just pay their £15 and receive the magazine throughout the year. Having something tangible in their hands was what made people feel that the Club was good value for money. Getting people to actually book a rally was always the challenge.

This assessment of where most classic car clubs are, would seem to reflect TOC's own situation with uncanny accuracy. We have several times more followers on the TOC Facebook page than are actually members, and attendance at the last couple of national rallies has been in the low to mid twenties so assuming circa 600 members, approximately 4% or thereabouts have actually participated in what is the main club event of the year.

I think that at the moment there are potentially a slightly higher percentage showing interest in the National up in the North East, probably closer to the 6%. It will be interesting to see how that converts into final numbers as the event draws nearer. Also interesting is that this year, there are at the time of writing, spaces left on the Brittany Rally, which in previous years has been oversubscribed, with a waiting list. As Adeline, the event's UK organiser, has said, this may, of course, be due to members focussing on other Traction related celebrations in France over the Summer, and not necessarily evidence of a particular trend.
Editor

Whilst on the topic of participation and membership, I also received this slightly disgruntled email from a recently joined Northern member, obviously frustrated in his search for a suitable and affordable car:

Hello Bryan,

Thank you for your emails, I'm still on the hunt for a car. I've been vacant from the club due to my occupation overseas the past few months, however I have attended several of the Lakes monthly meet ups and the small meet up in Ulverston late last year.

I also attended the NEC Classic Motor Show and had a small conversation with a motor journalist called Steph, she runs a Classic Car YouTube channel (I'm yet to find). We talked about the future of Car Clubs, the interest of a younger audience and innovation in places where clubs could do more. Very interesting to hear someone else's take on the subject. I find more of the older crowd in the classic car scenes, and have many theories about what the future holds for clubs.

I'll have to be quite straight with you Bryan, I find that my opinion is quite unpopular amongst hobbyists like myself. I believe the classic cars market is over-inflated, not only with poor examples of cars, but also in price. I've noticed this for quite a while, a high price for a classic car isn't necessarily a good thing. At face value or as an investment it appears nice, however when there is a limited amount of vehicles available a vicious cycle ensues - Vehicle is at a high price - It's not bought by a hobbyist or new owner but instead sold to a dealer - the dealer sells it to another dealer and so on - unless someone (to be realistic not from a younger generation) buys it at a higher price - the cycle continues.

There are incredibly important reasons why the value of cars needs to be affordable:

- 1. The next generation of owners can afford them.**
- 2. More affordability means a greater need to manufacture new parts.**
- 3. Affordability ensures the survival of the club regardless of how niche the vehicle may be.**
- 4. Affordability promotes innovation and accessibility.**

I'm fairly worried about this club. I think everyone is entitled to their own opinions, and I respect that. However, I know that with the prices of Traction Avants regardless of condition I see in Floating Powers' classifieds or on eBay or online, that they are out of my price range. If that's right for me.. what about the next generation of owners? Because unless something changes, I see little hope for this club. I believe TOC needs to look at the success of other clubs and follow their model.

Many thanks for your time Bryan

Yves Leather

I am not sure that I agree entirely with Yves' cycle of events although he is right to raise concerns about the decline in numbers of the memberships of this and for that matter, many car clubs. Nor am I sure what his expectations of price were for a Traction, or how many he has actually viewed, but prices are generally driven by market forces and most cars advertised do seem to sell, albeit probably with a bit of a haggle, depending on where they are and condition as finally seen. I would agree that a high price does restrict the number of buyers, but there aren't generally that many Tractions on the market at any one time and from the feedback that I get, the ones that seem to be sticking just at the minute are the incredibly rare and expensive cabrio models. The relatively few cars on sale at any one time may well be a factor in the low numbers of new takers for membership in this club, just as much, if not more, than the actual cost of buying a car.

Dealers usually buy at rock bottom prices to allow for a significant profit when marketing the car, so I am not sure how Yves perceived cycle of inflation actually works, unless the cars are being restored or improved by each dealer along the line. Cars are professionally restored within the trade, usually because there is sufficient residual value in a good example to justify the expense, so restoration is likely to be strategic rather than comprehensive, because spending £5k on the wrong bits of a car doesn't always necessarily increase its value by the same amount. Depressing values has a negative effect on the spares market, because it becomes less financially viable to restore cars that are worth relatively little, demand shrinks and spares supply shrinks with it. That is why certain less attractive (to the marketplace) models all but disappear.

We are probably fortunate in that there are still a colossal number of Tractions running around in Europe, which justifies a lively spares market that the club can tap into, even though numbers seen on the road in the UK are fairly low, compared with some classics.

In terms of market values, I also have one of these (right), extremely good condition but currently only probably worth around £4k on a good day. When did you last see one at a show? Only worth circa £4k because the current market is hot on 60's and 70's performance stuff and not sedate (but very comfortable) fifties saloons! If it was a bone jarring sporty Ford it would be worth an eye watering amount!

That's market forces for you!

Any further comments anyone?

Editor



Your Letters

Through the Window

While out in my Traction doing some early evening Christmas shopping in Whitley Bay, North Tyneside, a photograph was taken of the car from inside a café and placed on Facebook. It has had over 300 hits and had a lot of attention.

I use my car every day in all weather - rain or shine and causes a stir wherever he goes.

We are hoping to hold a rally during September 2024 in Northumberland and I think the Tractions will be very well received. Hopefully you will be able to use this in a coming magazine.

Michael Ridley



Bonjour - Hello



Hélène et moi vous souhaitent Joyeuses Fêtes - Happy Holidays

Cheerio

Ronald Knoth

Sorry Ronald, a bit late, but Bonne Année to you and Helene.

Editor

Out with the tools

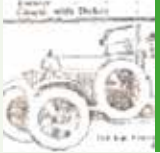
Dear Editor

I am prompted to write having just read my Jan/Feb edition, you ask whether us members do our own work.

I have only owned my French built Normale for a few months, so limited opportunity, and I am fortunate in that the previous French owner had carried out a good recommissioning. However, I have so far rebuilt wipers, dismantled passenger door and lock, sorted out punctures/ tyre swaps, investigated gear change issues and investigated recovering the front seats. I fully expect to carry on working on the car for some time (age and flexibility allowing!)

While I am on, I have been very impressed by the quality of photography in Floating Power, far superior to any other car club magazine I have ever seen! (the rest of the content is pretty good too).

Steve Ashby



Why Traction Avants?

Many of you are, I expect, asked how you got into Traction Avants?

Often the answer being that my Grandfather/Dad/Uncle/Neighbour had one.

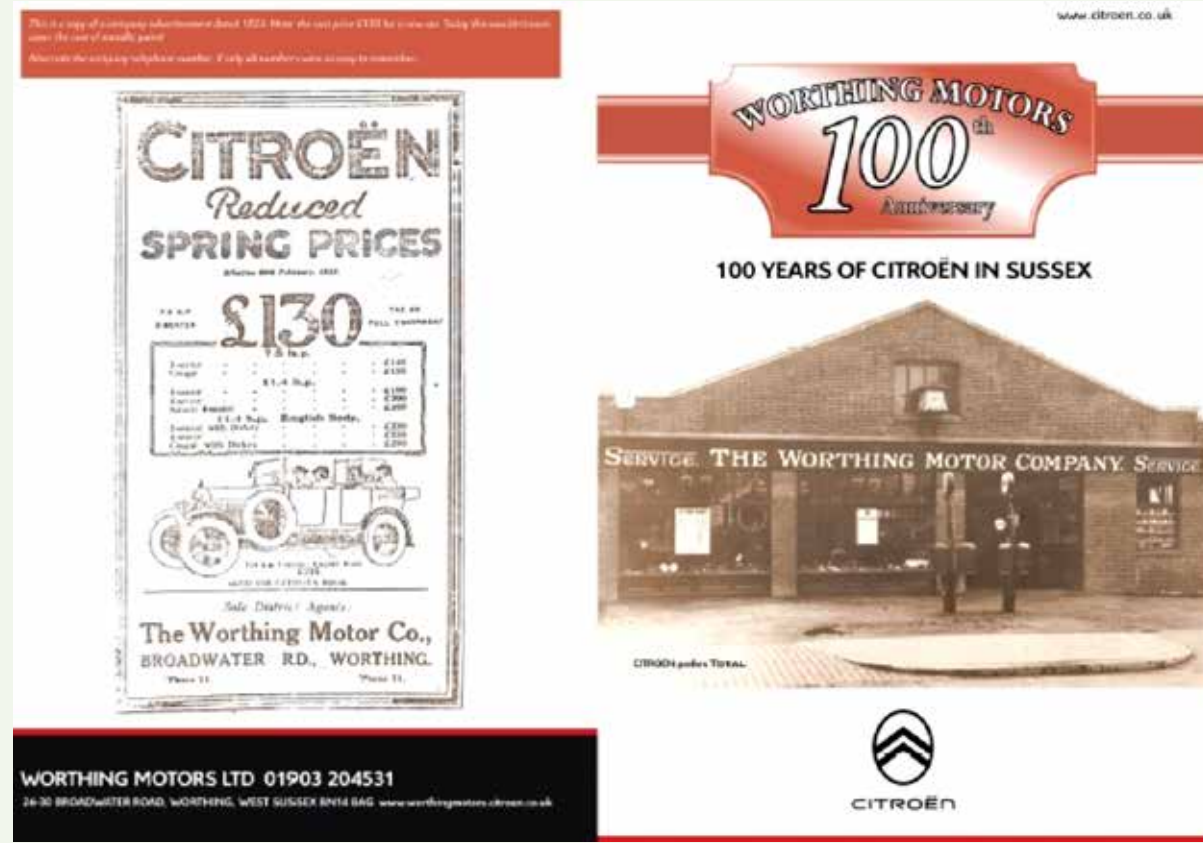
I too have experienced this question many times.

My answer is that my first car journey was from the Maternity Hospital at Pembury to my family home in Paddock Wood on the back seat of Light Fifteen, YMK 225, (where are you now?). No "Isofix" to worry about then.

The reason that it was a Citroën was that my Grandmother's brother was John Poxon Senior, who founded 'The Worthing Motor Company Ltd' in 1923, when he became Andre Citroën's first importer of his cars into the UK.

Many TOC members may also belong to the Citroën Car Club and may have seen in September's Citroënian, a 4 page article on 'The Worthing Motor Company' celebrating 100 years in business. I found it fascinating reading, particularly about the Second World War, when no cars or parts were allowed to be exported from Paris as it was occupied by the Nazis. That would have been trading with the enemy.

Just how difficult it was to keep the company going is hard to imagine, even British brands of car would have been difficult to supply and service, with UK factories often being turned over to military production. Good service and a high level of ingenious engineering skills probably kept these pre-war garage businesses going.



I attach extracts from Worthing Motors Anniversary brochure which cover 'our era' (If anyone would like the full 4 page booklet I can email it to you.)

It is so good to see a business still in the same family, on the same site, with my cousins Geoffrey and his son Richard continuing this loyalty to Citroën for a century. Let us hope those at Stellantis truly appreciate this.

I have also found a copy of a Daily Express Car Rally held in November 1950 in which my uncle John Poxon

(then junior) and a Dr Hanan, entered a Big Six, entrant no 192. It is not known how they fared! It looks like they possibly belonged to the Brighton & Hove Motor Club. Any information on the rally results would be most welcome by the Poxon family.

Uncle John was an early member and technical advisor to the CCC , particularly since, having served in RAF engineering, he understood hydraulics and helped greatly in dealing with members' DS issues in the early days of the CC Club.

Safe Tractioning,

John Barsley, kent-east-sussex@traction-owners.co.uk



Bailey's Banter

In the last issue I wrote "I may get the car back on the road by Christmas – if not it should be before the New Year".

Well, it took a little longer but the car finally hit the road on February 4th. I drove down the road and back - the important part being that it got back without anything falling off or out. I wasn't quite confident enough to immediately take it to the TOC Surrey-Hants-Sussex Sunday lunch that same day but I did drive to work the following day and every day since. As I write this one week later the car has travelled 200 trouble-free miles and I am very pleased with the result. It's very nice to be looking along a Traction bonnet again.

Part of the reason for the overrun is that I've made a couple of trips abroad and part because I discovered things I didn't anticipate along the way.

If you are thinking of transplanting an ID19-based engine where a Perfo engine used to be you would be well advised to refer to **Jonathan Howard's** article "*D bottom End Conversions*" in the May 1984 issue of *Floating Power*. Of course, I should also have read Jonathan's article before I started. I think it is fair to say I had no real idea what I was doing. All I knew was that it was possible to use an ID19 block with a Perfo head in a Traction Avant because I knew people had done it.

*As a reprise, the big ends on my Perfo engine had started knocking and I chose to fit an ID19 engine supplied by **Andy Burnett**. In my head this would be easier, cheaper and quicker than stripping my Perfo engine and replacing the crank or getting it reground and rebuilding it with shell bearings instead of the original white metal big ends. Whilst this has turned out to be a little more involved than I anticipated I still believe this to be true.*

I am using my original Perfo head and flywheel but the bits in between are ID19.

Here's my list of what I did, right or wrong and some thoughts about what I learnt in hindsight.



1 Flywheel, starter and clutch

Jonathan Howard says that an 11D flywheel will fit a DS crankshaft (by which I believe he means an ID19 crankshaft) if you drill out the holes by 1mm and make a seventh hole for the dowel. I think it's a bit more complicated than that because the Perfo engine has M8 studs in the crank and I think the 11D engine has M9 studs and the ID engine has M10 tapped holes. So it depends where you start from.

1.1 Fixing the flywheel to the crankshaft

To fit my Perfo flywheel to my ID19 crankshaft I had its 8mm holes drilled out to 10mm and had an extra 10mm hole drilled on the same PCD. This is for the dowel that the ID crankshaft has, which is not present on the Perfo. You will need to make sure you position this between the right pair of holes. One fixing hole is offset to ensure you always fit the flywheel in the same orientation.



1.2 Flywheel axial position

The mating face of the ID crankshaft flange is 5mm closer to the engine than the Perfo's. From Jonathan Howard's article I suspect the ID19 crankshaft may be the same as the 11D in this respect but I do not know this. To fit the Perfo flywheel to the ID19 crankshaft in the ID19 block I needed make some adjustment. My solution was to have 2mm shaved off the back of the flywheel and to add a 2mm spacer between the end of the crankshaft and the flywheel. This restored 4mm of the original 5mm gap. It also meant the flywheel was only 3mm out of position relative to the starter motor and clutch face and it meant that there is 3mm engagement of the crankshaft in the flywheel rebate (of which 1mm is chamfer making it effectively only 2mm which is just enough).

Part of my thinking is that I may rebuild the original engine and will need a flywheel. If that ever happens I can use this flywheel on the original crankshaft by just slipping some 8mm ID / 10mm OD sleeves over the studs.

I made a mistake with the 2mm spacer because I forgot about the spigot bearing which is clamped between the locking plate and the flywheel. The hole in the middle of the spacer was machined to 42mm diameter which is the same as the bore in which the bearing sits. This would mean the bearing would not be clamped by the locking plate. Luckily, I could buy a 2mm thick 42mm



diameter washer to put behind the bearing but if I was doing this again I would ask for the hole in the middle of the spacer to be 36mm diameter rather than 42mm. You need to use the locking plate for the Perfo but you have to open the holes out to 10mm. You should not have to make a seventh hole for the dowel pin as it will not protrude.

Mike Wilcock is doing something similar and has taken a different route with the flywheel. He has lightened his flywheel by 50%, taking 11kg off it and the lightened flywheel has a new recess and a 5 mm spacer plate to mate with the ID19 crank. This way avoids any change in position of the clutch surface and ring gear.

1.3 Clutch

I reasoned that there would be sufficient adjustment to allow for 3mm difference in the position of the clutch face which is now further away from the cross shaft than is standard. We'll see how it goes as the clutch wears. Having said that the clutch plate I fitted is part worn already and it works fine.

1.4 Starter motor

I was concerned that moving the flywheel ring gear being 3mm closer to the starter motor may cause a clash with the flange on the pinion. With my starter motor there is no clash. I would recommend checking as I would expect some variation between different designs of motor.

1.5 Flywheel balance

Rightly or wrongly, since I was starting from an engine that was together and working, I did not remove the crankshaft and did not have the flywheel/crankshaft assembly balanced. The machine shop did not have the proper mandrel to check the balance of the flywheel on its own but said it seemed ok on their lathe. The engine seems to run quite smoothly but if I had the crankshaft out I would probably have had the whole lot balanced as an assembly.

2 Camshaft extension

The camshaft drives the extension shaft that runs in the bellhousing and drives the pulley that drives the water pump and generator. The connection to the extension shaft differs according to the engine type. The Perfo uses an Oldham coupling. The 11D and the ID19 both use a spline drive but not the same way round. In fact it's more complicated because the ID19 changed the spline diameter in July 1961. The Perfo's Oldham coupling does not support the extension shaft in the bellhousing and so the shaft runs in a ball bearing at each end. To use the 11D / ID19 spline drive, whichever one you use, the bearing at the engine end has to go. And of course you need an extension shaft with the right spline for the camshaft. This does not exist in nature and will need to be made specially. Andy Burnett sent me one such special shaft.

An alternative that has since occurred to me is that I could have just fitted my Perfo camshaft to the ID19 block because as far as I can see from the parts books they could be interchangeable. It would be important to check the length was ok for the Oldham coupling.





3 Engine mounts

The cast brackets on the side of the ID19 block looked the same as those on my Perfo engine so I did not bother swapping them over. However, after I had installed the engine and tried to set the height of the square rubber block in the bulkhead I found I could not get the engine to sit low enough. It turns out there are different part numbers for ID19 and Perfo brackets and by inspection the difference seems to be that the threaded end is about 3mm thicker on the ID19 than the Perfo. I swapped them over and with the adjusters right at the end of their thread the block does centre. When they were supporting the Perfo engine they were set somewhere like halfway up. So why has this changed? I suspect this may be partly because I used new rubber pads under the springs because the old ones had squashed and maybe partly because the ID19 engine is a little lighter than a Perfo. I don't know that it is lighter but if it isn't the Citroen

engineers were not doing their job when they designed it.

There has never been much room between the downpipe and the floor on my car. When starting or stopping the engine there can be an annoying clunk as the flange hits the engine rocks and the flange hits the floor. It may be that the gap is now even smaller and, if so, this can only be because the downpipe to manifold connection has gone back together in a slightly different way. When I get a chance I'll see if I can reset it.

4 Head gasket, pushrods and cam followers.

As I was using my original Perfo head I used a Perfo head gasket copper type. I used Wellseal having seen it recommended by Mark Harding.

Pushrods come in different lengths according to the head – I am using a Perfo head therefore I am using Perfo pushrods. If are using an 11D head you should use 11D pushrods.

Perfo, 11D and ID19 engines all use the same 26mm diameter cam followers. Two of mine looked perfectly good to reuse but six were worn. Luckily Chris Treagust had six in stock so I took those. My engine has two old and six new followers. They are not the same. The new items have holes in them, presumably to aid lubrication of the cam surface. The old followers have no holes.

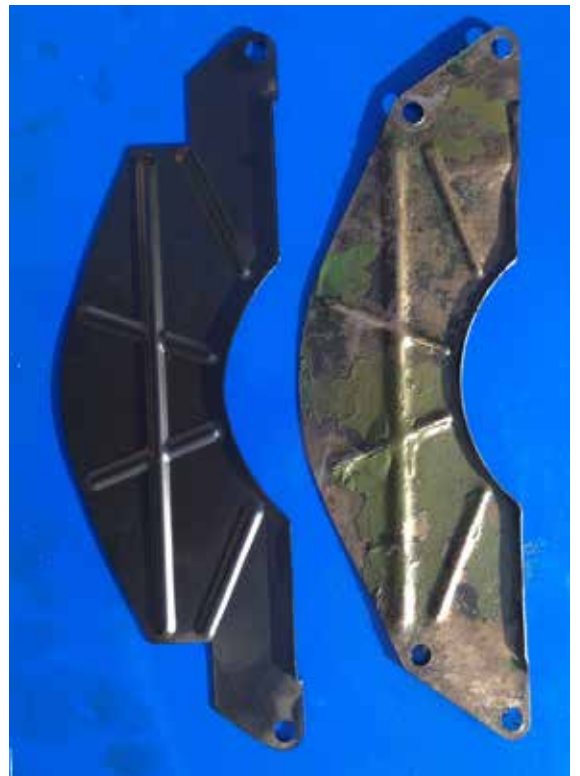
5 Bell housing to block

The triangular brackets either side of the Perfo's sump which attach to the bellhousing are not present on the ID19 engine. The sump performs the job of the brackets but it has holes for 7mm bolts. The bellhousing has 10mm holes so you will need M7 x 45 bolts and some big washers.

6 Flywheel inspection plate

This is the inspection plate that covers the bottom of the flywheel. The ID19 sump mates up directly to the bellhousing whereas the Perfo brackets allow room for the inspection plate to be interposed between the bracket and bellhousing. This means you either need the plate from an ID19 or you need to cut away some material from each end of the Perfo plate. I chose to buy an ID19 plate. To be honest I think I would recommend cutting a Perfo plate. One reason is that the ID19 plate I bought didn't quite fit properly without trimming and secondly, a modified plate would still fit a Perfo engine should I choose to rebuild mine.

And that's all there is to it.



So far I have found no oil drips under the car which is a great improvement on before. That's nothing to do with the engine though. The difference is that I have new shaft seals and used Wellseal on both sides of the paper gearbox gaskets.

I've had the car up to 60 MPH and initially, I found the nasty buzzing noise has gone or at least it is much diminished. My theory about it being something in the silencer is therefore incorrect. I am now leaning towards the heatshield I fitted to protect the alternator from the exhaust, or the flywheel inspection plate.

The flywheel work was done by Automotive Machine Services in Ditchling, East Sussex. I would be happy to recommend them to anyone. <https://www.automotivemachineservices.co.uk/>. They were very pleasant, gave advice and were a bit quicker and cheaper than they originally said. At some point I will get my Perfo crank ground and rebuild that engine with new con rods and shell bearings. I will ask AMS to grind the crankshaft – I think it has one more regrind left in it.

Before I fitted the gearbox, I added a Jack Weaver plate. This is a 3mm thick steel strengthening plate developed by New Zealander Jack Weaver who raced Traction based specials in the 50's and 60's. It braces the two bearings supporting the differential against each other.

The reaction of the pinion against the crown wheel tends to push these bearings apart. In extreme situations – i.e when the second gear bush seizes, or some other trauma occurs – the bearing supports can break if you are lucky – if you are not lucky the gearbox casing splits. For some reason that is beyond me the plate is oversize. The instructions (in Dutch) suggest you may need to file off some aluminium from the bellhousing. But the amount of metal you would have to remove seems too much, so I took metal off the steel plate as well as a little off the bellhousing. I have read that some people even remove a couple of the studs that attached the gearbox to the bellhousing to give room for the plate.

Pictures: Jack Weaver plate as modified, right and fitted, bottom. Previous picture is plate as supplied

It's very nice to be behind the wheel of the Traction again and I'm pretty confident the car will be present at many of the events lined up for this year – the 90th Anniversary in May, the Citroen Festival in July, the ICCCR in Poland in August and the TOC National Rally in September.

*At the aforementioned TOC lunch **Paul Bodiam** asked me a question about wipers. His, like mine, are at the top of the screen and his car, like mine is a LHD Paris car.*



Bailey's Banter

Unlike mine, and any other French LHD car we know of, his wipers park on the left side – immediately in front of the driver. Mine do what the others do and park on the right, obscuring the passenger's view. Paul would like to know how to make his wipers park like others' do.

I have never had a good look at the wiper motor but as far as I can see the parking mechanism is inside it, presumably initiated by a cam moving a lever. In which case Paul's cam could be fitted 180 degrees out relative to the crank that it drives. Another alternative is that the cranks on which the wipers are mounted are themselves fitted upside down but I don't know if there's room for this to be possible. The motor itself could be mounted upside down but this is unlikely as the wiring connection is on one side and the wire is not long enough to allow this. One day I'll have a look in mine and at least replace the grease.

But first I must tidy the garage and rebuild my drive shafts.

Chris Bailey



And to prove it works, here is Chris's car back in his office car park. Note the parking position of his wipers.

**Will you be joining James Geddes
at the TOC Annual Rally on
20th September 2024?**



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Fuel

Over the last few years, I have noticed a gentle but steady correspondence concerning various Tractions that would not pull or run satisfactorily. I have seen these problems blamed on E10 or E5 fuel (although reputedly the cars will run on almost anything as per the "gazogene"), dirty carburettors or dirt coming off the fuel lines (back to modern petrol..)

I have been having problems on and off with my car since just before lockdown. It would start, sometimes willingly, sometimes reluctantly, would then idle with a nice even tickover, but would cough splutter and die as soon as I tried to drive away.

I replaced the fuel lines and filter. The fuel pump was new (the original had started to leak as the diaphragm became rotten). I cleaned the carburettor jets, bought and tried a couple of different carburettors. I then had my 2 favourite carburettors professionally cleaned and refurbished (which has proved to be an excellent job).

This seemed to improve matters and I drove from Birmingham to the Jersey rally and back without incident.

On the Barnstaple rally, I had driven about 100 miles to Bristol, when the car chose to cough, splutter and die in just the way it did before, choosing the bit of the M5 where the M4 joins – 5 lanes and no hard shoulder.

We made it to Barnstaple, and with the very kind help of Mark Harding we finally found the real cause of nearly 4 years of mischief. He placed a manometer in the fuel line and showed that the almost new fuel pump had failed and was not producing any significant pressure, so intermittent fuel starvation was the cause of the problem. He replaced it with another new fuel pump, demonstrating the restored pressure in the fuel line. The return journey from Barnstaple and subsequent driving have been back to the Traction that we have known and loved since 1994.

Lesson learnt: if you have similar symptoms, consider the fuel pump, even if you have recently changed it!

Eric Pennington

I have come across problems before with dodgy fuel pumps. An owner in Northern had precisely the symptoms that you describe, which boiled down to having the wrong pump for his Normale, which was incapable of delivering enough fuel at wider throttle openings. He eventually diagnosed the problem by borrowing a pump from a fellow member's car which performed well, and which wiped out the symptoms in his own car.

My own problems with the Solex from a couple of years ago, seemed to also arise from a permanently weak mixture, which gave a hesitation that made sensible progress difficult, rather like having a cold engine and no mixture enrichment. This became so bad that I hardly used the car for quite some time, having become tired of its unreliability, and the lack of response to repeated efforts to sort out the carburettor. This was the second Solex fitted in my ownership, both had eventually become unreliable, even after extensive cleaning and overhaul. The second carb would eventually only perform with the choke permanently half out. Using a Filter King regulator and a pressure gauge showed adequate fuel flow (electric fuel pump) Fitting a HIF44 SU transformed the car completely.

Some carb restorers don't seem able to clean the Solex out thoroughly, sediment blocks up passageways or becomes loose and then clogs the various gauze filters repeatedly and things don't work as intended. Whether this a modern fuel issue (even using the various stabiliser snake oils on the market), giving a continuous dose of fine sediment from the fuel supply, or a shortcoming of the pattern Solex type carburettors that many members end up buying as a 'new' unit, is difficult to say.

Quite a few people seem to lose their patience with the Solex and fit alternative carburettors. Glad to see that you seem to have overcome the car's problems, however.

Editor





Fuel Additives, the FBHVC View

It's a long time since you saw one of these on a garage forecourt, back in the days when a shot of upper cylinder lubricant was supposed to improve performance and reduce the likelihood of carbon formation, the bugbear of the motorist. We have now become used to using various other additives to combat fuel degradation, lack of lead and the predations of Ethanol, the latter introduced in various quantities in an attempt to reduce pollution.

Until relatively recently FBHVC recommended a Duckhams product, but have now changed their policy.

Their statement below is verbatim. (editor)

The FBHVC was instrumental in testing aftermarket lead replacement additives for unleaded petrol and corrosion inhibitors for ethanol containing petrol and historically endorsed several fuel additives.

The FBHVC continues to support the use of aftermarket additives for lead replacement and corrosion protection where appropriate.

Fuel additive approval requires extensive performance and no-harm testing to validate performance claims and safe use in classic and historic vehicles. The FBHVC has therefore decided to cease endorsement of aftermarket fuel additives as it is difficult keep up to date with fuel additive formulation and performance claim changes and expensive to test their respective performance in classic and historic vehicles.

The fuel additive aftermarket is mature and many classic and historic vehicle owners have good experience of using these additives to protect their vehicles from damage.

The FBHVC recommends that this experience is shared via member clubs to their membership to help select appropriate fuel additives. The FBHVC will continue to recommend that lead replacement and corrosion inhibitor additives are considered by FBHVC members but will not make specific manufacturer recommendations or endorsements.

The FBHVC will continue to provide advice on fuel quality to member clubs and their members including the appropriate use of fuel additives to protect classic and historic vehicles.

You should also note:

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.



Traction Owners Club National Rally 2024



TRACTION OWNERS CLUB NATIONAL RALLY 18th-22nd September 2024

Based at Linden Hall Hotel, Longhorsley, Morpeth, NE65 8XF



First of all may I thank everyone who sent their entry form in during January. We have 30 cars coming which will make for a good Rally. Information has now been passed to the hotel and rooms allocated.

There are half a dozen members who intimated that they might be coming and I would urge that if they do intend to join us they let me know as soon as possible so that a room can be allocated. This is a popular wedding venue hotel and the remaining rooms could be snapped up quickly.

Contact me at light15.gh@gmail.com if you would like to book in and haven't already.

You may recall I asked in a previous article if you had heard of our Geordie lad Armstrong. Well he was an entrepreneurial engineer who developed some amazing ideas and machinery.

He should be ranked alongside Isambard Kingdom Brunel and George Stephenson. Born in 1810

he is probably better known as an armaments producer, although he started his business building industrial cranes.

He moved into armaments employing 25,000 men at his Elswick and Scotswood factories. The Scotswood one was by the side of the Tyne and was nearly a mile long. He became one of the wealthiest men in Europe and gave his invention of the Armstrong gun to the country which earned him the title of Baron. Lord William Armstrong was the first industrialist/scientist to be made a Baron. Developing guns for battleships, he needed access to his factories up the Tyne, so he personally funded the building of and invented the Swing Bridge over the Tyne, which allows ships to go up the river and still keeps road access from Newcastle to Gateshead. He also designed and fitted the hydraulic engines for London Tower Bridge.

He moved to the country in later life and built Cragside which became the first house to have hydro electric power for lighting. It had a plunge bath, central heating, hydraulic lift and water powered spit. This was driven by water from lakes built on the 1700 acre estate and Lady Armstrong, being a keen gardener, planted 7 million trees and countless rhododendrons. There are miles of drives around the estate and during June it is full of colour.

The house is now owned by the National Trust and it is a must see during our Rally. In particular you will be amazed at the 10 ton white marble fireplace built into the rock face you see before leaving the house.

He also bought and refurbished Bamburgh Castle. His family still owns and lives there.

Again Bamburgh and its Castle are a must see during your visit. And that beach is unbelievable!! No deck chairs, donkeys or kiss me quick hats here.

Graham Handley



On the right, Tractions at Cragside in 2010

More on replacing the headlining

Further to the article in the January/February copy of FP, Joseph Dobson has added some of his own experiences with the headlining in his car around the rear window, a known weak spot in many cars of this vintage.

I have some staining around the lower left-hand corner of the rear window which would indicate that rain had penetrated somewhere in the past. However, this was not a problem that had been solved as I found to my cost when I was forced to drive my traction in the rain and the material around the rear window became saturated. This forced me to investigate and do something to cure the problem. (My recently renovated scuttle vent also let some water in).

Unscrewing the metal frame revealed that the headlining was attached to the wooden inner frame by dozens of tiny nails and that part of this inner frame was rotten. By carefully removing the nails the headlining was saved but in poor shape where the wood was rotten. The frame itself, after unscrewing, came away in several pieces where it was rotten but, I was surprised to find that it had been made in several pieces originally, with the joining pieces stapled together. With this frame removed the glass fell out indicating whatever sealant had been used had become brittle and had lost its sealing properties.

All remaining hard sealant was removed and the inner surface of the window opening was sanded smooth and painted several times. I made a new frame, using the old one as a template, from plywood but was in a bit of a dilemma as I was not able to get the same thickness: a little too thin or a little too thick? I settled on 6mm, a little thicker than original.

A generous bead of black Sitka polyurethane non setting adhesive was squirted all around the opening and the cleaned glass wedged into position and left for the adhesive to cure. With the new frame screwed in position I used my hot glue gun to carefully stretch the fabric and glue into place on the edge of the frame. The metal frame was screwed back in place with black mastic strip attached to its edge so it pressed against the glass. This was trimmed back when the fixing was complete.

A point to note is the body pressing around the rear window leaves a deep recess especially in the bottom corners where water could collect. It is worth adding an extra bead of sealant along this bottom edge to overcome the problem.

How to get the rust stains out? Well, a piece of wool based headlining may well have started to perish if continually wet, in which case there isn't much to be done. However, if it is just the result of occasional wetting, then there may be a way forwards. There are various rust stain removers on the market that can be deployed, or you can have a bash at making your own.

There are various recipes on Google, and if you can use one for delicate fabrics, to avoid the risk of discoloration, then that is the way to go. This is one, below, obviously try it at your own risk.

'To remove rust from delicate fabrics or garments that can't be washed, you'll have to be gentle and use the mildest stain removers to protect the fabric.

If you have a rust stain on wool, blot it with a clean cloth dampened with club soda. Dab on a paste made from lemon juice and salt and wait until it dries. Vacuum up the dried paste and check the stain. If the stain is still noticeable, mix a third of a cup of cup white vinegar with two tablespoons of dishwashing liquid and one cup of water in a bowl. Dip a clean cloth in the soap suds only and dab the stain until it's gone. Blot the wool dry and let the garment air dry.'

Baking soda in a paste brushed onto a stain in a pvc/vinyl headlining will also have the same effect if conventional upholstery cleaners fail. As will vinegar or lemon juice.

Editor:



Thoughts on Traction Owners Club

Thoughts on Traction Owners Club at the Lancaster Insurance Classic Motor Show, NEC, Birmingham



For the last few years, I have planned, administered and installed the TOC stand at the Classic Car Show and have very much enjoyed doing so. However, I plan to relinquish the role this year and pass the mantle on to others so that fresh eyes and ideas can be brought to bear on how we present ourselves to the public at large at the most prestigious showcase for classic cars of the year.

A stand in Hall 5 has been booked for this November and I am currently the Club contact for the organisers of the event, Clarion Events Ltd. Their Club Coordinator, Alison Judge, is always extremely helpful in dealing with the administration of the show and is always willing and able to make it as straightforward as possible.

Every year there is a different theme to the show and I have tried to tailor our stand to reflect this in some way and this often indicates the specific cars that would be appropriate to display. There are many in the Club who would be reticent to have their cars on the stand and at the mercy of the general public, but many others who are more than willing to offer their cars. I have found that visitors to our stand have all been very respectful of our cars and am not aware of any problems in this respect.

The Club has a comprehensive exhibition display system of felt-covered boards which provides a distinctive backdrop for photographs, graphics or banners and these can be arranged in an infinite number of ways to suit the size and shape of the stand.

Usually around September, an Exhibitor Manual is provided with various tasks outlined, most of which involve form-filling and as we are usually merely a Club Stand, not actively trading, this is quite simple. Then, once the stand has been planned out and the cars (usually 5 in number) chosen, the logistics of setting up can be arranged and the various components identified. Depending on the number of vehicles on show, a number of passes are available for those manning the stand over the three days, and some car parking vouchers are usually available. It is quite likely that some of the show team will need to stay on or nearby and a variety of hotels are available although early booking is advised as they do fill up very quickly.

The Show is open for three days, a Friday, Saturday and Sunday and we have always had the Thursday before for the set-up, with the display panels and graphics arriving mid-morning and the display cars later in the morning and during the afternoon. We then have until 19.00 to get everything in place and ready but there are two hours on the Friday, before the Show opens at 10.00, to make any final adjustments. When the Show closes at 17.00 on the Sunday, we can start taking the stand down and packing away and if this is done in an orderly fashion, it can be done in about an hour. Then cars can be driven or trailered away, the display equipment packed and loaded leaving the site clear by 19.00 at the latest but there is always the option to collect anything before 12.00 on the Monday.

I am more than willing to assist in the design process and the administration of the event and generally help in any way I can but would very much like someone else to take up the challenge of running the Show.

Please contact Ian Harvey (secretary@traction-owners.co.uk) and we can have a chat about it.

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- Limited mileage options
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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.

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the repair or restoration.

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No job is too big or too small.

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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



Events

By the time that you read this, the season will be getting going again and you will be looking forwards to car related events. Below are two significant 2024 events and there is a reminder elsewhere about the 2024 National. Also coming up in 2024 on the **9th/10th/11th of May** are the 90th Traction anniversary celebrations in Puy de Dome, in France. Other events are too numerous to list and you should also keep in touch with your Section rep. to find out what is happening in your area.

DRIVE IT DAY: Coming up on April 21st is the annual Drive it Day event

National 'Drive it Day'/Ride it Day' is the annual opportunity to raise awareness and support amongst the public for the historic vehicle movement and keeping heritage on UK roads. It sees clubs schedule regional and local events throughout the country on Sunday 21 April 2024.

Importantly, it also raises funds for the NSPCC's Childline. We use yesterday's vehicles to support today's children.

Fundraising is an integrated part of 'Drive it Day', This money is raised by the purchase by drivers and riders of a fundraising 'Drive it Day' rally plaque. It's an easy way for drivers and riders to show their support, and donate vital funds. Last year, we raised a record £51,000 and we'd like to beat that in 2024!

A variety of rally plaques, for cars, (or just make a donation) are available now at www.driveitday.co.uk

2024 Brittany Rally – 12 to 15 July 2024 Members of the TOC are invited to join the 2024 Rally (38th) as "guests".

The departure takes place in Vitré (Ile-et-Vilaine department, 35500 - Brittany) and the finish in

Domfront (Orne department, 61700 - Normandy).

The Rally dates have now been confirmed starting from Friday 12th July (9:30 - 10am) until Monday 15th July (afternoon) 2024.

Whilst members of the CTAB will be staying over in Le Bourg Saint Léonard for the 3 nights at l'Orangerie du château (2 Rue du Parc, 61310 Gouffern en Auge), TOC participants must arrange their own accommodation. Members however are offered the opportunity for 3 couples to stay in a "gite" self-catering accommodation. Please contact me if you are interested when you register your interest for the Rally as detailed below.

The CTAB charges is EUR 270 per person for rally participation. Payment by international bank transfer directly to the CTAB Bank and bank details will be communicated in due course. Please remember to pay for the bank transfer fees and ensure that the sum of EUR 270 is paid in full to the CTAB.

The price includes the following:

- 3 breakfasts; 3 picnics; 3 evening meals (breakfasts and evening meals; picnics on Saturday 13, Sunday 14 and Monday 15 July. Bring your own picnic on the first day.
- Evening meals served Friday 12, Saturday 13 and Sunday 14 July (Bastille day celebration!).
- All entry fees to places of interest chosen by the organisers.
- Car rally plaque, rally paperwork and road book.

It does NOT include: Channel crossings, Fuel, Accommodation and meals before/after the rally,

Hotels, B & Bs.

The number of British cars is limited to 18. This rally is very popular, so please express your interest to me as soon as you can, by emailing Adeline Davies on adelinedavies171@gmail.com.

If oversubscribed, places will be secured on a first come first served basis. People who register their interests to the Rally will be kept on the short list and kept updated with further details. Adeline Davies

If you're not going on the Brittany Rally why not spend the weekend or come for the day on Saturday or Sunday to the **Citroën Festival in Cambridgeshire 12-14 July**, where we will have a display of Tractions and join in the Slough built Citroën display and support our friends in the Citroen Car Club who will be celebrating 75 years since the formation of their club.

Please email Jim Gibson at surrey-hants-sussex@traction-owners.co.uk Or call him on 07594 232602

Emission Zones

At least 14 areas across France are now requiring motorists to display a windscreen emissions (Crit- air) sticker. Drivers who fail to abide by the rule face a fine of up to £58 (€68), which rises to £154 (€180) if not paid within 45 days.

Fines will increase to up to £640 (€750) shortly, when camera-based enforcement begins.

Motorists travelling to France are being warned to plan ahead as the stickers must be ordered in advance from the French government website at a cost of £4 (€4.61).

The RAC has urged drivers to avoid third-party websites which charge up to six times as much. They have an up to date web page which tells you all that you need to know.

<https://www.rac.co.uk/drive/news/motoring-news/law-change-for-uk-drivers-in-french-cities/>

I have read that owners have contacted the French Federation of Vintage Vehicles and been told that French classic cars can get an exemption certificate (similar to Historic cars in the UK) but if you want to take a UK classic car into any French low emission zones, forget it. There appears to be currently no way to use a UK classic car in Paris etc.



Future of Historic cars

FIVA have launched a manifesto during February which argues that Historics make such a contribution to the world economy, and have such a minor impact on the environment that countries cannot afford to legislate against them. However it also pointed out that as technology moves on with the possible advent of autonomous vehicles, etc. that there may well be certain sections of the road network that vehicles using old technology are unable to use, or may require exemptions to allow passage. The London ULEZ was cited as an example of this later point.

When FBHVC published the results of their latest survey, the figures for the UK broke down as follows:

The Historic Vehicle movement is estimated as contributing **£7.2 Billion to the economy each year**, it supports **34,113 jobs**, and covers **1.5 million vehicles** of various types across the UK.

Average mileage is **1200 miles** per annum and it was noted that **51%** of historic vehicles are worth less than £10,000.

Of course it has to be remembered that the definition of Historic vehicles also encompasses, motor cycles, military vehicles, commercial vehicles, tractors, steamrollers, in fact potentially everything self propelled and road going, with wheels or tracks more than forty years old, so these figures cannot be interpreted as relating solely to cars. Numbers are also increasing as long as the rolling 40 year threshold continues and many are now trying to forecast what cars will be the classics of the next few years. The skills required for the Historic movement will also need to expand as the Classics world starts to move into electronic driving aids, engine management systems, etc. and one wonders how easy it is going to be to maintain future, more sophisticated classics, which rely on computer technology to work properly. Commentaries in the classic motoring press say that the FIVA manifesto is welcome, but that it is short on detail.

Membership of the TOC

You will have received your yellow membership renewal letter with this issue of Floating Power.

Please pay by **April 21st** to continue your membership and entitlement to the Levy Scheme discount if applicable.

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:

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

• **1952 11BL LHD, Blue. Small boot.** maintained by me over 25 years. mechanically good but needs bodywork attention and interior retrim. £9,500

• **1938 11F LHD, black, small boot.** Restored 1990 and used daily. 12v with alternator, recon engine, 10 x 31 gearbox, newly reconditioned front suspension silentblocks, mechanically excellent, body and interior serviceable but would benefit from reconditioning. A rare car £16,500.

FOR SALE:



For sale 1954 11BL LHD: I bought this car in 1991 via the TOC with the help of Roger Dyer. The car has been well looked after and runs well but I am now finding it more difficult to maintain. Lack of local expertise. Needs someone who will use it more. Mechanics and bodywork are good but there's room for some TLC. Seats and door panels recently reupholstered in original cloth. Comes with some spares, a couple of tools plus paperwork. **Contact Mike 07789462208. Location GU6. £9500**

FOR SALE:

A 1952 11BL - Paris built. in black.

It comes with an excellent rust free never welded chassis, clean interior and reconditioned engine, new main bearing, valve guides and hardened valve seats.



It has all new brakes shoes, master cylinder and reconditioned wheel cylinders. and also comes with recondition and new drive shafts.

It has been converted to 12V electrics throughout.

I am a TOC member. This car garaged in a dry garage for over 10 years near my home in Teddington, Middlesex, and just started using it in the last 2 years.

Offers in the region of 10K - 11K
Please email me if you need to see more images of the car. joembaye@gmail.com or text on 07960018306.

FOR SALE:

For sale: 1939 Légère. Black, Good condition, recently recommissioned with new power steering and overhauled engine, brakes, etc. Good solid and presentable car with recently re-upholstered interior. Comes with original engine and other spares. Owner struggling to drive due to health issues. **Contact David Lawson for more details ,01257 453494/ 07738 249593, email: lawson.fishers@btinternet.com Car in central Lancs. £12,000.**

FOR SALE:

For sale: 1956 Légère. This car will require a reasonable amount of work as has been in store for a number of years. Body in good condition and good upholstery. Loss of storage reason for sale. Have owned this car for some 30 years and is stored in West London near Heathrow.

Price £8,000 ono. Please contact John Cresswell on 07540 426451.

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

FOR SALE:

Magazines Free to a good home, a selection of Floating Power magazines, covering years from 1989 to 2004. Some missing but most there and also July 85. All in dark blue and gold binders, in good condition, collection from Exmouth, Devon. **Tony Stokoe 01395 224542 tonystokoe@me.com**

BOOKS FOR SALE:

Traction Avant 1934/57 by J.Taylor £12
22 Traction Fabian Sabates £10
Citroen Traction Jon Pressnell £25
Citroen Great Marque of France Dumont £20
Citroen from A to X by John Reynolds £12
The British Citroen Malcom Bobbitt £5
Andre Citroen John Reynolds £10
All plus postage at cost, located mid Cornwall.

E-mail clivehoskins@yahoo.com Mobile 07516 913710

PARTS FOR SALE:

Pair of Sachs gas shocks, front unused and boxed.
 Gearbox, 9x31 CWP kept on shelf since being reconditioned.
 Gearbox case, bare
 Pair of original driveshafts - very good condition
 French painted headlamp shell
 Slough chromed grill.
 Carburettors:
 Solex 30 AHD sidedraught with inlet (pre war).
 Solex 35 FAIE x2 with inlet manifold and heat shield, pre war performance upgrade.
 Solex 26 LA60 side draught.
 Exhaust manifold for sidedraught carb.
 British fuel pump no.452633
 Three rear aluminium spats.
 11D complete cylinder head
 Various torsion bars and wishbones
 Front cradle, excellent.
 Brake backplate 12"
 Radiator
 Bellhousing, no damage.
 Small boot lid, excellent, no rust.
 Early narrow type NS rear wing, needs repairs.
Dafydd Evans 07944131671
e-mail dands@btinternet.com

MANUALS FOR SALE:

Citroen 12 and 15 4cyl models from 1938, early two-part Workshop Repair Manual, Illustrations and Text, bound in Red vinyl. £100
 Citroen 12 and 15 4cyl models from 1938 - 1950 (reprinted Oct 1956), two-part Workshop Repair Manual, illustrations and Text and bound in dark blue vinyl. £100
 Citroen 6cyl Workshop Repair Manual dated December 1950, illustrations only bound in green vinyl
 Plus 6cyl Illustrated Parts manual for models manufactured after 1948 with a description and Part number for all components and bound in black vinyl. Two vols, vgc £100.
 Rob Wade 07769808559
 robwade77@btinternet.com

MISCELLANEOUS:

Lot of 14 Citroen commercial models some Eligor £30 inc uk post



Lot of 7 DS models including Norev and Vitesse £25 inc uk post

clivehoskins@yahoo.com

PARTS WANTED

Urgently needed: contact breaker set or conversion for my French-built TA 1954 11 Legere 1911 cc. The manufacturer is Ducellier.
 The car is in Ireland.
Contact Rudy Jakma,
rudy@jakma.org or SMS +353 86 3257426

WANTED:

11D Camshaft - splined coupling not Oldham coupling.
 Part No. 457315 - camshaft, one end interior splined. After November, 1954.
Membership Number 2091
Steven Wright 0753 167 6160
e-mail wright.sa@dgrd.co.uk

MEMBER SERVICES

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

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

90th Anniversary Polo Shirts

TOC members can now order our limited edition 90 Years of Traction Avant polo shirts direct from the supplier in a variety of colours @ £19.99 plus £5.50 postage. Please visit their website birdsofdereham.com and have your polo posted directly to your home.



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 £5.00



TOC Brooch/Lapel Badge £3.99



TOC Umbrella £20.00

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

