

Floating Power

May/June 2019



Traction Owners Club
Celebrating 100 years of Citroën cars



Honorary Life Members of the Traction Owners Club

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Missing Magazine?

Please contact John Oates
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Be a part of Floating Power...

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

Sunday June 15th

To submit your articles, photos and letters to the editor, email Bryan Pullan on:
editor@traction-owners.co.uk

Cover Image

*Surrey/Hants and Sussex Section
lunching at the Half Moon at Kirdford
after a March run.*

Editor's Epistle

Spring has sprung.

By the time that you read this, the first events of the year will be under way, Drive it Day will be past and the Centenary Event in Coventry will be about to happen. Obviously, with deadlines for publication being mid April, much of the reporting of these will be delayed until the next FP, but I hope that you have all now taken your cars out of mothballs, and are ready for and taking part in a new classic motoring season.

My own car has been out on a number of occasions over winter. As well as a local New Year's Day event, hosted by the Corner House pub in Wrightington, the local Wolseley club stoically hosts a series of breakfast events (for all kinds of car) on a monthly basis throughout the year, and it is interesting to see that, even when the weather is at its most unpromising, there are still a series of stalwarts, including a couple of local Traction owners, who will turn out in their cars almost regardless, some cars coming from the far reaches of the county to take part. There are drawbacks of course. A rigorous clean is probably needed if the day was anything other than dry and sunny, and it does mean that you are not able to keep postponing that repair that you needed until the weather warms up. There are advantages too. Brakes and clutches that are exercised regularly as less likely to seize up, engines that are warmed properly dry out condensation in exhausts, and the car feels and smells much healthier.

Of course a sprinkling of you may well use a classic on an even more regular basis, regardless, forgoing the use of something more modern. I have been a member of a number of car clubs over the years, and in each one, there have been members who use their cars as their daily transport. Is this you? Well, this may become a problem for some of you in the future.

In the context of the new ULEZ legislation that is coming out, (see the press release elsewhere) limiting the use of certain kinds of vehicle in the centres of various cities in the UK, running an historic vehicle may seem like a get out of jail card.

However, as you will see elsewhere in this magazine under the FBHVC news section, the following statement is made:

'The Federation considered that the most important aim was to secure an exemption for the greatest majority of our members, which might have been prejudiced by getting into discussions on what exactly was the definition of a historic vehicle. We thus accepted the use of the 'historic' taxation class.

And there is one more difficult matter I need to address.

Much of our approach to Government and local Government departments across the board, on environmental matters, has to be based upon the argument that historic vehicles are no longer a 'means of transportation' as such. They are rarely on the roads, do limited mileage, and when in use the purpose is to move the vehicle itself, not the passengers or goods it carries, from place to place. Their contribution to pollution is minimal in the extreme. This does mean that, for newer but preserved vehicles, which would have to pay the charge but are only used occasionally, the burden would not be excessive.

I am afraid that does mean that the Federation cannot really support the use of vehicles claiming to be historic, if they are in fact in daily use as transportation. I know this will disappoint some members, but our position has to take account of the overall benefit to the majority of our members.'

At the moment only London has an active ULEZ in place, but Manchester has one under development and no doubt other major conurbations will follow. The simple fact appears to be that most of the discussions to date assume that the historic vehicle is no longer a form of day to day transport, so beware if you fall into this category. It may well be that you could fall foul of the legislation, and that this in its turn, might just jeopardize the historic status of your car.

Another matter to consider, is that there are already various similar zones in place within Europe, and if you are touring, then you need to be aware of where these are, and what their terms of reference are. Not all of these zones exempt historic vehicles.

These things are sent to try us.

Anyway, get your Tractions out and show them off to the world whilst you can.

Enjoy Spring



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Committee

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

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President's Ponderings

ULEZ charge of £12.50 a day to drive in London but **PANIC NOT!** That said, initially I did panic because I had forgotten :

All UK vehicles in the 'historic' taxation class (including Northern Ireland) are automatically exempt from charges under the ULEZ and do not have to register with TfL to obtain the exemption

However the Congestion Charge does still apply to "Historics". For a little more information please see the copy FHBVC press release below.

Now, where was I? Oh yes, pleased to report that, after a difficult few months I have now managed to refit the (bi-plate) clutch in the 15/6 and shall therefore be able to participate in a DiD meeting. I have had the replacement thrust race for ages and my problem had been purely time but now, thanks to some other - more amenable - government departments, I shall have more free time to fritter away carelessly (but definitely not carlessly). Unfortunately, it will still be difficult to commit to all the events I would like to attend but, hey-ho, beggars can't be choosers and anything is better than nothing at all.

So, what else is there? Arrangements for the UK's Citroën Centenary Celebration are well in hand and I

shall certainly aim for at least one of mine to be among the 1000+ Citroëns joining the Coventry Motorfest on the Sunday, 2nd June, even if I cannot be at Coombe Park for the whole weekend.

Before that, the Black Country Experience is looking to be well supported and then a large TOC contingent have also signed up for the CTAB's Brittany meeting in July, despite that being only one week before the Ferté-Vidame extravaganza which I shall definitely attend.

Referring to the "space to watch" mentioned in the last FP, as I write this, we are still no nearer knowing whether the UK is in or out of Europe and, if out, precisely how that will affect those of us taking cars across the channel. I understand some post offices did run out of the relevant documentation but, overall, there is no great difficulty in getting an International Driving Licence if you want one and insurance companies are happy to issue Green Cards. Ever the optimist, I have not applied for either yet!

All the best –



London ULEZ Information Press Release

As the London ULEZ has just come into force, it is a good time to remind everyone that all UK vehicles in the 'historic' taxation class (including Northern Ireland) are automatically exempt from charges under the ULEZ and do not have to register with TfL to obtain the exemption.

We have placed guidance notes on our website at <https://fbhvc.co.uk/news> which we hope will assist drivers and keepers of vehicles over 30 years old.

The Checker function on the TfL website does not currently easily identify all exempted vehicles and we therefore do not recommend the use of this facility. In several places on the TfL London ULEZ site there is a link to a 'Discounts and Exemptions' page which accurately sets out the position, including the following:

- All vehicles that have a historic vehicle tax class [status] will be exempt from the ULEZ



- If your vehicle meets the above criteria and is registered in the UK, it is automatically exempt and you don't need to register with us

This is a clear confirmation of the position by TfL.

We should add that the introduction of the ULEZ does not affect either:

- The existing London LEZ (for larger vehicles), in respect of which the cut-off for affected vehicles remains 1973, or
- The Congestion Charge, from which historic vehicles are not and never have been exempt (except buses and minibuses, which do need to register)

New Members

Welcome to our new members who have recently joined the TOC.

2700	Mr W Baker	Teignmouth, Devon
2701	Mr A Kerr	Kingsbridge, Devon
2702	Mr I S Milkhu	Chalfont St. Giles, Buckinghamshire
2703	Mr N J Beer	St Germain Beaupre, France

As Bernie reports, the Citroen Centenary Celebrations are underway and I hope we meet at one or more of the events.

I had the opportunity to see behind the scenes of our spares service enjoying a day at Chris T's in the company of Chris T, Tony Malyon, Ian Harvey, John Cresswell, Steve Reed and with an excellent roast dinner provided by Vanessa. It was my first time to be involved in one of these events. Most years only a selection of the parts are counted but this year we were to count everything. One reason was so that we can move across to the new version of Quickbooks to meet the HMRC's new reporting requirements.

Chris organized us very well, put us into pairs and pointed us to our specific areas. Steve and I got a lot of small stuff to count – small is good in that it's not too heavy. But it does mean a lot of little things. For a "one-model" car club you would be amazed at the variety of light bulbs and contact points sets we need to stock to be able to support all the cars. I lost count of the number of times I thought "my car could use one of those...". It's a good job there's a rule that no parts are sold during stocktaking or the credit card would have taken a hit.

The count agreed remarkably closely with what was in the computer. When we weren't sure about anything we could ask Chris and he would know what a part was, where it came from and how many we should have (except for some large copper washers which are not in the system). Amazing.

It was good to do something with the club. I feel I may have been neglecting my chairmanly duties recently as things are hotting up in my day job – and there's no let-up on the horizon.

I work for a global company and was discussing the running of old cars with some foreign colleagues recently. If you are going to run old cars, this country is a very good place to do it. In some countries it just isn't done, whereas in others it's something you can only do at weekends. Whilst it might not be perfect, the UK strikes the right balance. For that we can thank the lobbying done by the FBHVC and some sensible thinking by MPs.

Chris.



MEMBERSHIP TIME

With this edition of Floating Power you will have received your membership renewal letter..

If you live in the UK please consider Direct Debit- Contact me for details.

Please pay by the end of June to help me with the administration.











Please note also, that you should notify me if you have a different, or additional cars, so that the Club's Register can be kept up to date.

John Oates

membership@traction-owners.co.uk

Traction Owners Clubs: 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.

Section	Contact	Details of Regular Meetings (where available)
Eastern 	Jasmin Gagen Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. The Compasses Inn The Angel Inn Larling, Norwich, NR16 2QU Little Green, Chelmsford, CM3 1BU
Ireland 	Richard Sheil Tel: 00 33 87 656 9928 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events.
Kent/ East Sussex	Adrian Phillips Tel: 01892 520857 Email: kent-east-sussex@traction-owners.co.uk	See section report for coming meetings/events.
London 	Peter & Sue Simper Tel: 01784559867 Email: london@traction-owners.co.uk	First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR
Midshires	Stephen Prigmore / Tina O'Connor Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
North East 	Graham Handley Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
Northern, Lakes and Borders 	Bryan Pullan Tel: 07513 362202 Email: northern@traction-owners.co.uk	Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Members also meet on Thursday evenings throughout the year at various Lancashire pubs in collaboration with the Thursday Knights VCC. See TKVCC website for details: http://www.spanglefish.com/thursdaynightvintagecarclub/
Peak 	Bev & John Oates Tel: 01629 582154 Email: 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.
Northern Scotland	Ian Smith and Andy Burnett Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
Southern Scotland 	Peter Fereday Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
South Midlands		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
South West 	Howard Speirs Phone: – Home: 01872 862386 – Mob: 0797 418 7267 Email: south-west@traction-owners.co.uk	See section report for coming meetings/events.
Surrey/Hants/Sussex 	Sue & Philippe Allison 01256 765040 Email: surrey-hants-sussex@traction-owners.co.uk	Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports. Please note change in contact telephone no.
Wales	Julian Pratt Tel: 01974 272888 Mobile: 07824313541 Email: wales@traction-owners.co.uk	See section report for coming meetings/events.
West of England 	Terence McAuley Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
Rest of World		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>

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:

NORTHERN SCOTLAND

Hi, Bryan, very little to report this time, but here it is! Not a lot to tell you about! You will remember the photo of the Big 6 in the showroom of the then-Citroen agents, Pedigreed Cars, Forres. Well, regrettably, Pedigreed Cars are no more, as the owner decided to close it down and finish - a sad blow personally as they have been my agents since 1971! Have been up there a few times recently, and learned that the Big 6 was for sale, and put out a few feelers in the club, including our president, Bernie. Well, had a phone call yesterday from one of our members, who best remain anonymous at this stage, who is very keen to add this beast to keep his Light 15 company, and has arranged to come up to view it very shortly! Not exactly sure by which route he got to know about it, but great that it looks like staying in our Club, so good luck with his negotiations at Forres!!

Further, our newest Scottish member, Nathan Jones,(Ellon) is obviously well enthralled with the Citroen marque, for as well as buying the Light 15, he has since bought a CX, and also a GS Estate!! That lot will certainly keep him busy for some time!

House is now almost complete, and , surprise, surprise!!, have already had quite a good offer for my present home, and it is not even on the market yet!! So by another month, who knows, maybe moved to the new home!! Not even looked at the Light 15 as yet, but, if things progress as hoped, will get it ready for the rally season very shortly!!

Andy Burnett

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

SOUTHERN SCOTLAND

As with Andy B's comments, there is very little to report on just now. At the time of writing in early April the season is planned but has yet to start properly. Drive it Day is two weeks away and the Car Shows are later on from May onwards. And then we have the Citroen Centenary in Coventry right at the end of May which should be something else.



I did do another wedding at the end of March. In Glasgow this time, so not so much driving to the venue, but the drive from the church to the reception was five miles right through the city centre. Thankfully all went well, and, with a Scottish bride and Australian groom the Saltire and Southern Cross flags on the bonnet were much appreciated. (see pic)

A new 6 volt coil from the Club Shop seems to have revitalized the car. As the old one – t'was the original 64 year old SEV after all – became warmer as you drove along, it got less and less able to do it's job properly, with hesitancy, slight misfiring and a reluctance to restart. It was fine for a trip around the block, but on a 50 mile trip it was much more problematic. Time to check yours....?

Peter Fereday

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

WEST OF ENGLAND

Only a brief report this time:

The section duly had its annual late Christmas lunch on Sunday April 7th at the Britannia Inn in Wells. There were 15 "usual suspects", including Nigel and Mary Webb celebrating 50 years with their Traction (£100 well spent, I would say) and a reappearance of Steve and Hazel Hawes after many years in the wilderness in their very smart DS21. They must have a picture in the attic, as they still looked just the same! Mention must also go to the heroic appearance of Walford Bruen who had only got off the ferry at Plymouth that morning after a weekend in France swanning around in his DS Decap.

We are thinking of having an "early" Christmas lunch sometime in the autumn. These occasional feasts seem to suit our area, which is too scattered for more regular events.

Otherwise, there is the Bath Motoring Festival on the 15/16 of June. I can't be there but it will be. Register online for free entry.

As ever, there is the South Cerney steam fair on August 3/4. No club stand this year but individual entries are possible. And don't forget the other hardy perennial at Thornfalcon, near Taunton, in August (date TBA)

Meanwhile, we are looking forward to donning Peaky Blinders caps and making fools of ourselves in Dudley 'ere long.

Terence McAuley

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

NORTHERN SECTION

We are emerging blinking into the sunlight as I write this, and on April 7th, I attended the first breakfast meet at

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the Corner House in Wrightington, on a clear if slightly overcast day. Attendance generally was excellent, although only two Tractions were present, my own and George Halsall's. George has now replaced the blown cylinder head gasket in his car and reports that it is now back in good fettle.

The sun came out towards the end of the morning and everyone seemed to have enjoyed getting their cars out for the first time.

The following weekend saw the similar outing at the Mill at St Catherines, but alas I was struck down with a bug which laid me low for the weekend, and so neither self nor Traction could be present..

My own car hasn't come out of mothballs, mainly because it hasn't been in them, having been to the St Catherine's events during the winter, all bar one when it snowed, and out to a New Year's day Rally on January 1st, plus a few sorties on bright dry days to keep it alive. (Ian Gardner did actually brave the snowy St Catherine's meet, but later in the morning when the perverse Lancashire weather suddenly gave way to blue skies and sunshine. Charlie and I had given up by then and retired home! Bah!!)

Drive it Day is the next event on the calendar and I am proposing a trip up the Ribble Valley to Waddington, with lunch at the Waddington Arms. A report on how this fared will be in the next FP, since by the time that you read this, the date will have passed.

The annual car show at Astley Hall is next to follow on May 19th, organised by the Lancashire Vehicle Club, although non members are also welcome to exhibit for a small fee. This event last year was well subscribed and very pleasant, in the delightful setting of the green under the trees in front of the hall itself, and attracted a wide variety of cars of all shapes and sizes.



Later in the month on the Spring Bank Holiday is the Mawdesley Cricket Club show. Again we usually manage a decent turn out of cars for this, so I hope

that some of you will come and join in. Let me know in advance and, as in previous years, we will meet up outside and go in 'en masse' so that we can get a Traction group together.

Then, of course, a week later is Le Grand Bash in Coombe Park.

There are numerous events around the North West in the summer and I have previously circulated a list via email to you all. Let me know if you attend any, and please take some photographs. Several of us have registered for the Dales and Lakes Historic Vehicle Day in Grange over Sands on August 11th. It would be good to get a substantial Traction presence there, so if anyone else fancies this, please book in and let me know and we will try and get parked up together as a club.

Booking forms are available from

<https://classicoversands.org/entry-form/>

No particularly serious car casualties to report that I have heard of thus far in 2019, amongst the Northern cars and it is rumoured that Martin Jelley has finally got his 1939 Légere to work after a couple of years misadventures, so we look forwards to seeing that at some point. Mike McDonald also has a few issues with his Light 15, which he hopes to resolve shortly and get in some summer motoring.

Finally my thanks to John Dawes who lives near Ulverston, who has stepped forward to offer some local knowledge on things to see and do in the South Lakes for the National Rally in 2020. See elsewhere in the magazine for a brief report on where we are with this.

Bryan Pullan

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

PEAK

Next issue of FP will hopefully have a Drive It Day report complete with photographs.

There will be no meeting in June due to the 100 Year event in Coventry.

Our next meeting will be Sunday August 4th – venue not yet confirmed.

Bev Oates

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

Sunday the 17th March TOC runout to chez Braithwaite and lunch at the Half-moon.

After some pretty grim weather of late, the day opened warm and with bright sunshine. Arriving around mid morning we were warmly welcomed to the home of



John and Nikki Braithwaite. Tours of their most amazing home were conducted for those who had not been before. The highlight for the gentlemen was time spent with the enormous train set. Not just any train set but one that is entirely programmable with engines that steamed, train spotters on the ends of the platforms with flash on their cameras that worked – all quite amazing. What were the ladies doing you ask? Well they were for the most part watching a cormorant on the very large lake in front of the house happily feeding on the fish that John puts into the lake. In due course we trundled off to the Half Moon at Kirdford for a most excellent Sunday lunch where conversation continued well into the afternoon. Very many thanks to John & Nicki for their hospitality.

Phillipe Allison

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

LONDON

This month was the last of our winter pub meets, they continue throughout the year but it's time to stop talking Traction and get on the road. Lots of quiet fettling in cold garages; Ian's Legere now has its correct 34 Solex carb and as I write is hurtling around the Milbrook test circuit. Martin has sorted Laurence's Big15's seized front brakes, having recently tuned the carbs, set the valves, plugs and timing, so it not only goes but can stop. Rather more sedately Mike has completed the reupholstering of his Legere at night school.

With some sadness London section said goodbye to Laurence, always a key member and known to all in TOC for his good company and the brilliant Snowdon rally. We wish Laurence and Teresa every happiness in their new life in Devon.

At the same time, we welcome a new member, Inde Milkhu, the proud owner of a very original 1950 Six, Paris built and bought in Spain in extraordinary circumstances. The engine runs, the body is rust free and un-welded, the paint is the factory finish. Unfortunately, a colony of mice had made their home above the head lining, just like our Familiiale last winter. Inde is working to have it on the road for late summer.

A footnote to Martin de Little's last article about early brake cables.

The easy way to obtain replacement cables is to visit your local yacht or dingy chandlery. They will have a cutter and a swaging press to make



accurate one off cables for rigging. Best to specify 7x7 stainless multi strand, as well as the obvious advantage of corrosion resistance it has a higher tensile strength and is more flexible than galvanised steel. Swaging, unlike crimping, compresses the whole ferrule against the cable, the various alternative clamp systems have a much lower pull out load and are best avoided.

This is a replacement for a small boot lid stop, it's a bit shorter to allow for a rear rack. It's fitted with the standard end pins secured with rigging lock rings rather than split pins. A final tip, when the cable for your up and over garage door snaps you know where to take the bits!

Drive it Day's run to Waddesdon Manor and the picnic are finally planned, just the weather to organise!

Peter Simper

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

EASTERN

Eastern Section happenings

Tractions Welcome 16th June Halesworth Suffolk NGS

John and Marjorie Milbank would love to welcome Tractions to their open garden event. John is looking to purchase his first Traction, if he can find one he fits! So this will be a lovely opportunity for John and Marjorie to see what range the Traction offers. The beautiful garden will be open on 16th June 11am - 5pm and is part of the National Gardens Scheme. Becks End Fm, School Rd, Westhall, Halesworth Suffolk IP19 8QZ Hope to see you there.

Regular Social Meet Up

The Compasses, Littley Green, Essex CM3 1BU 28th May - 9th July - 20th August, we meet in the right hand room with the metal grill door.

The Angel Larling, Norfolk NR16 2QU 7th May - 18th June - 30th July - 10th September, we meet in the right hand bar.

Both Angel and Compasses offer fine pub grub so if like us it's a dash straight from work to get there you can enjoy a night off from cooking, or simply enjoy a drink and spend the evening talking all things Citroen. We tend to arrive around 7pm there is a total mix of models owned by members and we are joined by the Eastern

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side of Citroen Car Club so often the meeting ends up in the summer months in the car park having a good 'poke about' as they say.

Jasmin Gagen

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

If like me, John Milbank is tall, then he may find that the gear lever bangs into his knee in top gear in a LHD car, but not in a RHD drive one. A Slough car could be the answer? Editor

NORTH EAST ENGLAND

2019 events start with a celebratory year for Citroen so most Classic Car Shows and Events can be regarded as part of that celebration. In the North East we have two events that show the versatility and stamina of Citroen Cars and in particular our Tractions.

Sunday 16th June Beamish Reliability Run

A handful of Tractions have entered the 2019 Beamish Reliability Run. They are joining in on a 170 Classic vehicle cavalcade across Northern England. Why not take a day out and come and cheer these cars and in particular the Tractions as they cross moorland, hills and dales in this testing 155 mile run. See page 34 of November/December 2018 FP. Some of the best vantage points are:-

Beamish Museum from 8.30am

Iveston Village and Hill Test

Wolsingham Town

Bowes Museum in Barnard Castle

Bainbridge - most people make for this point because it is a one hour lunch stop so all cars are static

Askrigg Town and Bank

Muker

Tan Hill Inn - Britains highest pub

Bollihone Quarry

Crawletside Bank

Lanchester Town

Beamish Museum between 4pm and 7pm.

The route and other points can be found on necpwa.org

Sunday July 21st Newby Hall

This is now a firm fixed date in the calendar for Tractions because we have our own section in the North's largest Classic Car Show and we all meet up for a good get together. Last year we had 11 vehicles....9 Tractions and 2 DSs.....and would like to see you all again. This year will be a bit different because we have been allocated 20 spots and moved to nearer the road. As it is Citroens Centenary we have invited CCC and 2CV clubs to join in. At the time of writing I'm awaiting their response but Nigel

Wild of CCC was very positive. So I've got my Entry Form and am going to fill it in and return asap so that I am assured of a place. It's FREE to NECPWA members so do it now. Or £5 to non-members.

More information below, from the Newby Hall website, or will be sent on Facebook or email.

Graham Handley

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

Newby Hall is an 18th Century country house situated near Ripon, North Yorkshire owned privately by the Compton family. www.newbyhall.com

It has a long association with the north of England's largest Classic Car Club NECPWA who hold their "Main Event" of Shows annually in July, this year on Sunday 21st. It is exceedingly popular and the organizers have to restrict the number of vehicles to 1400. Only cars registered before 31st December 1972 are eligible. There is also an Autojumble and many places to get something to eat.

Tractions initially went individually and were placed in the main avenue of Classics by their age. A few years back because of the number of Tractions attending we got the organisers to give us our own Traction Owners Club Section. It was supposed to be a minimum of ten but often it was only about half a dozen. but the organiser turned a blind eye because "I like your cars" (thanks Harry Fletcher RIP) Last year we had 11 vehicles, 9 Tractions and 2 DSs. We put on a good display and attracted a lot of attention.

The new organiser Ian Thurgood agreed (thanks Dave Faulkner) to site us nearer the road and has given us space for 20 cars because of Citroens' Centenary. At the time of writing, Nigel Wild has agreed the event will not cut across Citroens own plans and will attract exhibitors who will not be driving all the way to La Ferte Vidame or probably not be going to Coombe Park near Coventry so is going to encourage CCC and 2CV (never seen any at Newby) Clubs to come along.. He is to put forward the event to the next CCC committee meeting.

The cost to come along to Newby is £5 for non NECPWA members and Free to members. The closing date for entries is Friday 28th June. Entry forms available from necpwa.org . When completing the entry put TOC as The Club/One Make Stand Entry so that you get into the TOC Section.

Bring a picnic and make a day of it. Camping is available direct from Newby Hall.

Further details will be given when available but in the meantime get your entry in.





LIGHT 12?

Hi Bryan

You ask in your March/April floating power magazine if anybody has a light 12 Slough built Citroen. I think I have although i have always been told it was a 10cv it was registered in January 1934 (reg no. AKX566) and quoted as 1344cc I have found it difficult to get information on this car as I'm trying to finish restoring it.

If anyone could help with information or an owners instruction book, it would be much appreciated.

Regards

Brian Murphy

TRACTION MAINTENANCE COURSE

Hi there,

As we know, the date for the Basic Maintenance and Repair Course for Tractionists in English was not very convenient.

By help of a doodle I am trying to find a date that suits better for as many participants (up to 5) as possible.

Please follow the link and mark three days in a row whenever it suits you.

<https://doodle.com/poll/sgfpc45mi8w6z3be>

Perhaps it might be a good idea to check with your partner, if your stay in Switzerland could be extended to a holiday or if you would like to participate in an event organised by the Swiss Traction Club CTAC. See <https://www.tractionavant.ch/Anlaesse/ctac%20events.php>.

If you prefer to travel to Switzerland by other means than by your Traction, it will be possible for sure to find a place for you in a Traction to participate in a CTAC-event.

Best regards

Daniel Eberli

Im Chellhof 3, CH-8463 Benken ZH, Tel. +41 52 319 25 17, www.oldtimer-taxi.ch, www.bnb-chellhof.ch

P.S. Please do not try to contact me by phone between May 05 and June 10, as we will be abroad.

FLYING HUBCAPS

Hi Bryan,

I thought that this to might be useful to Slough owners.

For my rebuild, I bought a new set of hubcaps from the club. When fitted to the wheels, they were a rattling good fit and in serious danger of falling off. Comparing with my old ones, they appeared to be basically the same size and I found that 2 of the 4 old ones had had the rim bent in in 3 places to make them grip. Altogether not very satisfactory, and I really did not want to start bending the new ones.

So - I bought a box of O-rings from Screwfix and installed a 7x2mm O-ring over each of the pegs on the wheels. Hubcaps are now a good fit and, so far, after a year, no signs of falling off.

Regards,

Roger Grix

Good idea. I replaced my Slough hubcaps a couple of years ago and found that it was quite easy to eject the new nearside ones whilst tackling a roundabout vigorously. I have had to walk back and retrieve them from the undergrowth a few times and eventually, as you note, tweaked them with pliers to get a tighter fit. Editor

Insurance

As you can see, at the back of Floating Power TOC has adverts from various insurance companies. Payment from these helps keep the cost of our membership down.

If you are looking for insurance and contact any of the companies advertised, please let them know that you are a member of TOC and you will receive a discount.

Over the years I have established a good relationship with staff within these companies, so if you have any problems, or want to share any 'good news' stories then please contact me.

Bev Oates: Enquiries@traction-owners.co.uk

'SCUMBLING' ON TRACTIONS



Dear Chris,

I have been meaning to respond to your most recent article in the TOC magazine (March/April 2019) regarding Gary Lasasso of the Tampa Bay Automobile Museum, USA. You found out that Gary, apparently, was an expert at scumbling? What does that word mean? Those owners of RHD Tractions that were Slough built will know that the metal window frames were originally painted, then 'scumbled' with a 'faux' finish, to make them look like wood.

Faux painting or faux finishing are terms used to describe decorative paint finishes that replicate the appearance of materials such as marble, wood or stone. The art of 'scumbling' is clearly a meticulous, specialist skill which makes use of specific materials and brushes. There may well be people in the UK that could offer such a service, though I haven't Googled to find out. In the 20th century, and centuries before, faux finishes have been used to make an inferior surface look more opulent. These skills have been lost over the years, however, up until the 1980s, house decorators would have originally been taught these skills during their apprenticeship.

There is certainly no need to send all your window frames over to the USA to get them done! My wife has many years' experience as a professional paint effect specialist and did mine for me! Take a look at this photo from my Big Six:

The wooden fascia strips were taken back to the bare wood, then varnished and waxed. Although the colour match with the frames can vary, the overall effect is most attractive and authentic. If the solid wooden fascia strips have been damaged, and need to be repaired, it would make sense to have them both scumbled in the same way.

Anyone who is interested should make direct contact with her: -

Vanessa Webb

Paint Effects Specialist, Interior Design, Restoration, Courses and Lectures

Landline: 01275 853301 Mobile: 07974 761173 Website: www.stunningfx.co.uk

Note from Vanessa: -

If anyone in the TOC is interested in having this work done to their frames or fascia strips, the price will depend on how much work is needed to prepare them for the undercoat painting prior to the 'scumbling' and varnish being done. Ideally the items would need to be delivered to our Bristol workshop/studio by post, and then collected in person when finished.

Jonathan Palmer

There has also been some discussion on Scumbling on the forum recently. Editor

MORE THOUGHTS ON SILICONE BRAKE FLUID

Dear Bryan

Thank you for an interesting article on silicone brake fluid. I've used it in my Roadster without any problem for well over 20 years and agree with your conclusions. Although the car is laid up over the winter and only has spasmodic summer use haven't had a single failed rubber, stuck cylinder or mushy pedal throughout that time. I never "exercise" the brake pedal during lay-up, either. (Memory to self: use it more this Citroen Centenary year and replace the seals again as a matter of prevention.)

Before making the switch, I did consult other Traction owners and their advice was very mixed, including tales of swollen seals and significant brake deterioration. I have had neither. My conclusion is that silicone does exactly what it says but older rubber seals could be affected by silicone or, perhaps more likely, by a reaction to the change from DOT 4 or 5.1.

As you state, the system must be scrupulously clean before using silicone, or a gungy emulsion will indeed result. The normal fluid-changing process of simply pumping through fresh fluid is not adequate. Without removing the seals - including the dreaded master cylinder - it is impossible to thoroughly clean the system. Having gone to those lengths, it is hardly sensible to then reuse the old seals. Once the master cylinder is out for cleaning, and the pistons removed from all the slave cylinders, the reservoir and all pipework can be easily and thoroughly

cleaned. I used compressed air to drive meths through until it ran clean and clear.

It seems a bit unlikely that any military would adopt silicone if there were inherent problems - it would be rather unfortunate to find an entire army transport immobilised by brake failure in the event of urgent deployment orders! I have experienced no problems with leakage due to searching and would question whether silicone could escape systems that had not previously leaked under braking pressure. I am not familiar with the DOT rating system but this presumably involves extensive testing under controlled conditions?

Finally, and not directly related to Tractions, I have also used silicone fluid for 15 years in my 1965 Sunbeam Tiger, equipped with a Girling Mk11b brake servo. I changed over to this without realising that servo rebuild companies issue dire warnings of premature failure and invalidation of guarantee should silicone fluid be used. This seems strange because, so far as I can see, the working parts of a servo (ie those in contact with fluid) are pistons, rubber seals and bores - as in a brake cylinder. All I can say is that the whole system has remained totally reliable, entirely trouble free and it still works perfectly.

Kind regards

Steve Kemp

A MATTER OF TIMING

During our recent trip around France in the newly rebuilt Light 15, I experienced some overheating. After a good radiator flush it was better but still hot. Mind you the air temperature was in the high 30s. Anyway as the trip neared its conclusion and we headed back to Blighty, the behaviour was a bit erratic. Not worryingly so but sometimes it seemed to go better with a little bit of choke, sometimes with more or less advance.

Back home, I took the car across to Andrew Galt, who did the rebuild, and he soon found that the diaphragm on the vacuum advance was not as it should be as one could suck air through it.

I suspect that the overheating was caused, at least in part, by the air being drawn in through the vacuum unit weakening the mixture as well as the lack of advance on light throttle openings.

The vacuum pipe was plugged and the vacuum unit was added to the to-do list. Returning from Andrew's the car felt much better.

After a while wondering whether I really needed the vacuum unit I thought that I should look into the theory.

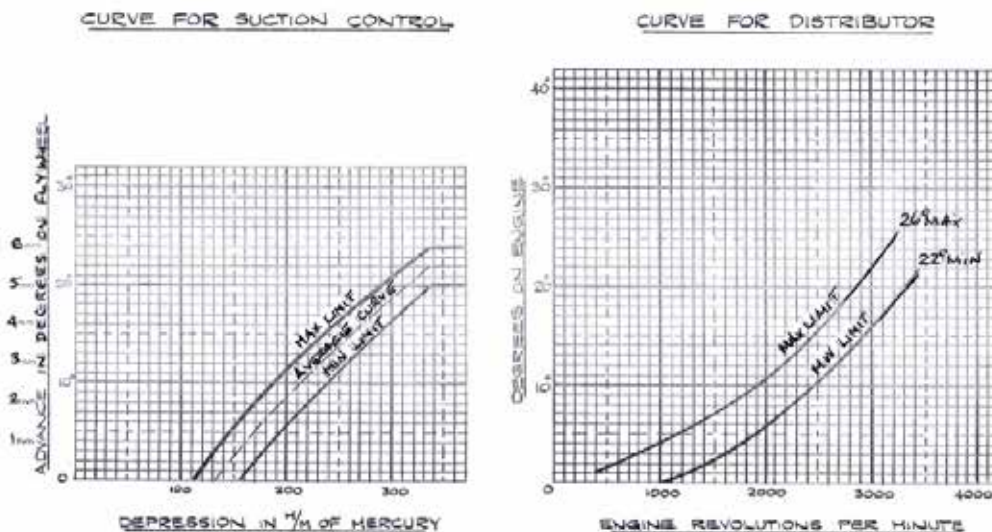
I soon discovered that not all vacuum units are created equal and, to complicate issues, the part numbers are not stamped on the units. I then came across some arcane notations for the specifications e.g. 5-13-11. These are sometimes, but not always, stamped on a small tag on the unit.

The "Automatic Advance Ignition Curves" in the manual show how the centrifugal and vacuum units should operate.

Having met with Martin from Distributor Doctor, the coding system was explained. Taking 5-13-11 as an example, the first figure is the vacuum (in inches of Mercury) at which the unit begins to operate. The second figure is the vacuum at which it is fully retracted (13" Mercury) and the last figure is the number of degrees advance movement at the distributor (double this figure at the crankshaft).

These figures vary quite dramatically for different units designed for different vehicles so "any old unit will do" is not true.

— ELECTRICAL EQUIPMENT —
— AUTOMATIC ADVANCE IGNITION CURVES —



I trawled the Lucas part numbers and consulted Le Grand Livre to try to get the history of the units used, and to try to make some sense of the changes. The engine development, the distributors and vacuum units are shown in the attached list.

A Matter of Timing

Ignition Timing Theory

With thanks to Rob Medynski of British Vacuum Units in the USA, I provide some theory on ignition timing.

Ignition timing needs to vary in order to optimize proper fuel burning pressures at a particular crankshaft speed, under particular load and RPM conditions. This maximises performance and minimises fuel consumption.

The static timing; 6mm rod in the hole (don't forget to take it out!) sets the timing to 8° BTDC. The manual then tells you to advance it another 4° making 12° in total. As this is just a minor (2° movement on the distributor), it seems that most people do this by running the engine and adjusting the distributor until it sounds right and feels right, so probably is right.

So far so good. Now you give it some wellie.

The higher the RPM, the less time the fuel has to burn so the earlier the fuel needs to start burning to pressurise the cylinder when the piston is on the down stroke.

Referring to the graph in the manual, it can be seen that the centrifugal advance should be inactive below about 750 RPM. The mechanism then advances the ignition by a further 12° at the distributor, (24° at the crankshaft) at 3500 RPM. Hopefully yours does this in accordance with the curve, but probably not because the springs have stretched or been changed and the pivots have not been lubricated. Weak springs will result in too much advance at lower revs. If you now retard the engine to compensate, you will be too retarded at high revs and at tick over.

As you are now up to speed and cruising along happily, you ease back on throttle. This results in less air and fuel being drawn into the engine. This less dense charge burns more slowly and, in order to fully burn on the down stroke, needs to be ignited even sooner to ensure that you get the maximum benefit from your fuel.

That is the job of the vacuum unit. Closing the throttle increases the vacuum in the carburettor on the engine side of the butterfly valve. This vacuum pulls the distributor body towards the unit, thus advancing the ignition further; in our example, up to another 22 degrees at the crankshaft.

The design of these systems was, apparently a high tech collaboration between the engine manufacturer and Lucas. Literally hundreds of different specifications were produced for different engines.

Our engines are remarkably tolerant and I may be in line for an anorak award but I think that most owners will be setting the static timing and assuming that everything else is performing as it should be.

It can be seen from the change in vacuum unit spec between 1949 and 1950, when the Solex 32 PBIC carburettor was introduced and the compression ratio was increased (4-23-10 to 5-13-11) that the design of the unit is very specific.

I am now wondering how my pattern carburettor compares with the Solex.

The next stage for me is to get Martin (DD) to rebuild my old unit as a 5-13-11, to try and set up a timing scale and strobe to check centrifugal advance and try to measure the vacuum variation.

I will then probably continue to drive it as long as it feels OK.

Citroen Engine Development (Le Grand Livre)

1939 –“Perfo” engine introduced. 56 ch @ 3900rpm. CR: 6.2:1

1950 – Carb changed to Solex 32 PBIC, CR: 6.5:1. Manual A/R introduced.

1953 – Engine now producing 57-59 ch @ 4000 rpm

1955 – 11D engine introduced. 60 ch @ 4000 rpm CR: 6.8:1 Changes to camshaft, cylinder head and other mods.

Distributors Fitted (Lucas Part Number Lists)

1946 – 49 40100 E (13 – 15 deg.
ECM 362) with 400898 Vac unit. (4-23-10)

1949 40219 A/B (11 – 13 deg.
ECM 455) with 400898 Vac unit (4-23-10)

1950 40219 D (11 – 13 deg.
ECM 455) with 418986 Vac unit (5-13-11)

1950 40219 E/F (11 – 13 deg.
ECM 455) with 418986 Vac unit (5-13-11)

1951 – 52 40236 B/D (11 – 13 deg.
ECM 455) with no listed vac unit, probably
418986 (5-13-11)

1952 – 55 40332 A/E (11 – 13 deg.
ECM 493) with 420918 Vac unit. (5-14-11)

Notes:

40236 was the Lucas model to supersede the 40219 so, since it has the same advance and the same ECM curve, could be assumed to have the same vacuum unit.

The change of vacuum unit in 1950 could be due to the increased CR and the new carburettor.

The 40332 is a DM type with integral vacuum unit.

The graph from the workshop manual appears to be, more or less, 5-13-11.

Roger Grix

2019/02/23

Post Script

I got my vacuum advance unit back from Distributor Doctor and, fitted it. Full of hope and expectation I set off for a test run.

If anything, it was worse than before. Overheating and losing water again.

I now started to analyse what could be wrong. There was clearly plenty of water circulating through the radiator so I

concluded that there were three possibilities. A lack of airflow through the radiator, a partial blockage somewhere in the block, or retarded timing.

I had overhauled the distributor but had not been able to get replacement springs so I was not sure about the characteristics of the distributor auto advance.

I sent it to Martin Jay to check the curve. It was not retarded as I assumed but was, in fact, running way too much advanced (refer to the attached curves).

A quick look on the internet confirmed that over advance can also cause overheating (I did not know that but it does make sense). If your ignition is too far advanced, your engine is fighting to compress the expanding gas above the piston. Some of the energy you introduce in the form of chemical energy gets converted to mechanical energy at the crankshaft and is removed from the engine. The balance is converted into heat that has to be dissipated as hot gas in the exhaust and hot water in the cooling system. Any inefficiency in converting the chemical energy into mechanical energy will increase the engine temperature.

I asked Martin to do what he could to correct the profile and he got it back within the spec tolerances. The distributor is now back and fitted. What a difference. More power, better flexibility, cruising up hills in top gear that required second gear before.

This whole exercise has been quite an eye-opener for me.

Roger Grix

2019/03/27

It is probably the case that with an unpressurised cooling system, Tractions are more sensitive to timing and mixture settings, since the boiling point of their coolant is not raised as it would be in a pressurised system. Ejection of water is therefore possibly likely at a lower temperature? Editor

Big 6 Down Under



Over the weekend the manager Brian offered to deliver the engine to my home in Bodalla. It has been worth the wait and the machine shop have done a brilliant job. It has had new liners and pistons, conrods from an ID19, cylinder block surface grind, crankshaft grind and oversize shells and helicoils fitted to the block where at least one of the bolts had broken in the past. I can now start to put things back



I've had the brake shoes relined and ordered a repair kit for the four brake cylinders and the master cylinder. The bores all appear serviceable, although some of the pistons needed soaking in WD40 and some gentle persuasion.

together. Now where did I put that camshaft?

In recent weeks I have been starting to prepare the engine bay for paint. It's had several coats of etch primer and primer but I will need to wait for the weather as we have had rain recently and although it is autumn it is still very humid.

In the meantime I have been working on the front brakes, steering rack and suspension.



This shows the dismantled steering rack. The rubber gaiters were non-existent on my car but as always you need a special tool to remove the end fitting.



I ordered replacement rubbers for the front windscreen from TOC (Thanks Chris) some weeks ago and these have been fitted. Getting the screen out of the car was a struggle with several bolts needing to be drilled and extracted. Getting the two halves back together was a challenge as I was not keen to put too much pressure on the frame using clamps. The outer edge is also curved and the clamps did not want to sit square so I resorted to using a tourniquet made from two ropes. Tightening each gradually brought the two halves together



so that I could fasten the small bolts. To fit the second rubber it needs to be pressed into a groove in the frame. Looking for a suitable tool I opted for a paint tin opener which worked a treat as the end is curved.



The track rod ends both need replacing as they are showing signs of wear and the threads have been compromised. These have been ordered and hopefully will mean I can start to put things together instead of taking things apart. The track rod components are shown in the photo below along with the tool needed to remove the top thread.

The tool holds the inner sleeve so that the retaining outer thread can be slacked. It is not necessary to completely remove the threaded portion as the inner sleeve eventually comes free. Putting things back together however is not proving so easy. Getting the numerous components together is a challenge.



Kevin Taylor

Good progress from Oz. We look forwards to further updates . Editor

More on Cold Traction

I read with interest the article “A tale of a cold Citroen”.

The problem of the car running too cool is well known to me! After leaving school I started work at the Allard Motor Company on Ford Rally cars. In time they progressed to racing cars, both single seaters and sports prototypes. I did this for a living for about 12 years before getting a proper job! In the sixties and seventies, these quite sophisticated racing cars did not have thermostats! They all had very large radiators and oil coolers because we tended to race at Silverstone in March (0 degrees C) and South Africa in January (30 degrees C). So the trick was to tape up the radiators sufficiently so that the water and oil got up to a sensible temperature. Getting this right came with experience and the difference this made in performance, fuel consumption and engine life was substantial.

When I bought my Light 15, I was aware of a faint “rumble” from the engine that I suspected was coming from the main engine bearings. I fitted a combined water temperature and oil pressure gauge, and soon learnt that if the outside temperature was zero the water temperature did not register anything! By blanking off half the radiator, I improved the water temperature and when the oil got hot, the oil pressure showed 10 psi falling to 0 psi on idle! I would suggest that every Traction owner should fit one of these gauges. They will save money in the long run!

With the help of Mark Harding of Devon Traction we removed the oil pump and tested it and it was perfect. The engine was removed and stripped and this showed that the big ends had been reground but the mains has just been “polished” and were now virtually under size, and noisy.

After getting the mains ground and putting all this back together and getting proper 50 psi oil pressure, the cold running problem still needed resolving, and Jose Franssen came

to the rescue with a very high quality Radiator Muff that Bryan mentioned in the article. This has flaps that you can adjust depending on the outside temperature and I am enclosing some pictures to show this in action. Interesting that if the temperature is 0 degrees C, I run 100% blanked off! Jose Franssen now offer two alternative methods.

In the catalogue Section 34 there is listed:

034 190.000 Radiator grill cover B
140,00 euro

034 190.000-A Radiator grill cover BL
140,00 euro

034 190.000-K Fixing material for radiator grill cover 2,00 euro

there is also a radiator blind (adjustable)

034 329.907-R Everwarm radiator cover with roller chain 11B 150,00 euro

034 329.907-RL Everwarm radiator cover with roller chain 11BL 39cm 149,80 euro

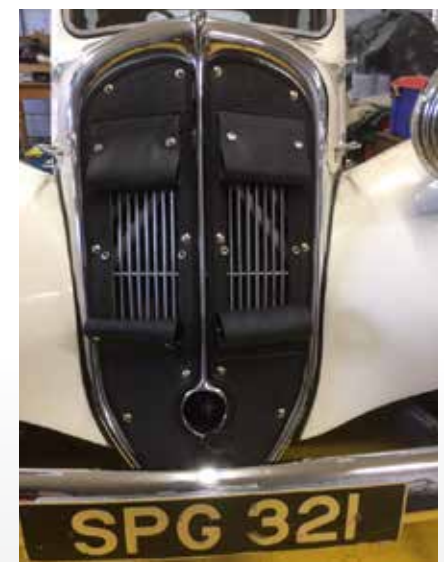
The muff has flaps that you can adjust depending on the outside temperature and I am enclosing some pictures to show this in action. The only downside is that it is quite fiddly to fit as I find it easier to remove the bonnet and the radiator grill and fit the muff on the bench!

I would very much like to know what the inline radiator heater is called, because I want one and I cannot find it on Demon Tweaks or anywhere else. Help please!

Regards

Julian Pratt

I have also subsequently discovered that Franzose do a radiator blind for 189 Euros and muffs can also be had from PAT2D for 105/110 Euros. (Editor)





I usually edit out the sections on matters that aren't of immediate interest to Traction owners, such as paragraphs on HGV's, steam traction engines, etc. but this time I have left several paragraphs in about matters affecting the running of clubs, which may give some members an insight into the issues that face TOC on a regular basis. The following is verbatim.

Editorial

Very soon the Federation will be launching its new website. We'll leave it to you to judge whether it is a successful upgrade, and indeed we welcome any feedback whether by email, letter or through our Facebook channel. In the six years since the site was last overhauled there have been huge leaps in web technology and we hope you agree that the look, feel and ease of use is more what you would expect from a contemporary website. Go to www.fbhvc.com and tell us what you think.

On another tack, Autocar magazine recently ran a feature where their august group of journalists whose respected scribblers name amongst their number Copley, Tisshaw and Holloway to name but three, where they imagined each was Transport Minister and set out the kind of policies they would pursue. Perhaps they should have kept the feature for 1 April? However the comment that caught my eye, like a cinder from a steam train, was a comment from Editor, Mark Tisshaw. "Transport Minister", he wrote, "That's a job for a career politician on their way up the food chain with a long term eye on No10. I mean, none of them really care about the motorist, do they?"

I really do beg to differ. The All Party Parliamentary Historic Vehicle Group, with whom the Federation has a close association, is packed with vehicle enthusiasts. Former ministers, some of them, have owned everything from a De Dion Bouton to a Jensen Interceptor and even a Claas combine harvester (remember, the Federation is a very broad church where the 'c' word is banned). Not interested? I think not Mr Tisshaw!

Finally, I was sorry to learn recently that the National Association of Wedding Car Professionals (NAWCP) has disbanded. NAWCP was particularly involved with the Federation in successfully lobbying government for historic vehicle exemptions in low emission zones. The Federation will continue to protect the former members of NAWCP through their membership of their relevant marque club

Geoff Lancaster

Legislation & Fuels Bob Owen

Environmental Issues

London ULEZ

By the time you read this, the commencement of the London ULEZ will be upon us.

The Federation is conscious that a number of our members, perhaps particularly on two wheels, with vehicles which are more than thirty years old, and thus within the internationally recognised definition of a historic vehicle, but which do not yet qualify to be in the 'historic' taxation class, will not benefit from the exemption for historic vehicles which we managed to secure.

It is probably appropriate to remind readers of why the Federation considered it right to accept the views of Transport for London on how the ULEZ, and its exemptions, should be applied.

We need to recall that the (approximately) forty year old date of entry into the 'historic' taxation class is almost accidental, representing simply the date from which the Chancellor of the Exchequer decided the VED exemption would again start to roll forward, after a period when it did not do so.

On the other hand, we should recognise that our members benefit from the fact that the Government sets no technical or originality standards whatsoever for recognition of a vehicle as historic for tax purpose, something which is certainly not the case in some countries.

It was always the case that the London ULEZ was going to be enforced using ANPR (Automatic Number Plate Recognition). That being the case it was likely that TfL would wish, for reasons of simple efficiency, to use the 'historic' taxation class, which the system can recognise from the DVLA database it accesses, as its historic vehicle exemption identifier.

The Federation considered that the most important aim was to secure an exemption for the greatest majority of our members, which might have been prejudiced by getting into discussions on what exactly was the definition of a historic vehicle. We thus accepted the use of the 'historic' taxation class.

And there is one more difficult matter I need to address. Much of our approach to Government and local Government departments across the board, on environmental matters, has to be based upon the argument that historic vehicles are no longer a 'means of transportation' as such. They are rarely on the roads, do limited mileage, and when in use the purpose is to move the vehicle itself, not the passengers or goods it carries, from place to place. Their contribution to pollution is minimal in the extreme. This does mean that, for newer but preserved vehicles, which would have to pay the charge but are only used occasionally, the burden would not be excessive.

I am afraid that does mean that the Federation cannot really support the use of vehicles claiming to be historic, if they are in fact in daily use as transportation. I know this will disappoint some members, but our position has to take account of the overall benefit to the majority of our members. On the other hand we will not actively discourage others to attempt to get any improvements to the ULEZ operation they might seek.

One good thing to report is that we have now been advised that the owners of overseas registered vehicles, over forty years old, will be able to exercise their ULEZ exemption through registration with TfL. The ULEZ website will identify the portal for registration. At the time of writing, TfL was not able to advise us what the detail process would be.

Rest of the UK

On the wider front, there are a number of other Low Emission or Clean Air Zones being developed around the Country. There are ongoing and intended consultations, but there is not, I think, anything which we need to raise in this Edition.

When we make responses to consultations we do put them up on the website, where you can see what we have said in each case. As we become aware that Zones are coming into force, we will of course make readers aware of this. I repeat my request that if readers become aware of local specific issues relevant to LEZs or CAZs, please do not hesitate to let me or Emma know.

Europe

We are quite frequently being asked by members taking their vehicles abroad, usually into the EU, where the various Low Emission/Clean Air Zones are.

The simple limitations of resource have meant we could only be marginally of use.

However, it is now becoming easier to identify the existence of LEZs and CAZs in Europe. The website <http://urbanaccessregulations.eu/> is now sufficiently mature for us to recommend. It claims to identify all sites of urban traffic restrictions in Europe and a quick check appears to confirm the claim as it relates to the UK. I am not clear if it is always right on historic exemptions, but it is a good start and it will certainly contain more information than we have.

Roadworthiness

General

Judged simply by the number of questions from members we receive, it does look as if the roadworthiness testing regime is now settling down.

But the very light touch of the 'declaration' process, whether online or with a Form V112 (or V112G) at a Post Office is still causing a few uncertainties in wording and understanding.

However it is worth noting that now, when you receive a reminder to tax a vehicle in the 'historic' tax class, it will contain the following words, which are different from the standard V11. These words are 'THIS VEHICLE MAY REQUIRE AN APPROPRIATE TEST' This is different, primarily in the use of the word 'may', from the standard V11 wording.

At the moment their Vehicle Enquiry Service simply says, in relation to the MOT, 'No results returned'. We are intending to present to DVLA shortly our view that there is still potential for them to improve the wording of the VES so that the possibility of the vehicle being MOT exempt is at least identified. The rewording of the V11Z may point out a way forward.

And the information provided by DVSA when you search the MOT History online is incomplete and could possibly lead you astray.

Firstly, if your MOT has expired you get a red warning that you might incur a fine of up to £1000. If you have an exempt vehicle, do not panic!

The warning leads you to what it refers to as 'MOT Exemption Guidance'.

In fact what you then see is Form V112. This would of course permit declaration that your vehicle is exempt from MOT at a Post Office.

As Guidance however, it is incomplete. It does not reference what one would have thought was now the default process;

namely that if you are taxing online there is an equivalent form of declaration of exemption, which is not formally a V112. I am aware that this has misled at least some members, and thus hope this explanation will set minds at rest.

And, as of the date of writing, we are still awaiting a bit more clarity from the police about their understanding, recognition and process of enforcement of the 'VHI' exemption.

Specialised Vehicles

There is one area in which some clarity has recently been received. Some members will be aware that as a result of the overall change in roadworthiness testing a number of 'specialist vehicles' (i.e. those based upon HGV chassis but modified for certain specific purposes) which used not to be subject to testing, even if modern, have been brought into the realm of testing.

This affects some 'historic' class vehicles. Clearly all built after 1960 will have to be tested in the same way as HGVs.

What was not made clear, but DfT has clarified to the Federation, is that if any such vehicle was built before 1960 it is treated exactly as an HGV; that is to say as long as it has not been substantially modified in the past thirty years, it is a Vehicle of Historic Interest and remains exempt from testing.

Reminder

This is we think a good place to provide two reminders about MOT exempt 'historic' vehicles

(a) If your vehicle has indeed undergone substantial change in the past thirty years, the vehicle is legally not exempt. Neither making an incorrect declaration at the time of taxing the vehicle, or failing to take an MOT test when due will affect the position. You remain at risk.

(b) We all have an ongoing obligation to keep our historic vehicles roadworthy. How we choose to do that, whether by taking a voluntary test or by some other method of inspection, is our judgement for exempt vehicles. Simply assuming everything is OK is not a satisfactory method.

Insurance

We now have greater clarity on the proposed changes to the EU Insurance Directive. (For clarity I need to restate that we of course do not know whether and to what extent the UK will be following these EU rules in future).

The current position is that the proposals from the Commission to amend the EU Motor Insurance Directive to recognise issues which had arisen, particularly as a result of the ruling of the European Court of Justice in the Vnuk case have now been considered and amended by the European Parliament.

There have been two satisfactory outcomes for the historic vehicle community. One aspect has been widely reported in the press. The other, arguably of direct interest to more of our members, has not. The Parliament has introduced amendments on two aspects of compulsory motor insurance of interest to us.

The first concerns competitive events on private land. Parliament is proposing this be excluded from the requirement for insurance, following efforts from the FIA, supported by FIVA.

The second is the position of vehicles which are out of use, e.g. on SORN waiting restoration, or kept in a museum. Following intensive lobbying and drafting work from FIVA of the Single

Market Committee (which handles this Directive), the Parliament has also a apropos such vehicles agreed they should be exempted from compulsory insurance.

While there is a final stage of detailed negotiation between the Commission, the EU Parliament, and the EU Council of Ministers, there is currently no good reason to expect these positions not to be maintained into the final Directive. Should this prove to be the case a lot of work, including quite a lot by the writer, will have proved to be worthwhile.

Q Plates

As I write this we are finalising the examples that I said in the last edition we would be progressing with DVLA. It will be interesting to see how DVLA react to these examples, which the Federation considers are all of vehicles whose identity and age is entirely clear and which therefore ought not to be on Q Plates, but should properly be in the 'historic' taxation class.

DVLA

You will note that this edition there is no contribution from Ian Edmunds. This is neither because he has lost interest nor because he is not keeping busy on our behalf. Nor does it mean there are no outstanding issues with DVLA.

It simply reflects the fact that there seems to have been a certain amount of difficulty in DVLA in dealing with the issues. We neither can nor should speculate on why this might be.

However, there are signs of activity, and it is hoped our normal service of updating the position with DVLA will be able to be resumed in the next edition.

And Finally

Things are moving fast and anything I write on the future relationship between the UK and the EU is likely to be wrong when you read it!

I will therefore confine myself to saying that it may still be wise, if any reader is planning a trip abroad this year, to read the checklist sent in our Press Release of 5 March 2019 and that for up-to-date advice you should keep up with guidance published on gov.uk.

CALL TO ACTION

Teamwork at Westminster

The Federation and the All Party Parliamentary Historic Vehicles Group (APPHVG) regularly work together.

Some people are surprised to learn that the Federation works had in hand with MPs and Peers through its link with the All Party Parliamentary Historic Vehicles Group. By working together much has been achieved by way of preserving the right of older vehicles to use our roads.

Chair of the APPHVG Sir Greg Knight MP for East Yorkshire regularly brings matters before Government Ministers which have been raised by the Federation and whose representatives attend regular APPHVG meetings at the House of Commons.

Sir Greg Knight said, *"Is your MP a supporter of our All Party Parliamentary Historic Vehicles Group? If not, why not? We need your help to encourage your MP to join because there is always strength in numbers."*

"Please ask your MP to help us look after the interests of classic car owners in parliament."

Secretarial News Emma Balaam

Club Expo 2019

The newly launched Club Expo 2019 was a huge success according to feedback received on the day and subsequently thereafter. A total number of 130 delegates arrived at the British Motor Museum at Gaydon in January, which exceeded our expectations. Thank you very much to the speakers who delivered their interesting topics to the room.

Our very own David Whale and Tom Caren, Show Manager of the British Motor Museum opened the event. Karl Carter, FBHVC Skills Director then followed giving detailed information on the Heritage Engineering Trailblazer and the Apprenticeship Scheme.

DVLA Question Time Geoff Lancaster & Ian Edmunds

One of the popular topics of discussion was DVLA Question Time with Geoff Lancaster, Communications Director and Ian Edmunds, DVLA Liaison Manager. A brief precis follows:

We must remember Heritage is only a small part of DVLA's business. As a background their basic systems and procedures will not change. Our aim is to understand how their systems work and use them to our best advantage. Part of Ian's role must be to understand that. Part of his role is to explain that to you and your members. We will continue to liaise as best as possible with DVLA and you via FBHVC News.

Ian has a very good record of success of individual cases and works very hard for you. Advice to individual applicants is to put as much effort into their applications to DVLA as they put into their own vehicle restorations. Too many owners spend many years restoring their vehicles but want DVLA to register their vehicles within a month.

"It is our responsibility to present them with well worded and presented documentation, as they spend their day looking at numerous applications. They are generally not vehicle enthusiasts, but administration workers."

Another main issue is the confusion of which category your vehicle falls into with certain requests such as radically altered, CKD, reconstructed classics etc. Please ensure you have all the relevant documents available. We all need to work alongside the DVLA. The best advice is to contact Ian Edmunds before starting on a lengthy and costly restoration.

"When undergoing a restoration, it is essential you keep the chassis plate safe. If you do not have one or it has been lost, DVLA will suspect it as suspicious. So, beware."

DVLA may send someone to inspect the vehicle. They are not vehicle experts but know what numbers should be in place.

If you wish to liaise with Ian, contact can be made directly via vehicles@fbhvc.co.uk or via Emma in the office (secretary@fbhvc.co.uk).

Risky Business - Helping Clubs Avoid The Pitfalls of Liability Peter James Insurance

Greg Nock, from Peter James Insurance, our Insurance Partner and Sponsor of Club Expo 2019 provided interesting information to assist clubs avoid the pitfalls of liability.

The key to avoiding the pitfalls is to arrange the correct cover for your Club. Greg Nock's job is to understand how each Club operates. For example, as a general rule most Committee Members are volunteers. Many clubs do not have Public Liability or Employers Liability cover. Employers Liability cover is one of the statutory requirements required within the UK whether you are volunteers or employees. Some clubs have annual or one-off cover (just for one event). In terms of liability where could the claims come from? If a claim arises, the club would need to be proved negligent to be liable. If the Club were to receive a Solicitors letter holding them liable, and the Club has no cover the Club would still be required to deal with the legal cost of dealing with the issue.

Greg proceeded to supply some examples of claims:

- a. Setting up a marquee which had not been fixed correctly causing damage to a vehicle or a person (bodily injury).
- b. Client attending a show to sell their vehicle. A potential purchaser sat in the drivers seat, (Captains chair) and inadvertently knocked off the handbrake. The owner then realised and put it back on. Unfortunately, due to the vehicle moving (only slightly) it had rolled off a flag pole which then proceeded to fall and hit someone on the head. The liability cost was just over £30,000. Public Liability cover is not a UK requirement, but it is worthwhile as the costs can be huge.

If you arrange your own events, please look very closely at any third party or subcontractors' details to see if they have their own Public Liability cover in place. If a person has an issue with the subcontractor, they will only come to you as the event organiser.

Many members join clubs to purchase parts. Products Liability is not cheap and there can be exclusions in place. Anything can be safety critical. For example, a windscreen motor would become safety critical if it is raining. If you have the cover, please check you are fully insured.

"Peter James Insurance do not have safety critical cover limitations on their policies."

Lots of clubs have members living in the USA and Canada but are unable to sell to those countries. The law and the way they do things within the USA is completely different to what we do within the UK. If someone were to get injured in the USA a judge looks at the case, gets everyone involved and the person making the claim receives their settlement first. The case is then looked at further to establish who was involved. The judge will then decide who pays the claim. Underwriters worry about giving cover in the USA and Canada. The minimum premium was previously £7,000 plus insurance tax. This was a challenge for Peter James Insurance. Thankfully they now have no safety critical exclusions priced as premiums from £200 (plus insurance tax). Peter James Insurance have a bespoke facility to offer and would like to speak to all clubs as to what they can offer. Peter James Insurance also offer GDPR cover which is automatically written in to their policies.

Other policies they can offer include Buildings, Contents, and Stock Cover.

Cheryl Maybury, director of Peter James Insurance, said: "Clubs rightly have many concerns at the moment about a number of issues threatening to affect the movement, so Club Expo's return has come at just the right time – offering clubs access to a wealth of information and advice from experts in a range of

fields, as well as somewhere to focus their questions. Moreover, it enables them to liaise directly with the FBHVC team, who can provide the reassurance that their concerns are being raised and their needs championed at the very highest levels."

She added: "The talk that our Clubs Liaison, Greg Nock, gave on club liability provoked so many questions and 'I hadn't thought of that' comments - highlighting one of the many reasons why information-sharing events like Club Expo are so important in supporting those at the centre of the historic vehicle community."

Commenting on the Federation's partnership with Peter James Insurance, Chairman, David Whale said: "As our official insurance partner we were delighted that PJI stepped in to sponsor the revival of Club Expo. It was also very fitting that they played an active role in the sessions and engaged directly with the club officials throughout the day. It was an excellent demonstration of their dedication to the historic vehicle movement."

Cost of Ownership Survey Paul Chasney

Paul Chasney, Research Director then took to the lectern to deliver the interim results for the Cost of Historic Vehicle Ownership Survey. Details will follow once they have been fully analysed.

Planning For The Future - Preparing Classic Car Clubs For The Next 40 Years

Bruce Kelsey – Director of Development, Morris Minor Owners Club

Following a well deserved lunch break and catch up with the Historic Vehicle Community Bruce Kelsey, Director of Development, Morris Minor Owners Club delivered his presentation on Planning for the Future – Preparing Classic Vehicle Clubs for the next 40 years.

"Development is critical for clubs wishing to move forward."

There is an aging demographic amongst Clubs. The Morris Minor Owners Club are lucky in having young person involvement.

John and Ray have been The Morris Minor Owners Club Chairman and Secretary for over 40 years. How does the MMOC create a succession plan? With the help of Bruce's profession, engaging children in sporting activities he gave a detailed approach to the subject.

The whole room took part in a simple exercise whereby all delegates stood up and were asked to point North with their eyes closed. Inevitably people pointed in all directions. The aim of the exercise highlighted that if a Club or Association needed to travel North, there was much uncertainty as to which direction North was. "Clubs need to understand which way they are heading." Establish a degree of unity, and once it has been reached your achievements will be greatly rewarded. You have to be brave. The Committee must recognise the club is bigger than one individual. Nowadays clubs are mainly classed as small businesses and the nature of those businesses change. You need to keep evolving.

Concerns and challenges.

"Most people in the room in your heart of hearts you know what those challenges will be".

"What skills do we have within our membership". Complete a simple skills enquiry.

When a newly appointed Committee member takes on their position, they start in a flourish, but gradually start getting tired. Unfortunately people are not forthcoming to take over the baton. Can we prepare our next set of committee members to carry on? The answer is yes.

“Listen and talk to your members and ensure critical feedback is received.”

Take your time in talking to members over a period of time i.e. 4 months. Be secure in yourself. You must disassociate yourself from the feedback, it is not personal. Respect each other. Embrace the fact you see things differently.

“Share findings with members, and do not hide anything.”

By sharing we make the members help find the solutions. Create a new sense as ‘moving forward as one’. Don’t underestimate the passion people have. Find a way to capture that and use it to benefit the club and the members.

“Write a business plan document to help stimulate members in the future.”

In reality people will join a number of clubs dependant on the vehicles in which they are interested in. Demographics change and those interested in other classics are in the same boat. Embrace with other clubs. The main point or aim is that people use their vehicles and enjoy them. Put together a joint venture with other clubs.

“Launch your plan at an event of your choosing.”

Get the press involved. More people will attend.

The next 40 years? – Bruce hopes he can pass on the role to the next caretaker in a better position than when he started. The aim is for a 21st century club catering for an icon of the 20th century, and the hope would be to welcome all enthusiasts into the club. The Morris Minor Owner Club stipulates you have to be an owner of a Morris Minor to be a member. Why not change the name or ethos of the club to be the Morris Minor Owners & Enthusiasts Club? A club should be for enthusiasts as well as owners. Break that mould, as we are all in it together.

Ian Quest Next Step Heritage

Next up was the turn of Ian Quest from Next Step Heritage, who explored the importance of data and demonstrated ways to use information you already have, to bring new insights to your members and new value to your club and committee.

There is a high level of interest with younger people and the way we need to engage with the younger generation is important. Data doesn’t have to be digital.

Ian asked if everyone could introduce themselves to others within the room as it is important to get to know each other and help each other.

PR & Social Media For Car Clubs Wayne Scott & Hannah Thomas

Next to the stage was Wayne Scott, Classic Heritage PR & Media and Hannah Thomas, National Street Rod Association who provided a welcomed introduction to PR & Social Media for Vehicle Clubs.

Wayne opened by providing optimism to the room. “As you get older you get more interested in historic things. For example, millennials have provided the largest increase in vinyl sales, around 48%, plus are sourcing sort after games consoles from the 1980’s.”

The power of PR is extremely important, as is having really good relationships with the media.

PR for vehicle clubs, is to be aware and having the understanding you are promoting the club.

“Build your relationship by explaining who you are, what you stand for and why you’re championing the cars you love. Not for managing a crisis. It is all about relationships, making people understand what you are all about. Telling your clubs story”.

This will help you to understand the approach to drive memberships, not by selling memberships etc, but by telling a story. Focus on interesting stories and what you are doing. Your brand is what the club is all about. Providing contact points with the media and journalists. Running events, press conferences and product launches.

“Identify what the club is doing and turn those into stories.”

Internal PR

How do you talk to the members you have? The events should just be communicated and not sold to the members and potential members constantly. Explain what the club is all about to get people on board and help you drive it. As the Committee is well known, get them all involved.

“Good members attract new members. Find them and harness them to spread the word.”

External PR

Be close to the press, build relationships within the historic vehicle community, build partnerships, be a recognised authority and resource the models your love.

Communication channels – you need to do all of them properly.

Press release writing. What is news worthy? Parts problems, amazing member stories, partnerships, sponsors, special events or anniversaries.

Know who you are talking to and tailor your approach to who you are talking to.

“For those vehicle clubs whose manufacturers are no longer in existence or marques no longer in production, you need to think of yourselves as the promoters of your brand.”

Social Media

Hannah Thomas provided an excellent introduction in getting your club set up on Social Media.

To end the day feedback was welcomed from all in attendance who provided very constructive comments on what they would like to see next year. All I can tease you with is that Club Expo 2020 should be an exciting day your Club cannot miss.

Save the Date - Club Expo 2020 has been confirmed for Saturday 25 January. More details will follow.

IMPORTANT INSURANCE INFORMATION

As a result of some member feedback we would like to assure everyone that you do not have to take out any particular insurance policy to be a Federation member.

Bailey's Banter

What is a car worth? Anything with 4 wheels, an engine, 4 seats and goes from A to B and back again should, in terms of practical value, all be worth about the same.

Someone recently asked me how much he should ask for his Traction Avant so I had a look at all the current ads in *Floating Power* and on *Car and Classic*. It seems that £8000 might be a good estimate for a decent 4-cylinder car. My first reaction was – is that all? The car in question could be worth more as it may have been owned by Elvis – not that one, the Oliver's Army one. Elvis Costello is still a famous celeb and a car that was his should support some kind of premium?

I recently paid £350 for a 23-year-old car with a long MOT that seems to go quite well. It can't be a Citroen because it was made in Finland but it's quite nice nonetheless. I changed the oil, which didn't actually need changing and fitted some new wiper blades and the car still owes me less than £400. There are thousands of useable cars out for sale for that kind of money.

The Traction Avant was innovative, iconic etc. But why is even a Traction Avant worth 20 times more than a car less than half its age and with fewer miles on its clock? And why would it be worth 3 times as much again if it had an engine just 50% bigger – or 10 times as much if it has fewer seats and no roof? How would we explain this to a visitor from Mars?

It's probably easier to explain this than why people pay £70 million for a 2-dimensional painting when that could be easily reproduced – even by the original living artist. What a bargain a Traction is against that.

If it's a supply and demand thing I imagine the cheapo car I just bought should be a good investment (they don't make them any more) – if it becomes rare enough and if I stick with it and look after it – oh, there's the flaw.

You may recall my Traction has started to develop a bit of a squeak. The arrival of the Finnish car enabled me to give the Traction a rest, but so far I've had no time to investigate it let alone fix it.

I did decide to polish it though in honour of the Horsham District Showcase Tour. This drive around the towns and villages in the Horsham District Council was organized to publicize the Summer's events in the town centre. These events include Piazza Italia for Supercars and Italian vehicles, Americarna for American stuff, Plum Jam for aircooled VWs and, a new event - FrenchFest on July 14th for people like us.



And so I did polish the Traction. As you might expect I left it a bit late and didn't have much time so just used some (expensive) stuff I had in the garage which quickly made the car paintwork shine rather nicely. Very good job I thought. The next morning was gloriously sunny after quite a chilly clear night. The car looked great in the sunshine. It was going to be a lovely day. What could possibly go wrong? A flat battery, that's what. The first one in years! I'd left the car on the road, just too far away from the house to connect a mains charger to it. I don't like jumping cars off modern ones – there's too much stuff connected around the battery and some of it looks a bit sensitive. Luckily, I had a fully functional old-school DS on the driveway which I could maneuver into position to kick the Traction into life. Instant success and the car ran perfectly for the rest of the day with several stops and starts. I suspect this is a warning that the battery is getting towards the end of its life. I don't have a starting handle any more and think now is the time to invest in one of those lithium battery jump starter packs – and a new battery of course.

We drove around West Sussex on a 35 miles route in a convoy of 38 interesting cars driving. We were car number 25 and spent the day following car 24, a yellow Beetle and being

followed by CC Chairman, Brian Drummond in his DS, car number 26. It wasn't too arduous. The car didn't squeak once. It was an amazingly hot and sunny day and there were crowds lining the streets. Since this was organized by the council it was easy for them to arrange road closures.

I'm not one who often polishes a car and it turns out that, despite getting a shine, I'm not very good at it. We stopped in (blocked up) 5 different towns, where the band that was travelling on the 1925 REO Speedwagon entertained the crowds. The first was Billingshurst where the car looked pretty good but as the day developed and the paintwork heated up, every time I looked at the car more white streaks had appeared.

One of our stopping points was in the library car park in Storrington where we met up with the SADCASE car club. They probably had more cars than we did and only as we were leaving



did I realise there was a Traction in the mix. Unfortunately, I didn't get to meet the owner. From there we went to Steyning where the turnout was stunning.

We ended up parked on the lawn at South Lodge, one of the poshest hotels in the district where we had a cup of tea and a cake.

Someone who is probably more practiced in polishing his cars is Hans-Peter Durr-Auster who is selling his cars. I first read the story in the TOC's Floating Power but then I was sent a cutting about it in the Scottish Daily Record. The collection included the only pre-war Slough built Big 6 and two more very early Slough built cars. They were auctioned by Aguttes in Paris

on March 17th – so if you are Irish you may have missed it. The guide price for the Big 6 was 40,000 – 70,000 Euros. The result? 133,380 – wow! The other Tractions that were sold there achieved prices in the guide price range. This included another well-polished car, the Peacock converted Big 6 roadster that is well known in the TOC. The picture shows it on the TOC stand in 2016.



Summer must be coming – another well-known cabriolet is up for auction at Anglia Car Auctions on April 13th – this one being a 1939 Slough built Light 15 Roadster. It's a lovely car, having been restored by **Tim Walker**. The auction blurb says that in 1963 this car was sold to the Secretary of the CCC for a fiver on Clapham Common. It should achieve rather more than that now.



Speaking of Europe – here is a picture sent to me by CCC member **Julian Maddison** with a request for some information. The car was owned by a Belgian cartoonist called Jijé – real name Joseph Gillain. Julian's friend François Deneyer is the former curator of the Musée Jijé in Brussels and is writing a biography of Jijé.

Bailey's Banter

I knew nothing about cartoonists*, Belgian or



otherwise, but I have heard of Tintin – if only because Citroën were using Tintin to promote the 2CV when I bought mine in 1985. Julian explained that Jijé (or Gillain) was “a contemporary of Tintin's creator Hergé. Gillain was the artistic director of Spirou magazine, drew cartoons in realistic and humoristic styles. He was also a painter and sculptor and trained the famous cartoon artists Morris (creator of Lucky Luke), Franquin (Gaston Lagaffe) and Giraud (artist of Lieutenant Blueberry and of science fiction series under the pseudonym of Moebius).”

François Deneyer asked Julian to identify the car and, whilst Julian is an expert on cartoonists he claims to be less knowledgeable about Tractions. Having said that he had correctly identified the car as a Normale made between 1936 and 1940 which is pretty good going. Julian wanted to know if this was correct, if the car could be dated more precisely and in which factory it would have been built.

I decided to take the “phone a friend” option and asked a couple of experts: Ubaldo Nifosi who, you may remember, is writing a book on Slough and Belgian-built Tractions and Olivier de Serres who you will know has published several authoritative works on the Traction and other Citroëns. I am grateful to both of them for their helpful replies.

Olivier wrote:

“It is an 11B (11 Normale) from 1939, and obviously a Belgium made (indicators and plate). The alu lines on the doors is not a genuine item, certainly a kind of accessoire.

Here I enclose a picture of a 11B 1939, but a French made one, as the Belgium pre-war Traction are very rare. The indicators on the front bumpers are of course added nowadays for security reasons.”

Ubaldo wrote “I think it's a 11 B of 1939, because the grille has 26 vertical bars (instead of 24 of the légère), the hole for crank is much longer, as expected since January 1939, also used on the 15 SIX G, launched in June of the same year, and there are aluminium chevrons like from 1939.

For me the car should be Belgian production (Forest) for the sidelights, brand Willocq-Bottin, mounted on the fenders from 39, as well as the headlights seem to be of the same brand, while the plate is correctly mounted on the right side of the bumper.

The bumpers should have the stops (bananas), provided from 1937, but anything is possible.

Based on the pictures, as far as I see, there are not other details but I am curious to know the evolution of this quiz!”



So there is it – a (now) rare 1939 Belgian Normale with some extra trim on the sides but missing its bananas, once owned by a significant cartoonist. The black and white one was taken in the Belgian village of Tamines in July 1947, a few months after Jijé purchased the car. Its 8 year life had spanned a war so who knows what trauma it went through. It was lucky it didn't lose more than just its bananas. The picture is of a car as it was when it was just a car – used and abused, amongst real people. Not a museum piece and without having been polished up for the occasion. I wonder if it squeaked at all. It would be nice to know if it is still around. Olivier de Serres mentioned how rare a pre-war Belgian traction is. Jijé sold the car in 1948 when he moved to America. I don't know if a car can be traced from its Belgian registration plate as I believe the number was linked to the owner rather than the car.

The colour photo shows Olivier's own Paris built 1939 car in a rather interesting location which he described as "the ancient Facel factory in Amboise where have been pressed all the body panels for FACEL-VEGA cars, and many other items".

So that's a couple of Tractions with notable previous owners. We know of a few more too so maybe I'll do a roll call at some date.

I was very pleased to receive a letter from **Jonathan Palmer** about scumbling. His wife is a scumbler and his photos shows she's very good at it.

I'm also grateful to **Philip Vesey Holt** for sending me some photos from the recent Reims Classic Car Show. Someone needs to tell the dummy that you need to take the hub cap off before you can fit the wheel – and take the cover off the grille before you can use the starting handle. Even I, who have no starting handle, know that. Full marks for the shiny paintwork though.

In the car park Philip found a Traction towing a single-wheeled trailer. The car has a conventional tow-bar but this type of trailer is hard-bolted to the bumper with articulation provided by the wheel mounted on a swivel. I can see why it didn't catch on.

I'm off to see if I can improve on my polishing and double the value of my car



* But now I do know a little more now thanks to Julian!

The photo of the Jiji Traction is 'Copyright Joseph Gillain Estate'



Trailer arrangement not as unusual as you might think. Ed

Is your Petrol Gauge not working?

Petrol Gauge Alternative

Mine wasn't, but I have thought up a solution which tells me if I am full, half full, or empty. I bought a new sender unit and a new dashboard gauge, and new wiring, but even after hours of hard slog it still didn't work. Everyone said "You need a good earth" and I earthed everything really well but to no avail. I just couldn't face removing my lovely dashboard or worst still having someone else remove it, so here is my homemade solution.

1. disconnect the sender unit electronically.
2. Take the plate off the sender unit and paint the tips of the points, white is best.
3. Make a plate to take the glass cover to allow viewing.

Check that your float is working by pressing the points gently up and down. You should feel the points enter into the petrol when you push down and pop back up when you release them. I made a lid to cover the sender unit to stop dust and small bits falling in. OK you do have to go to the boot to see how much petrol you have but it's a lot better than having to guess, especially when putting new petrol in.

Barry Reece



NEW ZEALAND SALE

Bonjour Bryan,

18 French Traction and one 2cv of "Tractions sans Frontières" are in New Zealand from mid-March to Mid-April. Philippe Lasson has received this message for a Traction Light15 for sale in Wellington. Maybe it could interest one of the TOC members overseas.

Salutrations amicales

Pierre Wattecamp, French TOC member

"Folie d'amour" my 1951 LHD Light 15

Message reads:

Hi there

I just heard (too late, unfortunately!) About your great voyage in New Zealand, and your display at Te Papa today.

My father had spent his whole life repairing, restoring and selling vintage Citroens, and he has decided it is finally time to part with his beloved Traction Avant Light 15. He has owned it longer than I have been alive (over 40 years, I think!) And is only selling it because he is about to turn 80 and feels too old to look after it. He had asked for my help in selling it, and I have not yet had a chance to advertise it locally.

Attached are pictures, including pictures of parts and books from his garage. He has had the garage closed for some years now, and the buyer would also be able to include all the parts and extras in any purchase by negotiation. You could return home with enough parts to last you many years! Also many parts for other models of Citroens from before about 2000.

I hope this message finds you, and yours having a great time in our little country.

Please let me know if any of your members have an interest in this treasure trove of Traction Avant!

Yours

Richard Falkner

0212053515, richardfalkner@gmail.com



Unfortunately we didn't have room for all of the images sent, but if you are interested, then please contact Richard Falkner. (Editor)

I asked recently for feedback on Traction prices in the UK and received some input from various members who had recently bought or sold cars.

Initial results are starting to suggest that the reasonable asking price of a decent example of a 4 cylinder Traction could be significantly more than we show in the current buyers guide, with several examples going for closer to the £15k mark. As ever, condition is paramount and some evidence of work done is useful, as indeed is some history, although comprehensive histories on cars of this age, particularly imported cars, are relatively rare.

6 Cylinder cars, judging from advertisements, for a decent example, the lowest price that you could expect to pay for one in decent condition, would appear to be around £20k, with some examples going for much more.

This is good news for those of us who currently own a car in good condition, in terms of its investment value (assuming, of course, that you are worried about such things) and may start to open things up to the professional restorer in terms of the likely return on an overhaul. It is not good news for those trying to get a foothold in the market, particularly the younger members who the club is very keen to attract.

On a historic note, Peter Scott has recently sent me a couple of extracts from an old Autocar magazine showing advertisements for Citroën cars, back in 1954, when of course, Tractions were still being made.

“The Motor” tested the 1,911 cc (116.6 cu in) Light 15 in 1951, recording a top speed of 72.6 mph (116.8 km/h) and acceleration from 0–60 mph (97 km/h) of 29.7 seconds. Their test car cost £812 including taxes.

A 2,866 cc (174.9 cu in) six-cylinder model was tested by the same magazine in 1954 and for this car the top speed found was 81.1 mph (130.5 km/h), acceleration from 0–60 mph (97 km/h) 21.2 seconds and fuel consumption 18.6 miles per imperial gallon (15.2 L/100 km; 15.5 mpg_{US}). The test car cost £1,349 including taxes.

It is interesting to note the rates of depreciation for one and two year old cars, with a pre war example of a Light 15 still being worth just under £300.



What were cars like in 1954? Well the most outstanding car would probably have been the sensational Jaguar XK120, manufactured between 1948 and 1954. It was Jaguar's first sports car since the [SS 100](#), which ceased production in 1940 and was a game changer in terms of appearance and performance.

At a more lowly level, and probably in a more similar market bracket to the Traction, the Mk 1 Consul of



that year also shows how car styling had moved on. A new Consul would have set you back around £650 and by 1954 was already getting ‘old hat’ in appearance terms, with the less box like Mark 2 appearing in 1956.

Others in the 1954 market place would have been cars like the pre Farina Cambridges and the Counties series Austins, all with an updated post war format of body type, and some with unitary construction, although, of course the contemporary Riley RME still retained something of a pre-war appearance and was a traditional coach built car with a wooden frame clad in steel panels on a separate chassis.

Although the Traction was still somewhat ahead of the game technologically, in terms of the style trends in the 1950's, the jump to the DS series in 1957 was probably very overdue, albeit the Traction still had its followers right through to the end of production (and beyond).

Postscript: As Chris says in Bailey's Banter, what is a Traction worth? If you are selling or buying a Traction, it would be very useful to the club if you could let us know what you paid, or were paid for your car. The information will be treated in absolute confidence and used only for data purposes when offering advice to those buying or selling.

Bryan Pullan

Change re-conditioned units in stock.—59-65, Beilize Rd., N.W.6. Mal. 5555-2155. [0405/R]

CITROËN

GATEHOUSE offer:—

1948 Citroën, fitted with radio and heater, first-class condition. £465.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Moultrievs 4444. [C2021]

G. NORMAN & Co.

CITROËN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R]

ELITE MOTORS offer:—

1939 Citroën Light 15 saloon, black/red leather material, exceptional condition for its age, looks and runs like a post-war car. £295.

ELITE MOTORS, 951/961, Garratt Lane, Tooling Broadway, Tel. Balham 2474 (10 lines). [C2005]

H. BEART & Co., Ltd., offer:—

1953 Citroën Light 15 saloon, in maroon with red upholstery, fitted radio, property of one owner since new. £695.

1950 Citroën Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout. £450.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081]

1965 1953 (Sept.) Citroën 15 saloon, radio, etc., as new.—Astorok, Ltd., Southgate St., Manchester. Tel. 4365. [C1010]

WORKS AND SERVICE

CITROËN

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

Welwyn 481-2-3, offer:—

1952 Citroën Big-8 saloon, finished maroon beige leather, fitted radio, heater, spotlamps, windscreen washer and many extras, immaculate condition throughout. £595. [C1001]

1953 (June) Citroën 6, black, red leather, 13,000 miles, one owner, unusually well kept. £350.

Also:—

1953 Citroën Big 15 saloon, black, brown leather, one owner, first-class condition throughout. £750; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

375 gns.—Citroën Light 15 1948 saloon, grey, sliding head, red leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Citroën Light 15 1953 roadster coupe, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1950 Citroën Light 15 saloon, guaranteed. £435; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029]

£333 !!! Citroën Roadster coupe, this vehicle having post-war looks and performance represents outstanding value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C5052]

CITROËN distributors for sales, service and spares—demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R]

PASCALL'S OF GUILDFORD.—Distributors of Citroën cars for over 20 years, full range of spares; demonstrations arranged on all models.—Merrow Service Station, Epsom Rd., Guildford. Tel. 61314 and 2274. [1364]

Citroën Cars Wanted

The Practical Classic's Restoration Show

The NEC 22-24 March 2019

It is normal for the TOC to have a stand at the Classic Car Show at the NEC in November but not at the Restoration Show in March. So when Nigel Wild and I were discussing the Citroen Car Club and 2cvGB putting on a joint stand worthy of Citroen's centenary we decided that we had to include vehicles representing the early years of Citroen, even though the TOC would not be present. We also made the decision that the size of the stand on offer could happily accommodate eight vehicles with plenty of space available for other display material, the thought being that we should educate the public not just show them shiny vehicles.



Quite a lot of effort went into producing display material which featured items which were designed to be used again at the



Any list of vehicles in a centenary display had to include an example of Citroen's rear wheel drive cars and a Traction of course. It wasn't very difficult to find either. A phone call to a very obliging Martin de Little (thank you very much Martin) found the rear wheel drive and a Traction was found in my garage.



Centenary meeting at Coventry at end of May and at the NEC in November where I am sure the TOC will be present in force. I was able to borrow some of the TOC's enlarged display photos, thank you to Julian for organising that, and I added some text to help tell the story of the Andre Citroen years. There was a lot of interest in the stand generally and it was obvious that the early history of the company is little known. Martin had much interest in his car and I spent a large part of the weekend explaining to the Great British Public how the Traction was such a great leap forward and why it has to be considered the single most



Now, I need to explain straight away that I would not normally consider displaying my Light 15 at a show. Apart from the wings the paintwork is original and very tired looking and the front seats are definitely in need of attention. On the plus side it has very presentable chrome and in the trade vernacular, at least as I remember it years ago, it is a straight, honest car guv, honest! And bearing in mind that this was the Restoration Show it seemed to us that it would be an entirely appropriate exhibit. As of course was Martin's Slough built 12.24 which needs no introduction.



important vehicle in the development of the saloon car, seriously. No exclamation mark. To be fair I also spent a lot of time talking about the workings of the 2cv suspension as we had a chassis fitted with a transparent suspension cylinder on display, but of course that is of no interest in this journal. The other vehicles on display were an Ami 8, an H van, a CX, a Bijou and a DS which was used to demonstrate the workings of the hydropneumatic suspension.

I know that it is normal for each club to have its own stand at these events displaying those models from the Citroen family that it represents but I have to say that I think it was entirely appropriate that the clubs joined together to put on a mixed display in this centenary year. In my opinion mixing the models and having a much larger space to work with created a more interesting display than can sometimes be achieved on separate smaller stands. I am sure that there will be plenty of people who disagree not least amongst my fellow members of 2cvGB, so I had better keep my head down. Anyway, watch out for the November show, 8-10 at the NEC, put it in your diaries. I think you will be amazed.

Photographs Martin de Little Words: Simon Saint

Always room in FP for a good 2CV picture: Editor

TOC Photographic Competition:

Once more a reminder that we are holding a photographic competition this year, to encourage the use of cameras at events up and down the country where you are attending with your Citroën. We already have a handful of entries, even though the season up until now has still not really been conducive to getting out and about with your car and camera. Did any of you get any suitably wintery photographs whilst out with your Traction in the snow?

A good photograph is not only potentially a piece of art, it can also capture very neatly the mood and look of an event, which is far more likely to bring back key memories of people and places than the written words that most of us are capable of writing.

Of course, not everyone carries around hundreds of pounds worth of Digital SLR, but most of us have a perfectly adequate high megapixel camera on our smartphone which probably spends its life in one of our pockets. So, via Floating Power, we are encouraging members to take photographs throughout 2019, using whatever equipment that they have at their disposal, subject matter obviously Traction or Citroën Rear Wheel Drive related, and to submit them for the eventual selection of a winner, who will be announced at the 2019 AGM.



First, second and third place winners will also find their way into the club calendar for 2020 and other worthy images onto Floating Power covers. So posterity awaits! You can submit as many images as you like, colour or black and white, but please try to keep file sizes down to a sensible level.

Submissions please to editor@traction-owners.co.uk, by all means use DropBox if you have a number of larger picture files.

photo by Bill Dyke

EVENTS DIARY 2019/20



This is just a selection of the events on offer . For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. Talk also, to your local Section representative about things happening in your area.

Can we also be clear that there is no separate TOC National Rally this year, this is being absorbed into the Centenary Rally on the weekend of May 31st. The next TOC National Rally will be on the weekend of June 26th, 2020, in the Lake District.

2019	
May 10/11/12th	Black Country Experience rally See November /December FP for application form, or speak to Steve Southgate on 0774763339.
May 31- June 2nd	Motorfest/100 year Citroën celebration in UK in Coombe Park/Coventry. Further details elsewhere in this magazine.
June 16th	Beamish Run.
July 11- 14	CTAB Brittany Rally July 2019 See Nick Olsen (vicmarnic@gmail.com)
July 19/20	Citroën Centenary La Ferte Vidame, Eure et Loire France. See website for details.
November 8-10th	Lancaster insurance Classic Car Show: NEC Birmingham
May 2020	Jersey rally. See Laurence Acher for more details.
June 26-28 2020	TOC National Rally, Lake District: see Bryan Pullan (Editor) for more details.

National Rally 2020 Update

Okay, you might think that it is a bit early to be publicising the National Rally in 2020, but the year is moving along and plans are currently getting into a fairly advanced stage for the 2020 Rally in the Lake District on the weekend of June 26, 2020. We have secured a hotel (the Damson Dene) in the Lyth Valley near Crosthwaite which is only a handful of miles from Bowness on Windermere. The hotel has all the usual facilities, a pool, health club, etc. all free to residents and commands some attractive views across the valley.



There are numerous attractions in the vicinity, opportunities to use the Windermere and Coniston lake steamers, to experience the steam railway between Lakeside and Haverthwaite and there will be some scenic runs of varying lengths on offer into the heart of the Lake District. The weekend will end with lunch on Sunday in the beautiful setting of Leighton Hall.

Formal booking will take place at the end of this year, but if you would like to make an expression of interest, then by all means email me at: tocnorthern@gmail.com and we will keep you in the loop as our plans evolve.

Bryan Pullan

CITROËN 1919 – 2019



- a thousand cars for a century of Citroën

www.citroencentenary.org.uk

The organisers of the Citroen Centenary, comprising representatives from the Citroen Car Club, 2CVGB, the Traction Owners Club and the Citroen Specials Club spent Sunday 31st March reviewing the location at Coombe Park, and then travelling to Coventry and taking a walking tour of the large areas that have been allocated to the unique event being held to celebrate 100 years of Citroen.

Coombe Park is an impressive location. There is a vast area along both sides of the formal entrance drive (and separated by low barriers) that will provide a daytime display area for the cars – in all, around 1/3rd of a mile long!



A unique Centenary event...

Remember that this is effectively two events for the price of one, as a blend of a 'conventional' rally and a mobile event in conjunction with MotoFest - it's everything you're used to, and something else that you're not! One thing is certain: this event will remain unique – there can only be one Centenary!

First of all, this is the opportunity for all British Citroen owners to come together and celebrate 100 years of Citroen car manufacture. This is for people above all, then the cars. As enthusiasts, it is vital that we continue to support and promote the Citroen heritage, as indeed has always been the case.

Our aim is to bring the marque's heritage and achievements to the attention of the wider public by means of an outward-facing event. The location of Coventry is ideal for this, as the UK's 'motor city' and Citroen UK's base, with its central location and its role in hosting the hugely-popular MotoFest event.

...for everyone

- Every Citroen-related vehicle is welcome – of every year, and including all kit, one-off and modified cars
- The event is open to everyone - you do not need to be a member of any club, register or group
- Camping is included, but there will be no electrical hook-ups (except for medical reasons by prior arrangement)

Citroën Centenary Event

Our Centenary is intended to be primarily a national rather than an international event; there is no wish to duplicate the French centenary event, although international visitors will of course be very welcome to attend – and some have already been in touch!

For 2019, MotoFest is launching its advertising campaign with the Citroën Centenary story – we are becoming an integral part of the whole festival, attracting extensive media coverage, and this part of our Centenary will be totally unique!

Over 300 cars are already booked to attend, and we want to see many more examples of the Traction Avant adding to that number!

Citroën UK are providing generous support for the Centenary, and it would be good to show our appreciation of this gesture.

Charges and how to book

Why book in advance? It helps us to plan the event in terms of numbers, assists with cashflow – and save you money, because the on-the-gate prices will be higher! Also, we can then email you direct with updates.

The current advance booking price is £45 for a car and all passengers for the entire event including camping - arrive on Thursday afternoon and stay until Monday morning.

The advance single day price is £20, again for a car and all passengers.

Visit: www.citroencentenary.org.uk to book and pay online. The site is regularly expanded and updated with the latest information, so bookmark it now!

We will also accept cheques and BACS transfers – please contact us.

The timetable for the event is as follows:

Thursday 30th May

Arrivals will be welcome from 3:30pm. There are full camping facilities, including hot showers. In the evening: catering on-site and bar open in the marquee from 6:30pm. Marquee? - yes – a mere 200 feet by 40, as you were wondering...

Friday 31st May

The first full day of the event; think of this as the Saturday of a conventional rally. Display your car on the Avenue and have a good look around all the others there.

Citroën's mobile exhibition unit will be present, together with club shops – special Centenary souvenirs! - trade stands, free autojumble and catering.

The Citroën Specials Club offers a 'tulip'-style run, and all are welcome. Why not explore the historic Country Park itself – there are many attractions, including a children's playground nearby. In the evening - Live entertainment and bar in the marquee - catch up with old friends and new faces.

Saturday 1st June

The final full day at Coombe Park before the run to MotoFest tomorrow! Take part in the further displays on the Avenue, including the event photoshoot. 2CVGB will present the Registers Day display – A-series galore! Away from the site, you could preview the MotoFest activities in Coventry!

In the evening: live entertainment featuring the 'Marchant' band – www.marchantband.co.uk

Sunday 2nd June

The Centenary on the move – the 'Thousand car' convoy to Coventry leaves Coombe Park at 9:00 am to feature in MotoFest. All the cars will make a lap of the street circuit before entering the city centre to park up on display throughout a large reserved area including the Transport Museum, Cathedral and University quarters.

Four cars - a Type A, a Traction Avant, a 2CV and a DS – will be displayed within the Cathedral itself throughout the weekend, to be complemented by many other models right outside. Overall, this is likely to be the largest and



highest profile Citroen Centenary Celebration outside France.

Stroll within the city centre – both historic and modern – and see the other thousand classic cars present; visit the Transport Museum at no charge. See Citroen UK's display on Greyfriar's Green, right above the circuit. There is plenty to do and see on the Saturday, with live entertainment, lots of food options as well as the tremendous display of Citroens of the last 100 years. In the evening: join us for an informal evening gathering in the marquee – stay over until Monday morning.

Monday 3rd June

Departure day – site closes at noon.

More about Motofest



The Coventry MotoFest is a two-day event being held from 1st to 2nd June 2019 in central Coventry. This event showcases almost everything automotive, including racing demonstrations, static displays, live music and anything else with a connection to Coventry and transport. In 2018, 136,000 people visited Coventry over both days, creating a truly sensational atmosphere. MotoFest organiser James Noble says: "In 2019 we expect MotoFest footfall to overtake the Goodwood Festival making MotoFest the largest automotive festival in the UK. "



Mixing live music, theatre and delicious street food with dozens of exhibitors, an eclectic mix of car, classic car and motorcycle clubs, live music, trucks, buses, films, stock cars, armoured vehicles, taxis, art, stalls, design, education, prototypes, engineering, show 'n' shine displays and celebrity guests,

This is an amazing event designed to celebrate both the heritage and the current endeavours that promise an exciting future for the automotive industry around Coventry.

www.coventrymotofest.com

How you can help

The success of this event depends upon its VOLUNTEERS, and our thanks to all who have already come forward. If you would like to help please let us know now – don't keep it to yourself, as forward planning is vital. Be part of a unique event – there will only be one Centenary!

Any questions?

Call Julian Pratt on 07824 313541 or email: citroen.centenary@gmail.com

We hope to see you there!

Julian Pratt

Helpline

The following note is from Steve Reed relating to the Helpline:

Because of nuisance calls I now have 'Caller ID' on my phone; I will not answer any International, 'Out of Area' or 'Withheld' numbers. If you are one of these areas please leave a message, I will get back to you or answer whilst you're leaving your message. I had seven International calls from the same number, it was only on the seventh that he started to leave a message, asking for help with a gearbox. So please leave a message when you call.

Steve

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE: Slough built Light 15. 1952. Excellent condition. Have just been on rally to France and ran very well, cruising at 60 mph. New tyres, LED lights, brakes serviced, and lots of other goodies.
Come and see it. £15,950- Tel. 01752 880122. (Devon) richarddupont@btinternet.com or torrcroft@gmail.com



FOR SALE: my Traction Avant Big 15 (15/6),
A very rare 1954 Paris built two carburetor car, in good condition. Has lots of other goodies: Quillery steering wheel, Fulgor Hypersonic air horns, transformer to turn 12V under passenger seat, self jacking system (manual), courtesy windows, radio, etc.
Reason for sale: being over eighty years old. Price £ 32,500
Wim Bloemendaal, Kromme Englaan 8, 1404BX, Bussum, Netherlands
Contact: wrotter@hetnet.nl



FOR SALE: 1952 PARIS BUILT CITROEN 15/6 TRACTION
A superb car as can be seen from the photo. New clutch and re cored radiator. Engine and gear box in very good condition. Stainless steel exhaust. Doors as new-definitely no rust or filler. First registered in UK 1958. Last owner for 55 years and only 3 owners. Great number plate. Original log book, manuals and loads of receipts. Recent bare metal re spray with photo record. Some spares including engine block and gear box casing. This car needs to be seen.
£19,950. Contact Tim 01305757518 or e.mail ctklane@hotmail.com



FOR SALE: - .Légere For Sale
A very original left hand drive car originally from Paris.
6 volt electrical system, original and rare cloth upholstery and correct amber headlights.
Michelin X tyres x5
Tax exempt and no MOT required.
File containing maintenance details including bills and old MOT's.
Starts and runs well. Recently completed a 1000km trip to France with no problems.



Viewings welcome near Dover
£7,800. Please contact George Stirling for more information.
07740 283488



FOR SALE: - 1938 PARIS BUILT, RHD, 7C/ LIGHT 12.
Recent nut-and-bolt restoration with ID bottom end giving smooth 60mph cruising.



Leather seats, 12v electrics and totally rust-free body. Café-au-lait with marron profond wheels. Delightful car reluctantly offered because of family's need for garage space.
Negotiations around £19,000.
History and details of restoration available by email from davidwidgery@gmail.com.

FOR SALE: - Slough built Light 15, 1947
Solid, reliable runner and family pet now for sale. Kept garaged throughout the year (and throughout my 15 year ownership) and regularly serviced. Cosmetic condition could be improved with some rust spots but upholstery in good condition and lovely burgundy matching wheels.
Open to reasonable offers: Telephone Rachel on 07931586505 / email: millhillrachel@gmail.com. Based in Shenley, Hertfordshire.



FOR SALE: - Traction Light 15 – Slough Built – 1949
Cream with red interior – Leather seats. Excellent condition. Total nut and bolt restoration, incl. engine, transmission, suspension etc. Michelin tyres with hardly any wear. ID engine.
Must be seen – resides in the West Midlands. **PRICE: £14,450.00** Jim Fox Tel: 01384 273428 or jim.fox1@btinternet.com



FOR SALE: - Traction Avant 11a Limousine – 1936 Paris built. Rare example in very good condition. Symmetrical Doors. Cream with grey interior. 4 Cyl. 1911cc. 6v Electrics. Garaged. Engine, transmission and front suspension rebuilt.
Please call to view (West Midlands) PRICE: £24,950.00 Jim Fox Tel: 01384 273428 or jim.fox1@btinternet.com



FOR SALE: - 1952 LHD Normale in super condition. Lying - Anglesey. £13500. Phone Bill Smout 07818465666 or 01248 853317 evenings.
email - docksidesebago2@gmail.com



FOR SALE: - Rare 1952 Citroen Traction Avant 'Big Six' One of only 1300 produced, this example of the Big Six has had a number of owners in the course of its life, and has received considerable attention and investment over the last few years: engine overhaul (new mains, oil pump), clutch, brakes, radiator, drive-shafts, tyres, fuel tank, carpets, waxoyling, etc. Window frames recently 'scumbled' (wood effect), as per original. Most of this work has been documented with supporting paperwork. These models rarely come on to the market, though recently in Paris, 'Aguttes' the famous auctioneers sold a number belonging to a collector. Here is a chance to obtain one in the UK! Sensible offers.
Contact Jonathan on 07751 690993 or newlandmusic@outlook.com



PARTS FOR SALE

FOR SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance Traction wheels for free. www.longstone.com
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

FOR SALE: Stainless steel exhaust system for Light 15. Perfect condition, complete system from manifold back. **£100. Please ring Adrian 07860 - 667 807 Nr Ipswich.**

FOR SALE: Number plate plinths for the curved bumper of your Slough built Traction. Exact replica of the original, but in fibreglass, or GRP:
The finished gel coat is ready for painting (or chroming if you can afford it); above example has been finished in the colour of the car (metallic grey). The number plate itself covers the countersunk bolts that attach the plinth to the bumper. Comes complete with fitting kit: bolts, nuts, washers, spacers, and template for side contour: £95 + P&P. Really pleased with mine; want to share the project with others. **Jonathan Palmer (Bristol) Tel: 01275 855213 newland.music@virgin.net**



FOR SALE: 4 speed gearbox for sale. Believed D Series. I paid £700 for it but then we managed to repair my old one and so it has laid unused for some time. The chap who sold it to me was Graham Bradley whom Chris Treagust had put me in touch with. Make me an offer. More Photos and further details on request.
Bradford, W Yorks, Seth Jenkinson. contact: seth.jenkinson@gmail.com



FOR SALE: (emblem) Boot emblem new old stock £25 +postage
Front grille emblem light fifteen new old stock £30 +postage
Instrument panel frame new old stock £25 +postage
Pair rear spats £30 + postage
1 big six carburettor 30PAAI £45 + postage



(horns) Pair of Lucas horns, new old stock £70 + postage
2 ignition control dashboard mechanism £40 each + postage
(grille) Slough big 6 front grille, chrome plated 25 years ago and kept in storage protected with tectyl oil £350 +Postage
All items based in Lisbon, Portugal



Contact: Mario Monteiro +351 91 4567052 mariojmonteiro@hotmail.com

FOR SALE: I have a few remaining Aluminium Wing Spats to sell. The small ones are £10 each and the larger Rear Spats are £40 each. The near side 'Kick Spat' is also £40. There are some minor imperfections in the small Spats which is why they are so cheap. All have been recently polished.
P and P extra please.
David Boyd Tel 01527 89 4599



Classified Adverts

FOR SALE:

On the basis that a potential house move concentrates the mind, I have the following items for sale:

11D engine block and innards. Has been sitting headless in the garage for some while, but was running.
11D bare cylinder head. No valves or rocker gear.
12v Ducellier starter motor.
6v Citroen starter motor. Recent pinion.
1 ¾ in SU HS6 Carb, together with adaptor to fit same to a DS19 Head.
2 DS19 exhaust manifolds, one unused, one repaired. Slightly different shapes.
Stainless steel downpipe adapted to mate the above to a Traction exhaust. Unused.
Gear lever mechanism, linkages and tower.
Traction water pump in bits.
Traction inlet manifold. Repaired.
Finally, oddly, an MGB inlet manifold!
For pictures/more information on these please phone/text Terence McAuley 07984 689118 or email fulvia99@icloud.com. Parts are in Bath. All sensible offers considered, as they say.

FOR SALE:

Finished body panels for Normale/Big 15 ; Front R/hand and L/hand front wings, L/hand rear door, and big boot panel, All have been professionally finished, any necessary repair made with panel fitted and now sprayed in either self-etch primer or Black 2-pack **If interested,**

email sheilandyb@gmail.com for picture and prices or phone Andy on 01339 886290..

MEMBER SERVICES

Traction bodywork and servicing/repairs
Club member. Newcastle.
James Geddes 07783 259874
james.geddes62@tiscali.co.uk

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

PARTS WANTED

Wanted. Nearside rear wing Ali spat for 1951 Slough Light 15. or pair if necessary
Contact Ian Pratt 01892 665005

Wanted , the following parts for my 53 Big 6 project :
Gearbox, Carburettor, Distributor, Starter Master cylinder, Driver's door card
Driver's door outer handle, Wing support brackets, Stone guards , both front and o/s/r
Clutch operating lever on pedal shaft
L/h bonnet to wing closing panel with vent
Front shock absorbers, Air cleaner
Front wheel bearings
Andrew Tweed Tel: 07891870499

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
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James Geddes

Morpeth, Northumberland.

07783259874

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