

Floating Power

July/August 2019



Traction Owners Club
Celebrating 100 years of Citroën cars



Editor's Epistle

Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Missing Magazine?

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

The closing date for input for the September/October *Floating Power* is

Sunday August 11th

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

Bryan Pullan on:
editor@traction-owners.co.uk

Cover Image

Northern Section out and about at the Mawdesley Cricket Club Car Show, in late May

The season is well under way now and weather has been tolerable, with only one of the three shows that I have attended locally being rained on, rather a contrast to last year when we were in the grip of a Mediterranean heatwave.

I couldn't make it to the Centenary bash however, but the photographs that I have seen suggest a good turnout, helped no doubt by the good weather over that weekend at least. Apparently 54 members attended. Hopefully someone will be writing a report for the next *Floating Power*, but there are various items in the following pages with individuals' own recollections and pictures of the event.

I attended the Lakeland Car Museum for a chat the other day, in support of the 2020 National Rally and after we had done the business we got into wider discussions. One of the museum managers, also a classic car enthusiast and owner, made a telling point. If, as a movement, we don't attract younger elements into the classic car world, who is eventually going to want, or be able to afford to buy our cars when we eventually hang up our car keys.

It is a fair point. Probably not all makes of classic car are in this sort of pickle, but Peter Fereday makes a further valid point in his Section report in the following pages, that as observed at The Centenary, we are a very elderly club in comparison with the likes of 2CVGB and CCC, which both attract a far wider age range of membership.

Coincidentally, FBHVC have also produced a press release which is printed elsewhere within these pages, regarding their recent 2019 National Cost of Ownership Survey. Within that is a fairly impassioned plea for all current classic and vintage owners to engage with the younger community in order to try and enthuse them about classic vehicle ownership.

Some clubs are more successful than others in this respect. The Morris Minor Owners Club, for example, has a thriving younger members section, and some of the clubs supporting so called modern classics, have a much more varied demographic. However, those of us who pursue our hobby around older models of car, particularly of the pre war variety, are almost invariably sixty plus

Why do cars such as the 2CV, the VW Beetle and the Moggy 1000 attract this diverse age group as a following, whereas Tractions and their ilk do not? Well, they (2CV's etc.) are still relatively numerous, so you can still find useable examples fairly cheaply, (albeit some 2CV prices are now getting silly). They are relatively durable, cheap to fix, diy friendly and they are more or less viable as a local daily driver, or a second car.

Our Tractions probably don't look like a practical and driver friendly means of transport, in spite of the fact that they are, and after flat lining for a while are now starting to gain in value. Having been keeping tabs on prices achieved, I am increasingly of the view that a good entry level car not needing any significant work is now circa £15k, and that is no mean sum for a younger family man, to give over to what looks like a rather eccentrically engineered car that might cost a lot to repair if it goes bang. The upcoming generation have not been used to fiddling with their cars to keep them on the road and this must detract from their attractiveness as that 'traditional' entry into the classic car world, the second car.

Although our big strength as a club is our excellent spares service, the Traction is supported by a very limited number of specialists nationally, and so, if you are unable to do your own repairs, either due to a lack of knowledge, inclination or ability, then there could be a problem, unless you live near to one of them.

Where do we go from here? Are we as a movement potentially in a cul de sac as far as some classic cars are concerned?

I am not sure. It is something that many clubs are pondering, There are schemes to loan classic cars out to suitable younger candidates, and other attempts to raise the public profile of the movement to something other than a curiosity to be viewed on a sunny Sunday afternoon. But at the end of the day, I suspect that one of the big issues across the movement, is that of cost of ownership.

Anyway, enough of all that.

Now is the time to get out and about and show your Traction off. We had a decent Traction turnout up here in Lancashire for Drive it Day, which also favoured us with warm and sunny weather and we managed a five Traction display at one of the local village shows on the May Bank Holiday.

I didn't actually see many other classics out and about on Drive it Day, in spite of the good weather, there was another club gathering at our starting point, who were heading up towards the Lakes, but our drive up the Ribble Valley was almost classic car free, just one Bullnose Morris that we followed for a couple of miles near Ribchester. Where were you all?

Of course many owners are extremely fussy about taking their cars out and at the slightest hint of inclement weather, lock it away in the garage. Not so one father /daughter duo, whose tale I am hoping to publish in a forthcoming *Floating Power*. They are currently driving their Traction in a rally from Peking to Paris and at the time of writing are somewhere in Mongolia.

Hang your heads in shame if you were too nervous to get your Traction out on Drive it Day!!!

So that's it folks. Enjoy the magazine, and get your cars out on the road.



Noele and Mario Illien in their Traction at the start of the Peking/Paris rally.

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

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President's Ponderings

Spring finally sprang and DiD went well but, in light of last week's events in Coventry, that now seems all but a distant dream.

I am sorry to have missed the Black Country weekend but, having seen the pictures I know a grand time was had by all. Well done Steve Southgate.

For me, the Coventry weekend started as more of a nightmare than a dream. One front wheel bearing and a fuel pipe leaking petrol onto the exhaust manifold – both on the Six - and then a broken Bendix spring on YP all served to keep my attention fully focused (and my fingernails black) until the very last minute before achieving the planned departure time for each vehicle.

The weekend saw a fine mix of vehicles with all the camaraderie of any all-model meeting. The 2CV far and away outnumbered any other single model but there was still an excellent cross-section of models although surprisingly few RWD were in evidence. Following the traumas of getting there, I enjoyed the Saturday quietly at base camp in Coombe Park where the main event was the judging and presentation of the 2CVGB Register awards.

Sunday was a little more active, starting with the ambitious "convoy drive" of 800+ vehicles from Coombe Park into the City centre. Needless to say, a combination of red lights, roundabouts and some dubious signage led to several mini convoys but the end goal was eventually achieved. What a fine sight all those cars, cheerily abandoned around the Cathedral and Museum, finally made. Overall, the organising team did a grand job and I would like to thank everybody who played a part for making the whole event so pleasurable.

As this was also Coventry Motorfest weekend, we were not alone and there were numerous pockets of other interesting cars and motorcycles in locations all over the City as well as motorsport on a section of the ring road. Something for everyone.



My weekend was not entirely without incident but who needs wipers and indicators anyway? As it was, I enjoyed myself immensely and, as I recuperate, I look forward to "the big one" in La Ferté-Vidame when, in a month's time, I have wangled another permit to allow me to fully indulge in the event. First, I suppose I ought to look at the wipers and indicators?

All the best –

A blue handwritten signature.

New Members

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

2706	Mr. C. Brinck	Innerleithen	Peebles
2707	Mr. P. Reading	Yardley	Northants
2708	Mr. A. Worton	Dover	Kent
2709	Mr. S.J. Buckmaster	Bury	Suffolk
2710	Mr. A. Andrews	Los Angeles	USA
2711	Mr. J. B. Molloy	Weybridge	Surrey
2712	Mr. P. Casey	Dungannon	Tyrone
2713	Mr. S. Coulson	Southsea	Hants
2714	Mr. N. Reid	Pencaitland	East Lothian
2715	Mr. D. Boot	Uttoxeter	Staffs

We're just back from the Centenary Event in Coventry having taken the long way round via Cumbria. Thanks to **Julian Pratt** and **Martin De Little** for helping Nigel Wild and the rest of his team put that together. Coombe Abbey was a great venue and the event went very well. It was good to meet TOC members, especially newbies in the sunshine on the Saturday. Apparently 54 TOC members registered for the event but we were heavily outnumbered by the 2CVs!

Three weeks before that we had the Black Country Experience which was also a great weekend. Thanks to **Steve Southgate** for putting that together. We had a lovely drive

out to Ironbridge and a fun evening in the Black Country Museum. The next day found us enjoying the Coffin Museum (yes, that's right) and the Electric Cinema in Birmingham city centre. All new experiences for me – enjoyed in such pleasant company too.

At the time of writing this year the official Citroen Centenary at Ferte Vidame and the Brittany Rally are still to come. Sadly I can't fit either into my schedule.

Next year's calendar is even fuller – we'll be back to normal with an international event in Jersey and the National Rally in the Lake District and, of course the Brittany Rally. On top of that there will be the ICCCR in Poland which is a 2000+ mile round trip even before thinking about the 5-day tour of Poland I've seen on the plans.

Sadly, my time as Chairman is coming to an end. Three years have flown by and at the AGM later this year (date to be announced) I will be handing over to my successor. If you think that could be you, please let Bernie or me know. It is not necessary to have been a committee member – I wasn't – in fact it is probably an advantage not to have been. I've enjoyed my time in the role – I recommend it to anyone and I'd be happy to talk through what it entails.

We have another vacancy to fill on the committee – Laurence is standing down as Social Secretary after four years. I'd like to thank Laurence for his very valuable contribution. Again, if you would like to have a crack at taking on that role please let Bernie or me know.

Behind the scenes the move to the new cloud-based version of quickbooks is progressing well which helps us keep compliant with the HMRC's wishes. Thanks to **John Oates** and **Cleve Belcher** for all their hard work on that.

It's the time of year for John to spend his time on membership renewals. I converted to Direct Debit a couple of years ago – so it's painless for me (and less painful for John) – I recommend you do the same.

Chris.



NEWSLETTER











As many of you know we have been sending out regular newsletters since the beginning of this year. However, some members have contacted me, because they have not received them. If you can let me know your current email address, then I can get our subscriber list updated.

Regards: Julian Pratt

E Mail communications@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 John Barsley Tel: 01892 722749 Email: johnbarsley@googlemail.com	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, last minute this time!!

Excuses - sold my house yesterday, moved into the one we have been working on for past 18 months and total pandemonium, can't find anything, etc, so on to the copy for you!!

Well, certainly plenty happening to report, The spectacular Centenary event at Coventry in particular, but will not cover this in detail as there will be plenty on this subject throughout our FP this month. We set off early, sans traction, with caravan, arrived at exactly 3.30 on the Thursday, the time stated that entry would be allowed to the rally field, only to find there were already several hundred campers already in!

That evening and all next day, Citroens of all models kept pouring in, especially "A" series, literally hundreds of all models. We had mounted a pair of Normale wings on a frame to transport to the rally for Richard from Essex to collect, and it was simply a case of lifting the frame off the C5 roofrack onto his roofrack and that was it, - great to meet his wife Libby too!

Only 3 lots of Scottish T.O.C. made it to the rally, Peter and Carol Fereday (with C5) and Richard Larter, who drove down with his Traction, accompanied as normal by his 2 very docile and friendly greyhounds. As an aside, Richard, who works on classic cars for a living, bought my stock of traction gearbox parts and intends starting a sideline in repairing them, so great to know we have this facility here in Scotland if needed.

Great to meet up again with many of our other Traction owning friends, and we enjoyed the get-together and refreshments provided by our chairman Chris and his wife.

On the Sunday, there was the truly spectacular sight of literally well over a thousand Citroens of all models being marshalled into never ending lines next to the rally field ready for the short trip into Coventry for the big event, impressive work by all to get all ready, and when they all moved off, well, it was absolutely spectacular, a sight to be remembered by all present. Great organising, a fantastic event throughout, and congratulations due to all concerned.

Back home, now moved into our new home. 2 days later, the following Friday, sold our previous home, (Citroena). Saturday did a wedding with the Light 15 at Balmoral, for the daughter of the Queen's minister at Crathie Church, followed by the famous Kildrummy vintage car rally the next day, - hope to get a rest soon! Enough for now, enjoy the Summer!

Andy Burnett

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

SOUTHERN SCOTLAND

Drive it Day on April 28th proved to be a cracking start to the season with a very enjoyable drive through the Trossachs – remember the 2017 National Rally?



Organised by Joe Cent of 2CV Ecosse, a variety of Citroens of all shapes and sizes took part, including no fewer than three tractions – my 11B, the Light 15 of Richard Larter and the 11BL of actor Robbie Coltrane who lives locally. Recovering from knee surgery at Easter, Robbie managed more than half the route before he had to head for home as operating the clutch became too painful. Good to see him and his car though; the 11BL had been serviced by Richard and put back on the road just the week before the run.

I eventually had to miss the Stirling Car Show on 12th May but Richard was there amongst the 2CV's etc in the glorious sunshine. On a separate section of the display field he found the immaculate 11B of TOC member John Wright from Glenrothes.



Richard's car was the only Scottish traction that ventured south of the border for the Citroën Centenary on 31st May – 2nd June. Other TOC members like Andy Burnett and me went in more modern Citroens. Doubtless reported in depth elsewhere I will simply say that it was an amazing event

Section News

and a terrific spectacle. I took one photo of Richard's car among the tractions at Coombe Park.



One thing that becomes obvious at events like this is the age profile of TOC Club members. 2CVers are much younger on average and the Citroen Car Club seems to have a fair few young members interested in, particularly, the more recent cars. Contrast this with TOC age profile and, as has been discussed many times, we have a problem in appealing to the younger generation. But my main concern is a spin off from this – the gradual disappearance of mechanical expertise.

It seems to me that there are three kinds of club member – in terms of mechanical ability. Those who get oily as second nature and can do everything on their own car and probably help out others; those who are very happy to leave mechanical work to someone else and expect to pay for it; and those in the middle, like me, who would have a go at many mechanical interventions if they felt sufficiently empowered and equipped. Whilst club tools can give you the right equipment, the empowerment comes from hands on knowledge of what to do – often from years of experience.

Perhaps the time is right for the club to organise some mechanical masterclasses run by those experienced members of the oily brigade. That way their technical expertise could be passed on to others including future generations. Initial suggestions include classes for gearbox rebuilds, drive shaft replacements, engine strip downs etc but would obviously depend on what members want. Something for the committee to consider??

Richard has recently acquired the remaining stock of Andy Burnett's gearbox parts so the raw material for a pilot class could be available.

Peter Fereday

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

NORTHERN SECTION

Some good motoring weather and the opening of the season for shows, etc. starting with Drive it Day, which was a success in spite of my brinkmanship in terms of

getting something together at the last moment.

Five cars met up at St Catherine's in Lostock Hall, and set off up a 30 mile scenic route along the north side of the Ribble Valley to lunch at the Waddington Arms in Waddington itself (that's Waddington, Lancs, not Waddington, Lincs). The day was sunny and quite warm, the route scenic and interesting, passing through the Roman town of Ribchester, then weaving up and down the side of the valley and eventually crossing the River Hodder via Cromwell's Bridge near Stonyhurst, and on to Waddington. This is an extremely attractive area and is held to be the inspiration for Tolkien's 'Middle Earth'. Waddington itself is an award winning Pennine village on the edge of the Forest of Bowland, and well worth the visit, as indeed are its three pubs.

A sixth car came over Pendle from Colne, driven by Vic Lupton, and met us at Waddington and being a little early for our pre-booked table, we all sat in the sun in the hostelry garden, having a drink, enjoying the warmth and brushing off the greenfly that seemed to be homing in on us.

Vic had a couple of interesting artifacts with him.



Exhibit A was a photograph of a garage in Colne, taken, he thought, in 1934. It is arrayed with various motoring signs of the day and was apparently a Wolseley and Citroën dealership. The single petrol pump was just sat on the street corner. Vic then produced Exhibit B, the actual glass Citroën medallion that can just be seen in the window on the photograph, still in excellent condition, and which gives an idea of the scale of the showroom beyond (a car is just visible).

The place apparently ceased to be a garage several years ago and is now an Optician's .

Thanks to everyone who took part in an enjoyable day, and to our two guests in their Model A Ford, who joined in with the run.

Astley Hall car show on May the 19th was a good, interesting affair with all sorts of cars on display. The day was again fine with some sun in the afternoon, but alas only one Traction (me) and one other Citroën, a rather nice DS Pallas which had driven up from Cheshire.



Where are all the 2Cv's , H Vans, etc in this 100 Anniversary year?

At Mawdesley, we had five Tractions, but once more, nary another Citroën of any shape or size, not even a catering van!

The day was fine....just. The forecast was a little dodgy, but the weather stayed dry, with some sunny spells that were quite warm, although the breeze in between times had a little bite left in it.



Coming soon locally is a show at Hoghton Tower, just up the road and then shows at Leighton Hall on the Lancs/Cumbria borders, and Grange over Sands, up in Cumbria, plus the larger shows at Tatton, Lytham and Capesthorpe.

The Corner House and St Catherine's breakfast events continue on the first and second Sunday of the month respectively.

Bryan Pullan

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

PEAK

We were so lucky with Drive It Day as it was a beautiful sunny day in Derbyshire.

We met in the National Trust car Park at Ilam so all could have a comfort break and coffee plus a quick catch up.

It was lovely to welcome new members – Ken & Jackie Kilsby and John Forth. John wasn't able to join us on the Run but promised to join us in the future. Ken & Jackie

were in their Mini as work is ongoing on their "new" Traction.

In total we had 8 Tractions, a 2CV and the Mini so 22 people.

It was a pretty drive from Ilam, through Mappleton, Snelston, Osmaston and past Carsington Water ending up at the Cock & Pullet in Sheldon for a delicious Sunday lunch followed by very naughty desserts. I'm sure we will visit this pub again in the future...

Unfortunately Bob's Traction decided to spring a fuel leak so we had to push him into a layby and leave him waiting for the RAC. I did check and they got a trailer home without too long a wait.

Our next meeting is on Sunday August 4th - venue not yet confirmed.

Bev Oates

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



SURREY, HAMPSHIRE & SUSSEX BORDERS

Drive it Day began with a coffee and catch up in Runnymede before setting off to visit Waddesdon Manor near Aylesbury.

This is a stunning building built in the style of a French renaissance chateau by Baron Ferdinand de Rothschild in the 19th Century.

It houses the family's collection of paintings, sculptures and decorative art.

Section News



The aviary is a must to see as well and despite the weather being a bit chilly, we had a great day.



Our usual meeting day in May was a visit to Coultershaw Heritage site and Beam Pump near Petworth. This was organised by Tony and Maria Hodgkiss who are also volunteers at the site.

We had an excellent and informative guided tour followed by lunch at a local pub. After lunch we visited a working flour mill set in beautiful surroundings.



Many thanks to Tony and Maria for all their hard work in organising the day.



Phillipe Allison

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

EASTERN

DiD

The Eastern Section Drive It Day was held at the Museum of East Anglian Life, Stowmarket. 22 cars turned out and a big thank you to the museum staff who arranged parking on site allowing everyone to line up and catch up. Lovely to see Bernie, Steve and Tina from over the Midshires border joining our visit. The museum gives a varied and fascinating glimpse of times gone by in the Eastern Counties, well worth a visit if you find yourselves nearby.

Regular Social Meet Up

The Compasses, Littley Green, Essex CM3 1BU 9th July - 20th August

The Angel Inn, Larling, Norfolk NR16 2QU 30th July - 10th September

Thank you, all the best

Jasmin Gagen

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



MID SHIRES

Drive it Day, In the company of Bernie Shaw, Tina and I drove over to Stowmarket to join John and Jasmine at the East Anglian Rural Museum, a very pleasant day out, Thanks J & J.

Coming Up.

Earls Barton Car Meet, 1st Wednesday of each month, from 4.00pm, if the weather is good, you can expect a few hundred cars and motorcycles of every age and make.



100 Years, we plan to have a special Citroen display at the **September 4th** meeting, so pencil in the date

Kimbolton Country Fair Sunday 14th July, 6-700 vehicles in the lovely setting of Kimbolton School

Market Harborough at War 3rd and 4th August, not an event we have been to before, but heard that it is a good one, so will give it a try.



On the home front, my 1932 C4g is still progressing, engine and gearbox now in, wiring started. Why does nothing fit when you come to re-assemble it and how quickly you forget where bits go.

Stephen Prigmore

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

KENT / EAST SUSSEX

Whilst Adrian is busy writing the manuscript for his new book I am your interim contact for "KES TOC" as we seem to call ourselves!

A quick introduction; I am John Barsley, when born I probably travelled home from hospital in a Light 15, Citroëns have been in my family from the earliest of days when our cousins, the Poxon family of Worthing Motors, were Andre's first dealer in the UK.

They are still independent Citroën dealers today, rare indeed.

Over the years I've owned 2cv, Ami 8, DS, Light 15's and recently acquired a 1955 Big 15 necessitating the sale of the Light 15 that I've owned for 24 years. I try to do as much maintenance as I can myself, we are in a bit of a void of available specialist Traction engineers and anyway I enjoy fixing!

I am also trying to rebuild a Land Rover Series One 86 inch wb.

I live just east of Tunbridge Wells, central to our section.

With my wife Bev, (we are the "other" John & Bev) we ran the 40th Annual TOC Rally near Rye in 2016. I enjoy going to as many TOC events, as the diary permits, The Black Country experience was a great start to this year's summer rallies; we travelled on to Cumbria covering 900 miles in 2 weeks, swiftly followed by the Citroën 100 at Coventry a 300 mile round trip.

Next is the CTAB rally, it will be our first.

So, enough about me, what's on in our area.

Not far away is the Maidstone Historic Vehicle Group; a very friendly bunch who are most welcoming to Traction owners. They have a very active programme of meetings and runs both weekend and mid-week.

We enjoyed their D.I.D. run with Ron Herval, his wife and his Normale from Canterbury.

I suggest **A Great British Picnic. Sunday 28th July near Goudhurst** is our next meeting. A really lovely event in a private peaceful spot, just bring a picnic. Cold water and toilet is provided! Do let me know if you would like to attend and I will send you all the details.

John Gillard of Classic Restorations has recently moved his business from the Old Kent Road to Yalding, Kent. I dropped in to see him a few months ago and he is very much "sorting things out" at the moment but he was open to my suggestion of holding a section meeting there sometime in the future, and the 'Woolpack' pub is nearby.

Do let me have your suggestions for future meetings in KES TOC.

John Barsley

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

FORD CONSUL

Dear Bryan,

The picture of the Mark 1 Consul jumped out of the page at me reminding me in a funny way of my Father's ownership of DJB 896, a Light Fifteen in the 1950's.

Also I noticed one of the small ads was for John S Truscott, a London Citroen dealer !

Dad and a friend of his who was the workshop manager of the Ferguson tractor dealer next door to us in Cornwall, had taken the train to London with a view to purchasing a Citroen advertised in Exchange and Mart. They soon discounted the car as being in poor condition, they then went to John S Truscott who dealt in Citroens and viewed DJB 896 which apparently was undergoing some mechanical work prior to sale(I think the gearbox was out on the floor!) but would not be ready until the next day. So they slept in the stands which were being prepared for the Coronation of Queen Elizabeth 2nd, 1953.

They collected the car the next day and duly drove back to Cornwall, arriving late that evening.

My mother passed her driving test in DJB a little while later, having learnt on the previous car which was a 1947 Morris 10, quite a difference!

I remember some pointed comments from my mother about changing the family car only a week before she was due to take her test!

For the next couple of years the car performed all the daily duties as a family vehicle on journeys both within the county and further afield.

A tow bar was manufactured and fitted, following correspondence with others in the Citroenian club magazine and we were set to go touring to Scotland with a caravan in tow. One morning in Devon on my checking the oil level I reported to Dad that the oil looked strange and was high on the dipstick.

A local garage tightened the head but after a short drive it was clear something major had occurred so we holidayed in Devon with car parked up!

Here is where the Consul comes in!

Dad had a good friend in Truro who had a new Consul, I am sure he thought our Light

15 was old fashioned! never the less he was good enough to offer to tow DJB the 50 odd miles home. And so it was I rode with Dad in DJB on the end of a rope behind the poor Consul, I remember Dad started the Citroen on steep hills on occasion to enable us to proceed.

Once home Dad removed the engine and on dismantling found there to be a crack in the block. This was the start of a complete engine overhaul and body work repair and respray, but that story is for another time.

For the record DJB 896 was RHD manufactured 1946 having wood dash, red leather upholstery and painted metallic silver grey, I believe it was called sunset grey. It came with Pilote wheels, large white sprung steering wheel and a full set of high stoneguards. The photo shows it had accessory wind deflectors and badgebar, it also had a Motorola radio if I remember correctly.

I have attached a photo of DJB, a Berkshire registration I think, parked next to our house in Cornwall in about 1954.

The engine rebuild and body repair/painting will have to be the subject of another letter

Best regards

Clive Hoskins



INTERNATIONAL DRIVING LICENSES

Hi Bryan

Seeing Bernie's comments in the last President's Ponderings, I thought to write from deepest France to advise that UK tractionists are unlikely to need an international driving licence over here for some time to come.

Like many expat Brits, the possibility of Brexit prompted us to get on and apply for exchange French driving licences. So many Brits, it turns out, that the new online portal for all driving licences in France couldn't cope. They have now sent letters to all Brit applicants who don't need to change right away - i.e. anyone whose UK licence isn't due to run out soon, doesn't have any motoring infractions in France or isn't looking to upgrade to HGV - to say 'come back later'. (From what I hear from French motorists, the system for French licence renewals is also in complete meltdown, but that's another story. For once, I don't think Chris Grayling was involved).

This formal letter from the French government states that in the event of Brexit (of any kind, amicable or not) all UK licences will still be valid in France for at least a year thereafter.

Who knows what will (or won't) have happened by the time this letter is published in two months' time? However, needing an international driving licence for France will probably be a long way down the list of worries.

Thanks for a great magazine, Bryan.

Kind regards,

BOB STREET

Canton

31350 ESCANECRABE

TOURING ABROAD

Hi Bryan,

We had a good time celebrating 100 years of Citroen at Coombe Park. Over the weekend, talk was of our next events, the Brittany Rally and La Ferte Vidame, a few of the "newbies" were asking for advice about taking their cars abroad. Petrol, Insurance and the like have been covered but not much has been said about what spares you should carry even if you are incapable of fitting any of them. So here goes:

What do I need when touring in my Traction? Usually there will be a fellow a Tractionist that has the knowledge and experience to get you going or if that fails a motoring rescue organisation or local garage, but for any of these "Knights of the Road" to stand a fighting chance they will need the appropriate parts. Clearly you can't possibly carry enough spares for every eventuality, but here are a few suggestions and they will all fit in the tunnel under the front seats.

- Spare set of bulbs (Legal requirement in France) Also Hi Vis Jackets and Warning Triangle.
- Inner tube
- Set of spark plugs • Set of points
- Condenser • Coil
- Distributor cap • Rotor Arm
- Top and bottom Hose • Fan Belt
- Coolant if you use it, or water for top ups.
- Engine oil for top ups.

With all this "What could possibly go wrong!"

Regards, Philippe Allison

What indeed! Editor

WHAT ELSE DO YOU HAVE IN YOUR GARAGE? (F.W.D. FLEET)

Bryan

John Oates suggested I should email you with images of my Citroen Fleet 'at anchor'... so I have attached an image from the weekend with nearly all of my Front wheel Drives..

Left to Right are:

1969 AK350 Van (602cc)

1966 Ami 6 Berline (602 cc)

1962 AZU Van (425 cc)

1952 TA 11BL

Bertie the Border (All Paw Drive)

1956 Velosolex 660 (49 cc) also Front Wheel Drive!

I also have a Mehari - but it would have spoil the line-up!!

Simon Martel



MOT EXEMPTION

Dear Brian, editor FP

The otherwise helpful article in May and June FP appears to me to continue a confusion re MOTs for historic vehicles. Clearly a car registered more than 40 years ago with no substantial changes does not require an MOT. However the web page "Historic (classic) vehicles: MOT and vehicle tax – GOV.UK" states "You do not have to apply to stop getting an MOT for your vehicle each year".

Your article says "that if you are taxing online there is an equivalent form of declaration of exemption". This appears to me to be contradictory, and I cannot find an online form of declaration.

Am I missing something?

many thanks, Eric Pennington

Folks,

The declaration is only for cars that have not been designated 'Historical Vehicle' If your car is already designated as such, you do not need to sign the declaration

Steve Reed

There still seems to be confusion over this, not least of all amongst those, such as licensing Post Offices, who are supposed to understand the system. If you are taxing your Traction online, as Steve says, then there is no need for a separate declaration.

Editor



ANNIVERSARY CAKE

Nice touch! From my friend Richard Boudrias in Quebec, Canada
David Boyd

Subject: Fwd: Photo

..the cake that our club (VEA) had made for the 100th Anniversary of Citroën...

Regards, Richard

Envoyé de mon iPad

Début du message transféré :

PICKUP TRUCK BARN FIND

Bryan

I don't know if these pictures will be of any interest to Floating Power but attach for your interest. I can tell you very little about the vehicle other than it appears to have been in storage from some considerable time and was converted at some point in the past to carry sheep. It is presently in France with a mechanic looking after my HY van and he is likely to undertake its restoration for a client there. I think the mechanic referred to it as a 14?

Regards

Jerry Cooper

Editor: I think that it is a B14, possibly mid 1920's? It looks vaguely similar to the one in the Llangollen Motor Museum, (bottom right) although I would guess from the roof line that the one spotted by Jerry started life as a truck. No doubt our RWD aficionados will fill in the details.



Dear Bryan

We are Carl and Jan Fuss, recent members of the Traction Owners Club and also recent owners of a car. (Member no 2688)

We were very pleased to see our car featured on the front cover for the latest magazine, registration NOC 686

We purchased the car earlier this year from Richard DuPont. We are greatly enjoying the car and the club and hope to do more events and trips very soon.

Best wishes Carl and Jan

Here is the original image in colour. Enjoy. Editor

COVER CAR



AIR FILTER

Dear Bernie

My 1939 11BL had a complete engine rebuild in France approximately 5 years ago, having also fitted a new carburettor, obtained from Chris our famous spares man, prior to the rebuild. I have fitted a Vokes air filter unit, which I believe was fitted to Tractions after 1950.

I was supplied a spares airfilter cartridge which was a sponge type.

Some weeks ago my car received a full service and a new filter cartridge fitted, obtained from Chris, however this filter is a "paper type",

When I road tested the car it lacked power and ran unevenly etc. In precis I replaced the "new" air filter with the old sponge type and the car was back to it full power etc.

I am unable to locate any old type of filters, thus I would appreciate advice on making my car accept this new paper type air filter The car has run like a dream with the old type filter for many years but with the new type it appears to lack enough air entering the carburettor?

Should I attempt to locate the original type air filter unit?

Any advice please

Thank you, Brian Follain

Bernie Shaw replies:

Brian,

I am copying this to the editor for use in a future FP and to the Helpline in case Steve has any experience of this. In the meantime, you might also consider posting a message on the Forum. In my experience the forum reaches a wider audience and is likely to generate a number of responses.

Meanwhile, my own thoughts are that the paper filter is restricting the air flow so, until you have a solution to that I would suggest you thoroughly wash the old sponge element in petrol, allow to dry and then re-fit it.

B.....

Editor: I would agree with Bernie. I have run my car with a home made foam filter core for about four years now, using 'standard' open cell air intake foam from the likes of Demon Tweaks. It seems to work perfectly well in UK conditions and seems to allow the engine to breathe properly without ingesting any Bumble Bees, etc..

Radios in Tractions Part 3 Members' Cars



From the response I got to my request for information and photos of radios in their tractions it would appear that there is a very broad approach to what is fitted. Some have attempted to install a period radio in keeping with the cars' original era, others have done the same thing but updated the internals. The rest have put in a modern radio either in plain sight or tucked away under the dash. Clearly no common approach then and this is mirrored in the fitting of aerials in a variety of locations from roof mounting to under floor where you might wonder how on earth it works.

I will let the owners give you details in their own words, starting with the oldest radio, a 1950 Philips 574V in Tony Stokoe's car.



'My own 1949/50 Big 6 has a bulky Philips valve radio mounted under the dashboard. It is in working order, although it drifts off station easily (when you eventually find one) and the speaker on the back shelf is a LONG

way from the driver, so volume has to be cranked up if I use it, which is rare. Back in 1995 when I first got the car, I took it to a specialist in Paulton, Bristol to have an FM conversion. This involved having a gismo fitted which, if you switch the radio on, off and on again, converts it from MW/LW to FM. I remember the specialist as quite an elderly man working from home, an end of terrace house with a freestanding garage completely full of period radios. I wonder if he is still there? An internet search shows no results...'

In my own 1955 11B is a later c1954 Philips FF524V radio which was also rebuilt by a specialist soon after I bought it in the mid 90's. They were the Vintage Wireless Co. in Sale, Cheshire who still seem to be going.

In practice I rarely listen to the radio in the car because of the noise and, as it's only AM, there aren't many stations left. The speaker is a vintage Philips unit in the passenger footwell and the aerial is mounted under the car where, surprisingly, it works quite well and is completely hidden.



Adrian Church also has a period radio. 'Our 1949 Light 15 has a 1956 Radiomobile fitted. It uses valves. It also shows Radiomobile's parentage as it sports an HMV Logo.

It has a 5 Pushbutton preset tuning (3 MW & 2 LW) head unit mounted under the dash shelf. The power supply/output stage is under the driver's seat. This is about as effective as the car's original heating arrangements! I am lucky to have the 'Deluxe' 10watt push pull output stage so it can make itself heard above the general racket of the car.

The aerial sits proudly on the roof 'twixt sunroof and windscreen.

It didn't work when acquired but having tinkered with valve radios since childhood I was soon able to replace the offending leaky coupling condenser (To use the period parlance) and it has behaved well since.'

(Alistair Pattillo has installed a modern radio in his Light 15 but has also got an old Pye unit to go into a pre-war Light 12.

Radios in Tractions Part 3 - Members' Cars



'I installed a modern radio in my negative earth Light 15. Standard MPS/CD/FM radio (single DIN). It is placed under the dash – driver's side, suspended from the metal frame to which the wood dash is attached to. Very hard to see!



The roof style aerial was installed when the car had a re-spray – on the roof front. The cable is hidden under the headlining and runs above the front window and down the A post coming out behind the dash. Power is taken off the ignition "cluster" so it goes off when the ignition is off. i.e. no flat battery!



The speakers I put under the seats, running the cables under the carpet when I did the interior. The radio had a connection for an IPOD cable which I ran to the glove box out of the way!

One thing I would say is that it needs to be quite loud when driving!



I also have a 1950's PYE radio – big lump – that has been converted to neg earth and FM. I am planning to put this in my '39 Light 12 – in time for the FM switch off no doubt! I was planning to place this on the passenger's side with an aerial mounted on the body up towards the A post. Will it ever get installed? Not sure!



Editor, Bryan Pullan also has a modern unit in his car although you might not notice it. The car also has a scuttle mounted aerial.

'I have recently installed a radio in my own car. There was already a blanked off hole on the scuttle offside, so that dictated the aerial position. For the actual installation I chose a head unit with built in speakers, the sort of thing that might get fitted into a tractor cab or a truck. It is a Caliber RMD 213, produces quite decent sound and doesn't necessarily require any auxiliary speakers

Radios in Tractions Part 3 - Members' Cars



And finally, pictures of a modern Sony unit in Julian Taylor's Light 15, together with a side mounted aerial.



(although they can be fitted if required). It is mounted under the dash in the passenger footwell, quite a way back so not readily visible to a casual glance. I haven't really tried it on a longish drive as yet, D I D was its first real test. I probably will get some extra speakers to fit under the seats eventually, to improve the quality of the sound, which currently fights a losing battle with general mechanical noise when the car gets up to faster main road speeds.'

As has been frequently observed no two tractions are ever the same, with different people having totally different philosophies as to how they should look. Exactly the same seems to be true about what radio you might fit. You pays your money and you takes your choice.....
Peter Fereday



Where's Wally (or spot the Traction)

An aerial view of a breakfast meet in May 2018 at The Corner House, Wrightington. There are two Tractions to spot here.





This is, verbatim, the latest Press Release prior to the FP copy date, of the results of the 2019 Cost of Ownership Survey.

Federation of British Historic Vehicle Clubs announce results of 2019 Cost of Ownership Survey

- **Number of historic vehicles on DVLA database has increased to 1,241,863.**
- **9.8m people in the UK are interested in historic vehicles.**
- **Average distance covered by an historic vehicle is 2,214 miles per annum.**
- **21m people see historic vehicles as an important element of the UK's heritage.**
- **11.3m people think historic vehicles should be exempt from restrictions of low and ultra-low emissions imposed on other vehicles.**
- **5.1m people are interested in owning an historic vehicle.**
- **60% of owners say owning an historic vehicle is one of the most important things in their life.**
- **An owner spends an average of £1,489 per historic vehicle per annum.**

The results of the 2019 National Cost of Ownership Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed at a press conference within the Houses of Parliament on 14 May with the full research document now available to download on the FBHVC website at: <https://www.fbhvc.co.uk/research> .

Historically, the Federation has undertaken major research projects every 5 years, the most recent being the 2016 National Historic Vehicle Survey. Back then, the data revealed that the historic vehicle industry employed 34,900 people and generated £5.5 billion towards the UK economy. However, to gain more up-to-date insights into the attitudes and interest in transport heritage and the ever-evolving pressures on enthusiasts using yesterday's vehicles on tomorrow's roads, the Federation has produced its first ever 'mid-term' survey.

The aims of the 2019 National Cost of Ownership Survey

This mid-term, national survey was split into two areas:

The first, carried out by Kantar Research, examined the behaviours and attitudes of the UK's adult population towards historic vehicles.

The second, focused on obtaining detailed information on the costs of ownership for historic vehicle enthusiasts from respondents within the Federation's member clubs.

Furthermore, in response to the difficulties that some of the Federation's member clubs have cited regarding the recruitment of younger members, the survey also sought to identify differences in attitudes and behaviours between different generations.

Positive attitudes

The attitudes towards historic vehicles were shown to be positive on the whole, with 21 million people in the UK seeing historic vehicles as an important element of the UK's heritage. Encouragingly, that represents nearly a third of the UK population.

Furthermore, 9.1 million people said that they had a specific interest in historic transport and 4.6 million people went a step further and responded with an interest in actually owning an historic vehicle at some point in the future.

Even more encouraging, is that the results reveal that the level of interest in owning an historic vehicle at some point in the future, is strongest amongst younger adults, indicating positive news for the future. However, the figure of 5.1 million agreeing that they would like to own an historic vehicle but cannot afford it, indicates that purchase and running costs are still perceived as a barrier to entry for new owners.

Of some concern was that the results of the attitudinal questions suggest that younger people do not identify as closely with the issues and challenges around historic vehicles that are understood by older generations, revealing that there is still work to be done in respect of educating younger generations on the threats to the sector.

One such threat is the ability for historic vehicles to enter our city centres in the future. In that regard, the British public showed support for historic transport retaining access to our city centres, with 11.3 million people in the UK of the opinion that historic vehicles should be exempt from the restrictions of low and ultra-low emissions that are to be imposed on other vehicles.

More vehicles, travelling further.

Growth in previous years in the historic vehicle industry (as shown in the 2016 study), has resulted in an increase of 201,913 historic vehicles registered with the DVLA over the 2016 figures to 1,241,863.

The figures show that the mileage covered by these historic vehicles has also increased since 2016, with the average distance now 2,214 miles per year. That represents quite a significant increase on the 1,124 miles per year shown by the 2016 research, so the possibility of a more enthusiast based sample group this time around, coupled with the record-breaking temperatures of last summer, have no doubt had a hand in that result.

Use of historic vehicles has kept spending healthy, with the average owner spending an average of £1,489 per vehicle each year indicative of a buoyant sector that is investing in the use and enjoyment of historic vehicles.

The motivations behind such spending appear, from the results, to stem from the desire of enthusiasts to enjoy the lifestyle that surrounds historic vehicles. This is further backed up by the statistic that 3 million people attend historic vehicle events each year and a rather heart-warming insight reveals that 60% of owners say that owning an historic vehicle is one of the most important things in their life.

David Whale, Chairman of the FBHVC said,

“Whilst I can confirm that public enthusiasm for and interest in, the historic vehicle sector continues to be very strong, there are changes that will affect all historic vehicle enthusiasts. This mid-term research is incredibly useful to monitor progress at such a time of rapid change. The Federation celebrated its 30th anniversary

in 2018 and it is clear that if we are to celebrate a further 30 years, as enthusiasts with a common interest, we must all focus on communicating and engaging with younger people to ensure they develop an interest in historic vehicles.”

David Whale added,

“I must thank the Federation’s partners for their assistance in ensuring the Federation had suitable resources to conduct this research. Without the support of Cambridge and Counties Bank, Duckhams Oil, Vintage Tyres, Peter James Insurance and King Dick Tools, this survey would not have been possible.”

The FBHVC confirms that the next major survey will be published in 2021 and it welcomes participation from everyone with an interest in the historic vehicle movement, in order to collate crucial information that will assist in the defence of the historic vehicle movement’s freedom to continue to educate and bring enjoyment to millions via the UKs roads.

For enquiries, please contact:

- Emma Balaam, 01708 223111, secretary@fbhvc.co.uk

The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK’s roads, hence its campaign message: ‘Yesterday’s Vehicles on Tomorrow’s Roads’. The FBHVC has over 540 member clubs representing over 250,000 individual owners.

Website: www.fbhvc.co.uk

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Gear Selector

An excellent article from David de Saxe, originally published in FP in August 2006, on reconditioning and adjusting the gear selector mechanism on the Traction. It's one of those components that we tend to forget about until it jams at a set of traffic lights in the centre of a strange city.

The Traction Gear Selector

As an example to illustrate the phenomenon of lost motion, the design of the Traction's gear selection mechanism is well worth a prize. No



wonder, since each of the two selector rods requires six links from the dash-mounted lever before finally disappearing into the gearbox at the front of the car to do its duty. This is remote control with a vengeance!

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

Further forward motion of the car being thus out of the question, I thought it necessary to remove and then dismantle the entire selector box (part no. 515597 — see bottom of parts list pages referred to above) from behind the dash.

Merely to re-establish the facility to select at will any of the gears offered does not require removal of the box, but I discovered this only after I had carried out the somewhat tedious box-out operation. However, I will come to this later, because Dennis Ryland's advice is that a possible cause of selector lever malfunction could be that the springs (515891) keeping the selector lever jaws (508072 and 515893) in close proximity to each other have weakened or collapsed. In the case of my Traction, I found the springs to be serviceable, but the jaws were quite well rounded with age; however, any replacements I might find are unlikely to be better.

If it's just a matter of the selector fork(s) being in need of adjustment, complete removal of the selector box isn't required.

I'll describe the necessary operation later in this article.

First, though, to restore selector lever operation: the starting point is to ensure that the dash lever is engaged in one of the jaws in the neutral position. It is also essential that the complete mechanism of rods and levers controlled by the jaw (which may be either the one operating Reverse and 1st, or the one operating 2nd and 3rd) is engaging neutral in the gearbox itself.

Get someone to stand on the clutch pedal while you go to the left hand side of the car and pull or push the relevant operating rod (515903 or 515797):

neutral will easily be "felt".

Return to the cockpit and squint down the rectangular aperture, in order to make sure that neither the jaw nor the operating lever you located in it earlier has strayed from the neutral position.

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

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

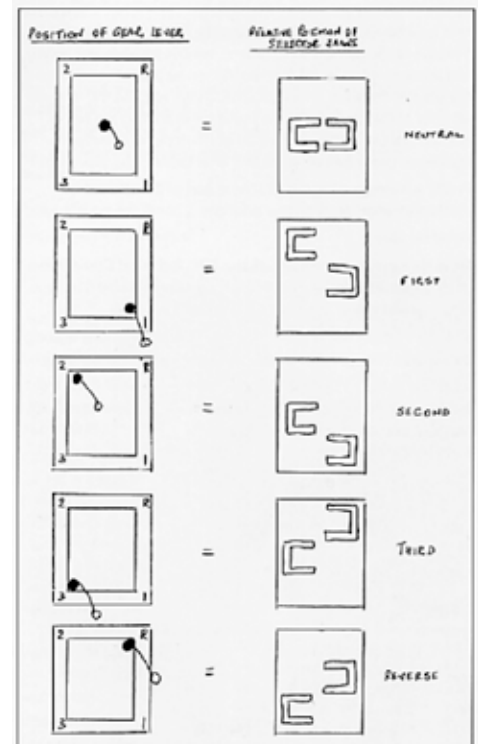
End of exercise — selecting 1st or Reverse (dash lever to the right of the gate as seen by the driver), it's the jaws on the left that are engaged.

Conversely, 2nd and 3rd engage the jaws on the right.

(See accompanying sketch.)

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

If there is too much slack in the gear operating mechanism or, less likely, an excess of tension, the forks (515490/515668) will need adjusting.



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

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

Remove the bonnet and the battery.

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

After loosening this bolt, unscrew the nuts securing the selector box to the back of the dash. The bolt heads are held captive between the back of the dash and the frame of the box. You can remove the bolts when you move the box forward slightly.

Now completely remove the nut on the transverse bolt. Remove the split pins from the castellated nuts or whatever may be connecting the forks (515505 and 515667 to the jawed selector levers). remove the nuts and bolts and allow the forks to fall free.

It will then be possible to remove the selector box from under the dash. (Note: retaining the fore and aft bolts at the dash end of the frame while holding the box in position is a pig. Fortify yourself by quaffing plenty of whatever liquids you prefer before, while and after tackling this procedure.)

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

David De Saxe

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

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

I must agree entirely with David on his comments here. The traction gear linkage is wonderful in its complexity, especially when compared to the direct action and simplicity of the ZCV system, which does the same job better and for 4 gears!

I remember commenting in a review that the Traction gearchange was not considered good, but was no worse than many of the early fifties cars with the steering column mounted changes which were common then, so we should not be too critical of it. TOC members of a certain age will be able to recall some of those other cars!

I expect few members have experienced an 'as new' Traction gearchange as there are so many wearing points, but I tried one several years back which had been completely restored from knob to gearbox selector and was surprised at how slick and positive it was.

I also know that it's a really back-breaking job, laying over the sill and floor, trying to work under the dash and wondering where to put your feet.

For members with the Slough parts book [June 1955]. it's on pages 167.-165.

There seems to be missing description in my book too. It shows pin no 118300, which David identifies, but also a similar pin, H757, which is not described, so I can't tell the difference between these two.

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



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

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

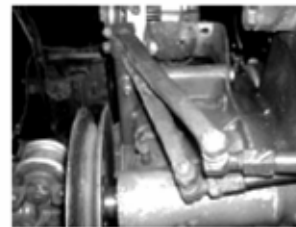
The used ones are held for future club reconditioning, but if you want to tackle one yourself, it should be possible for the practical Tractioniste to do this. You could get one of our old units, overhaul and fit it and return your old one to the club.

Eiffel Tower Gear Selector Positions.

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

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

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



Gearbox in Neutral

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

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

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

Any further comments or experiences from members are most welcome.

Due to the age of this article, I would double check with Chris Treagust what the availability of reconditioned selector units and other parts might be before getting too involved with a complete stripdown. The Eiffel Tower diagram above may also prove useful.(Editor)

Big 6 Down Under

Kevin's Big 6 project has been under way for some time now, and it is a year since we had his first missive, so far any of you who have joined the story halfway through, here is a brief recap of how he came to be the owner of the car in 2016, followed by his latest instalment.



'I have always liked the Traction Avant but they have always appeared to be out of my reach and it is rare to see examples that need restoring. One day, whilst I was standing in a newsagent, a complete stranger starts to talk to me about cars. He shows me photos of numerous Citroens and they are about a kilometre from where we met. I went round to the garage and was amazed to see 6 Light 15's in various stages of decay. I revisited the site several times before finally meeting the owner. He was happy to show me his yard and then inside where he had up to 8 cars some in mint condition. He offered to show me more of his cars which were situated out of town. A few weeks later he took me to a farm where he had 6 cars available for sale, several which were merely for spares.'



A deal was struck and I bought a Big 6. It took me a couple of weeks to sell a 1951 Ford Anglia tourer and a Leyland Mini Clubman which I had been restoring. This was in 2016 and then we decided to move 300 km to the coast. That meant everything was on hold but the new house had enough garage space for 4 cars. Early 2017 I retired and have only just started to renovate the car. I had done some minor body work removing the sunburnt rust but without an engine hoist the engine remained in situ. Then one day at a garage sale I picked up a marine engine hoist which is more than up to the job of taking the weight.....'

Now read on:

With the engine returned it is time to get the various parts restored and fitted. I started with the flywheel and triax. The triax has three bolts that hold the flywheel. One came away easily the second after applying heat but the third had to be drilled out. The flywheel had retained the outer casings from the three silent blocks and after trying heat



and gentle persuasion it was obvious they were not going to shift. The only option was to cut them out and luckily the blade on the hacksaw fitted easily into the hole. With



all three removed I need to replace the silent blocks. I've put them in the freezer overnight and after applying heat to the flywheel I will try to insert the three silent blocks. The small butane gas torch I have however was not hot enough so I had to get the silent blocks pressed in.



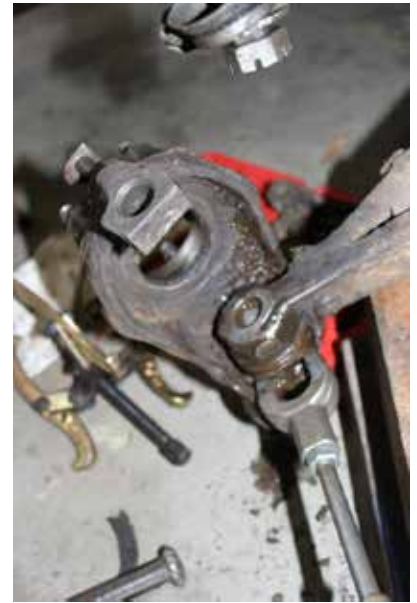
A couple of weeks ago I dropped the clutch plate off to be refaced and I am still waiting for its return, which has meant that I cannot put the gearbox back as yet.

I ordered some parts from JF and these arrived within 5 days from Belgium, which is incredible as post from Sydney can take up to a week. I replaced the rubber bushes that sit on top of the engine mount as the originals had perished. It's good to start putting things back on the car.



I have also been trying to reassemble the front brakes as my first attempt took several hours and plenty of choice words. I have sought advice via the forum and from individuals and suggestions vary from drilling holes and locking using bolts, to superglue. I had some success

using G clamps but have now resorted to using cable ties and G clamps which help to keep the two small toggles in place. With no pressure they simply break away when you attach the two return springs. One can just be seen in the picture (bottom left page) taken when I dismantled the unit.



I have spent hours trying to remove the silent blocks on the front torsion bars and the lower link. The top link came away easily but the bottom one refuses to release. The base of the cradle needs welding.



Kevin Taylor

Bailey's Banter

I hope you enjoyed Drive It Day. I was abroad so didn't participate. Others did and I expect there are reports and photos elsewhere. I had been hoping to give the Traction a bit of a rest, since the return of the DS. However, a puddle of green liquid under the DS meant the Traction was back in the harness again. The battery has shown no further problems, so I have no idea what caused its failure to start the other week. That meant less time for greasing and polishing and none for fettling in preparation for the Black Country Experience tour which, by sheer coincidence, was in the Black Country. Dress code was Peaky Blinders, but without the razor blades. Amazon to the rescue! I expect there are pictures elsewhere in this issue.

The M25 near Heathrow can be a little slow on a Friday afternoon but an advantage of having a left-hand drive car is that one can pass the time in conversation with the driver of the car parked next to you. And when said left-hand drive car is a Traction it is quite likely to happen.



Most of the conversations follow the theme of "my friend has / my Dad had one of those" or "isn't she lovely". And so it was that, on the way to Birmingham for the TOC's Black Country Experience I was chatting with the driver of a camper van. He was very complimentary about the car and told me his mate had a Traction. "It's got a V8"



he said. And then the traffic moved off and we spoke no more. The M25 on a Friday afternoon is not the place to give chase and so I'll never know if his mate really does have a V8 Traction. I suspect not.

The Black Country Experience was good fun, dressing up in Peaky Blinders gear at the Black Country Museum, driving along the side of the Severn and visiting Birmingham's Coffin Museum and the Electric Cinema. The car had performed faultlessly. On the last day we needed to park in Birmingham City centre. Event organizer **Steve Southgate** had arranged parking for us in the "Mailbox" Shopping Centre multistory car park. As we pulled onto the entrance ramp there was faint pinging noise which I felt with my left foot. The clutch pedal return spring had snapped. We carried on regardless into the car park and wondered whose car was making that squeaking noise – sadly it was us. Echoing off the concrete car park structure, it didn't sound too good. It sounded like it was coming from the brakes.

So I was a little nervous about the drive home. One of our number wanted to have his hub nuts checked before he set off and a team formed to help in the car park. I on the other hand, wanted to get going so we did.

Nothing untoward happened. There was no squeaking and when we got back to the M25 and its end-of-weekend slowness, the newly lightened clutch pedal proved to be very welcome indeed.

Of course, I meant to work on the car when we got back but other things took priority and suddenly it was time to go back to the Midlands for the Citroen Centenary Event in Coventry. We had a choice of car this time – Traction or DSuper. "We should take the more reliable one" said Mrs B. That would be the Traction then, so a quick polish and some attention from the grease gun was all it got and off we went.

And so here we were again, crawling along the M25 in an even worse jam when the guy in the next lane started



moaning about the "amount of pollution that thing is chucking out". 'tis true the old jalopy has no catalytic converter and it may burn a smidgeon of oil, so I did apologise to him. I would have been a bit more sincere had he not been driving a Range Rover. That is the first time that has ever happened. We also got a ton of smiles, thumbs up and complimentary comments. Some people just like to moan, especially if they're feeling guilty.

I'm sure someone's producing a fuller report of the Centenary Event. I liked the venue – just the right size and location and having the cars lined up along the avenue was lovely. We got most of the Tractions parked together along the Avenue. I had no idea there were

so many 2CVs still left in the country – we were hugely outnumbered. The drive into Coventry on the Sunday went much smoother than I had imagined. I didn't realise we were driving along a race track until it was too late to take advantage and we got to our allotted parking outside the Cathedral without too much drama. There was obviously some drama – "just enough" to confirm it was a Citroen event. Finding the right parking place involved a few wrong turns and then parking on what turned out to be a fountain which caused us to have to shuffle the cars again.

This was my first time in the Cathedral and I was so impressed. Even without four



beautiful Citroens inside it is a magnificent place. But that's amazing too – four Citroens in Coventry Cathedral! Someone joked about them being in a good place to get a service! I wish I'd thought of that. Then the weather turned nasty and the Transport Museum was a welcome and interesting place to hide from it before we all went our separate ways.

The two weekend events could not have been more different but were both great fun. In both cases many of the cars had come quite a long way and had to go just as far to get home. Many people added on a few extra days and miles. We added 500 miles to the Centenary trip by coming back via the Lake District. Over both weekends I know of only a few problems. A fan belt, a distributor, a voltage regulator and a leaking radiator which had its come upance when the fan blade let go and put it out of its misery for good. We had small wiper incident on the M40 when the offside blade pinged off. Last time that happened it flew into a hedge but this time the clever car caught it and the blade sat in the gap between the bonnet and the scuttle until we could pull off and refit it.

That's not a bad record for what was probably something like 20,000 miles of Tractioning.

We should not avoid using these cars for fear of them breaking down. Quite the opposite, we should use them to prevent them breaking down. These cars should be used because use is good for them. Events such as the two we had this month encourage their use which not only encourages maintenance but also makes some parts last longer. Seals, hoses and valves don't respond well to doing nothing and drying out. The same goes for switches and relays which need use to keep their contacts from oxidizing. Regular use also helps drivers to get over any uncertainty or mistrust we might have about the car. A Traction is a little different to drive than a modern car and that may be intimidating. But if you drive it frequently

enough you remember the trick it needs to start it and you get used to the sounds it makes. You also know what to do when confronted by a difficult maneuver. So, when we arrived at our hotel in Ambleside and I saw the steep, narrow and windy driveway it held no fear.

We stayed in the Malmaison hotel in Oxford which has a different parking challenge. We booked the hotel partly because it offered parking. The building was originally the city's prison and so the



Bailey's Banter

need for a large resident car park was not anticipated. The hotel's solution is valet parking – which was not going to work for us. The receptionist didn't understand why not but the parking guy did. Luckily there was one space outside the front door where we would not block another car and we hung onto the car keys. I left a piece of cardboard under the gearbox to avoid complaints. In my opinion having the car parked there added to the appeal of the hotel but we still got charged for parking. Whenever there's a Traction event we always end up parking a long line of cars together and taking photos of them. A classic photo is the profile shot of the front, with dozens of them behind. There's something about the front of the car that makes it impossible to resist. And of course once you have the fronts lined up you might as well take picture of the other end too. It doesn't happen with many other types of car.



A recent notice for an upcoming auction of a Traction with Splendilux panels made me think about why anyone would want such a thing – either now or back in the 50s. More recently bodykits were a way to make your not-so-special car stand out from the crowd. This worked fine as long as yours was the only car with that set of wheel arches and spoiler in your neighbourhood. If not it just looked a bit crap.

There was a decent trade adding “Splendilux” bodykits to Tractions in the 50s. Rather than make the car stand out, the objective was to make it fit in by doing the things Citroën maybe should have done themselves to update the style to compete with the new “Pontoon” look. I'm



glad Citroën didn't. Instead they concentrated on the DS and the 2CV and allowed the Traction to carry on with its headlamps sitting up on stalks above cutaway front wings either side of the grille that looked so rakish in the 30s.



The Splendilux cars have lowered headlamps built into the wings and the grille has become an anonymous thing that you might have put in front of an electric fire. The front wings have put on weight as they hide the front of the wheels. It's not a bad looking car that in the 50s would have looked much more modern than a Traction – but not as impressive. If you had 20 of them together would you line them up for the profile shot? I doubt it. At the rear though there is a bit more style with extended wings flowing to a point – shades of the 1949 Bentley Continental there in my opinion. Twenty of those in a row would be a sight worth seeing – and photographing. So – what or who was Splendilux? It was a brand name of a company called “Tolerie Automobile Industrielle of H. Esclassan” who were located at 51 Boulevard d'Aguesseau in Boulogne sur Seine. They were car body builders and offered Styling kits for several makes under the name of Splendilux. Marius Renard was another company offering a body conversion to a very similar design. Would I want a Splendilux Traction now? They are interesting for their rarity but I doubt I would get into so many conversations with happy smiling people in one of them. But I'd still have encountered the Range Rover driving eco-warrior.

And what of his accusation that my Traction was putting out a lot of pollution? There is an argument that it is better to use an old car than cause a new one to be made to replace it. That may hold water if the journey is necessary – like when I am driving to work. Not the case here I'm afraid - these two weekend events were entirely the result



of the cars being old. I doubt anyone has calculated the CO² footprint of either event – but then nobody did for the FA Cup final or any Grand Prix or ploughing competition. Hobbies are part of having an interesting life.

Philip Vesey Holt was kind enough to send me some more information about Spirou et Fantasio. If you recall the artistic director of that comic was Joseph Gillain, whose car was featured in April. Philip sent me photos of



a couple of covers in which I could see a reference to a write-up of a Peugeot 504. I wonder how much Traction content Spirou had. With the help of Google I found several images taken from the comic.



In 1954 the comic carried a description of the 15/6. I assume that earlier editions covered other versions of the car.

It seems Traction featured in several stories as getaway cars, cop cars as well as the transport for Messrs Spirou and Fantasio, theirs being adorned with clubs, spades, hearts and diamonds for some reason. I notice that in one story it was also fueled by a gasogene and there was a nice model made of it by Michel Aroutcheff which is apparently quite collectable. In another story the same car is seen with a large box on the roof. A similar large box appears in another drawing, this time with less individual car which seems to be towing some kind of tanker, which could also be a gas generator. There are elephants

in the background, but the big question is - What's in the box?

The Adventures of Tintin also featured the a 15/6 as the Bordurian agents' car in the Calculus



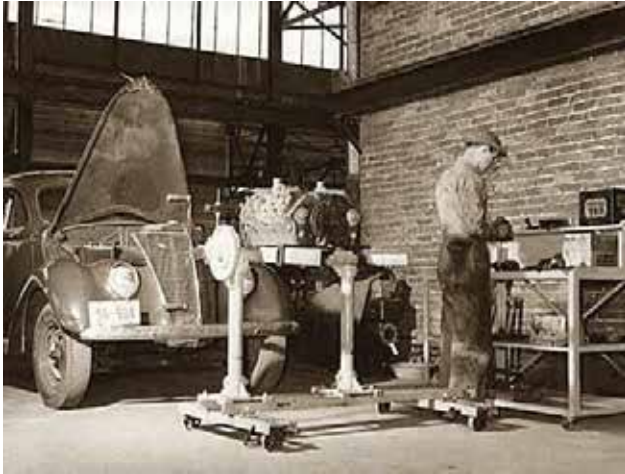
Affair. I don't think it is as well drawn as the Spirou cars.



This picture with the elephants and the box reminds me of the Traction Sans Frontiers group. Where have they got to? I believe they are just back from a 5 week tour of New Zealand. Here's a picture I filched off the LinkedIn page of the CityLife Auckland Hotel where they stayed. Our trips were a breeze compared to that.

Workshop Safety

We frequently publish details of members' efforts at repairing or restoring their cars and we universally applaud everyone who has a go. We should, therefore, spend a little more time considering the risks involved with this and what sensible steps you should take when doing work on your car, to minimise same. We have all spilt blood on our cars at some point, usually from grazed knuckles when something slips, but there are a few cases where DIY (and some professional) mechanics have inflicted quite nasty injuries on themselves in the pursuit of their hobby.



Basics

- Buy a fire extinguisher! Dry powder or CO2 are most useful, the latter making less mess.
- Look out for trip hazards. Make sure inspection pits are boarded over when not in use.
- Don't let flammable rubbish accumulate.
- Ventilation, make sure that your workshop/garage is well ventilated, especially when painting or welding.
- Don't smoke whilst working on your car.
- If you use any form of heating make sure that it is safe for use in a workshop environment.
- Always read the data sheets for any materials or new equipment that you are about to use.
- Dispose of old oil/petrol/ antifreeze at a proper disposal point.

PPE.(Personal Protection Equipment)

I severely damaged one of my feet a few years ago when doing some DIY for my mother, so top of my list are safety shoes of some kind. Preferably with not only a hard toecap but also a reinforced sole to protect from impaling your foot by standing on something sharp.

For general wear, an overall is ideal, preferably a heavy cotton one, disposables can be flimsy and may not be flame proof. Forget all these pictures in old copies of the Motor with men in their collars and ties (sometimes smoking a pipe too)looking over spotless engines, very dangerous. I wonder how many were throttled by their tie touching a revolving fan or pulley.

Next are gloves. Go into any garage workshop and odds on, the mechanics will be wearing some kind of poly glove. They are cheap and disposable. They not only keep you clean, but keep all the potentially carcinogenic nasties that live in old oil and grease off your skin. If you are undertaking something a little more robust or messy, like scraping off old underseal, consider a work glove which is usually some kind of fabric with a rubber coated palm and fingers. Check what the gloves are made of. Hi protein latex gloves can promote dermatitis.

Skin damaging nasties are not limited to old lubricants, some paints, fibre glass resin and other body filler activators all contain irritants.

Watches and rings can be a hazard if they snag on something.

Some kind of head covering is useful, whether or not you sport a good head of hair. Very long hair should be tied back.

Safety spectacles are essential if you are grinding or wire brushing, also if you are spraying. Even a spray can produces quite a lot of fallout. For similar reasons, use a proper filtered face mask if spraying or doing anything which generates dust or vapour. The disposable paper things are of limited value, due to their poor fit.

Finally protect your ears. A cheap set of ear defenders is essential if you are doing something very noisy. It also means that you won't be able to hear the neighbours complaining.



Your car.

For anything beyond normal daily checks, I disconnect the battery. It is so easy to short out something accidentally, and it removes one of the fire risks. This is especially true if you are welding using an electric welder. You can damage some electrical equipment if the system remains connected during MIG welding operations.

It is also worth at least covering the top of the battery with something non conductive, a slipped spanner bridging the terminals can produce quite a surprising metal melting short circuit. Again, very nasty. Better still, take it out of the car.

You all know this anyway, and your Traction does not have a pressurised cooling system, but don't try to open up or top up a red hot radiator. An overheated engine can still produce flash steam which can burn.

Don't run the engine in an enclosed space.

Don't delve into the engine bay alongside a running engine. Things get hot and pulleys and fans are not always visible as moving parts.

Petrol vapour is heavier than air. Draining fuel from a car near an inspection pit may lead to a pool of vapour forming which is highly inflammable.

Going Under

If you are removing wheels, or working under the car, after jacking up, use axle stands or suitable blocks under the frame to support the car. It is all too easy to tip a car off a jack if you are heaving on a nut somewhere, plus hydraulics do sometimes settle over a couple of hours and you may find that the space under the car diminishes unexpectedly. The best solution if you don't have access to a lift, are car ramps. There are some good extending units on the market these days which can be uplifted either hydraulically or by means of a simple winding mechanism once the car is in place and can give quite a generous space under the body .

Inspection pits are also useful, but need to be properly cared for and equipped.



Welding:

We don't talk much about welding in FP and this is often off the list of things that DIY restorers will do, but some of us do use electric welding kit and some basic safety measures need to be observed.

Use the proper PPE. A proper welding face shield, preferably an auto darkening one, is essential, as are welding gauntlets and suitable cover up generally. The danger is not just from sparks or the actual arc, but also from UV light which can cause skin problems.

Keep a fire extinguisher handy. Old paint and underseal can start to smoulder and if you are repairing something which has previously had some cavity wax sprayed on or into it, then there can be significant fire risks.

Don't weld near a petrol tank or fuel line, remove it first.

Don't ever try and weld a petrol tank, even if you think that it is empty! This is specialist work.

Paint and Filler

Again, most of you will send out your car to a specialist, but quite a few enthusiasts do their own bodywork prep and spraying, especially if it is confined to just a single area on the car.

Ventilation is important with all paints, which give off fumes as part of the drying/curing process. In most cases the vapours are also flammable. Even more dangerous is the atomised paint overspray which can fill a confined space very rapidly and in the case of many paints, can be quite damaging if breathed in.

Make sure that all of your electrical installation is up to scratch. A spark can trigger a fire or even an explosion in a vapour filled atmosphere.

Two pack paints are getting safer, but may still contain isocyanurates which are very dangerous. My advice is don't even consider this kind of paint as a DIY option. You need a booth with filtration to take out the nasties, and an air fed face mask sucking air in from a clean outdoor source. Not usual facilities in the DIY arsenal.

Cellulose is still available here and there, in spite of EU attempts to ban it. Although less toxic, good ventilation, a filter breathing and face mask are again essential if spraying with this material.

Aerosols ... treat as you would cellulose, ventilate, and use a face respirator mask/safety specs.

All fillers are irritants especially their sanding dust. Lead loading is especially dangerous in this respect.

Tools and equipment

Make sure that you have the right tools for the job. Citroens use quite a few special tools, especially once you get involved with suspension, brakes, bearings and steering. Research any more elaborate operations and consult your Section man for a loan of the club tools if necessary. Improvising might get you through the day, but it might also do damage that turns round and bites you in the future.

Lifting gear such as engine cranes should be rated for the job in hand. Make sure that any slings etc. that you are proposing to use to hoist out, say, an engine, are up to the job. Don't overload them.

Make sure that your tools are in good condition and fit for purpose..

Compressed air tools have a lot of advantages, but use with care. Only use black sockets on impact tools as ordinary ones may shatter. Use eye and ear protection when using powered tools.

Antifreeze

The older type of antifreeze mix especially, is very toxic. A few drops can kill your cat and make you very ill. Keep your dog/cat/ small child, out of the garage, full stop.

Conclusion

This all sounds a bit onerous and heavy duty, but most of it is just common sense.

True, most of us don't expose ourselves to toxic materials, etc. for long enough to do any permanent damage, but it pays to be careful.

Finally, do be realistic about your abilities and, as the old saying goes, don't bite off more than you can chew.

Bryan Pullan

The Black Country Experience 2019

“The Black Country Experience 2019” 10th May – 12th May 2019

This was the first TOC Rally that I have attended and I have been a member and owner of a Light 15 for nearly three years. On Friday, late morning, I jumped in to my TA in North London and instructed my TomTom to take me to WS2 8TJ (the Village Hotel, Walsall) without driving on motor ways. Five and a half hours later I arrived after a couple of short tea breaks and checking that everything under the bonnet was working fine. The last long journey that I made, a cable from the alternator to the ignition light on the dash came loose causing the battery to go flat. The same cable popped out on the way to the Black Country. After connecting it back to the alternator, the rest of the trip went fine.



The check-in was seamless as Steve and his team had registered us all in. We were given an envelope with key cards on arrival, so it was straight up to the room to get prepared for the evening.

At the bar from 7.00 till 7.30pm we all met up, most people had made the effort to dress in the Peaky Blinders style! I noticed one man even had the proper hair cut for the night. I was one of very few that had not made the effort and I had no excuse for not dressing up. Next time I will make an effort.

At 7:30, we all made our way into the dining room with our drinks in hand for the three-course meal that was pre booked.

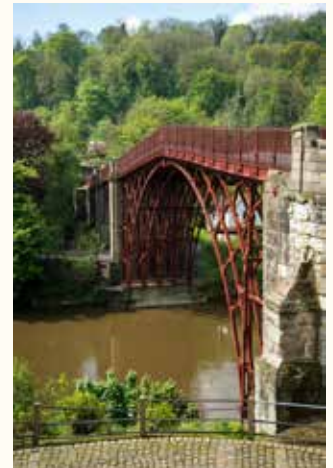


After the meal, Steve grabbed the stage and welcomed us all. As most of us are not native to the Black Country and haven't watched Peaky Blinders, we had a crash course in the local Brum language. Then came the warm up to the big event of the International Artist the “Bee Gees Experience”, a half hour

entertainment from the Black Country Radio DJ, Steve Kennedy. The peak of entertainment, the “Bee Gees Experience”. made the stage to great applause from all of us. It didn't take long before the dance floor was full of Peaky Blinders. How long the party went on for I don't know because I retired early. After an early-ish breakfast, 24 Traction assembled at the Village Hotel car park to make the cars, drivers and passengers ready for the first stage, a visit to the Ironbridge Gorge.



Leaving the hotel complex from 09:15 we headed for the M6 north and then the M54. The traffic lights leaving the Hotel were rather quick, so we had to be on the ball to get away on to the motorway. Arriving at Ironbridge, and after finding a place to park, we spend an hour or so looking around the “Birthplace of the Industrial Revolution”. The Iron Bridge itself crosses the River Severn. Opened in 1781, it was the first major bridge in the world to be made of cast iron. It is an amazing and beautiful construction.



Then off to Highley, situated on the banks of the River Severn for a lunch stop. The car park at the Ship Inn was the target for this stage of the rally. I got completely lost on the way there. I was on my own in the car and had problem reading the instructions whilst driving. I got to see some great countryside landscapes on my detour. I decided to drive back to the hotel before going to the Black Country Museum.



The Black Country Experience 2019

Just before 18:00, I arrived at the car park at the Black Country Museum. We were then taken to the reception area for a welcome drink. The reception area was jam packed with interesting items made in the Black Country, small steel nuts and bolts, larger chains, right up to motor bikes and big steam engines. After an hour in the reception, we drove the cars onto the streets of the museum. It was like driving back in time. Over 50 shops, houses and other industrial buildings from around the Metropolitan Boroughs of Dudley, Sandwell and Walsall and the City of Wolverhampton were rebuilt on the site. Most buildings were relocated from their original sites to illustrate life spanning 300 years of history, with a focus on 1850-1950.



After parking our cars on the cobbles, we had a walk around beautiful streets looking into working shops and houses. Then it was time to get to school. St. James' School opened in the Eve Hill area of Dudley in 1842 for pupils aged 5–11. In 1989–1990 it was demolished, then rebuilt at the Black Country Living Museum. The teacher was dressed like a teacher from the Edwardian times. Strict like hell! All the women with nail varnish were reprimanded for their vanity, Debbs Harding got the cane treatment for misbehaving in class. Good show!

Then time for some good old fashion fish and chips. Most of the shops were open and the pub as well. The pub had the coal fire going and a good old sing along with a very entertaining pianist. Some of us also made it to the old cinema.



After a great experience at the museum, we headed back to the hotel and a nightcap for some.

On Sunday morning we headed off to Birmingham and the Mailbox Car Park. After parking in a reserved area in the car park, the Coffin Museum was the next stop. The weather was again perfect and we had the choice of either walking to the Coffin Museum along the canals or using Steve's special taxi service. The walk along the canals was my choice. What a pleasant stroll along picturesque canals with TOC members!



Newman Brothers at The Coffin Works is now the Coffin Museum in the Jewellery Quarter conservation area in Birmingham. The museum educates visitors about the social and industrial history of the site, which operated from 1894–1998 as a coffin furniture factory only and no coffins were actually made on site.



From the Coffin Museum to the Electric Cinema, another pleasant walk including al fresco lunch and cocktails donated by Laurence. The Electric opened on the bank holiday of 27 December 1909 and was Birmingham's first film theatre. Coffee, tea and cakes were served and enjoyed in the comfort of the seating in the old cinema, while watching old silent films where the cars were the stars. We also had some great films from past TOC rallies, filmed and directed by Martin de Little.

This was a great finish of a fantastic weekend. Thanks to Steve and his team for making it a very memorable first time TOC rally for me.

Back to North London on the motorway in my Light 15, trouble free cruising at 55 mph.

Cheers

Bertel

report by Bertel Bjorvik, pictures Martin de Little

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 in 2019, this was 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	
June 16th	Beamish Run.
July 11- 14th	CTAB Brittany Rally July 2019 See Nick Olsen (vicmarnic@gmail.com)
July 19/20th	Citroën Centenary La Ferte Vidame, Eure et Loire France. See website for details.
November 8-10th	Lancaster insurance Classic Car Show: NEC Birmingham
2020	
May 2020	Jersey rally. See below for more details.
June 26-28 2020	TOC National Rally, Lake District: see Bryan Pullan (Editor) for more details.

IN SEARCH OF JIM BERGERAC: JERSEY RALLY: MAY 14 - 17, 2020

The Black Country Experience has passed and was received enthusiastically by all participants.

The Coventry 100 year celebration was well attended in glorious sunshine.

We are now looking forward to the Brittany rally in July for the lucky ones who got their names down in time.

Now we are planning for 2020, starting with our international excursion to Jersey in May.

Although it involves a boat journey, we will be in an English speaking country dealing in £sterling and with real duty free prices on the way over.

We have visits to two major attractions, plus a visit to a private Manor not normally open to the public , and a gala dinner, hopefully with some participation from Citroen (at the moment being negotiated). I have seen the menus and the food looks fantastic.

We have chosen a first class hotel, but unfortunately Jersey cannot be considered a cheap island.

There is already a growing list of interested participants, so if you wish to be added please send me an email at

events@traction-owners.co.uk

Laurence Acher



...and don't forget that the **National Rally for 2020** is in the Lake District, June 26-28, based near to Bowness on Windermere. We haven't formally opened a list as yet, but quite a few have expressed an interest and if you want to get in touch and be part of the mailing group for this rally, then drop a line to **tocnorthern@gmail.com** or **editor@traction-owners.co.uk**

IN COMMITTEE



Committee Meeting held on Sunday 9th June in Steventon.

AGM & Committee – over the last few years the AGM has been poorly attended and so we decided it is time to try a different approach.

This year we will issue the Financial Report and invite members to the Formal Company meeting as part of a Committee meeting date. We will also issue a postal vote for those who are unable to attend. In the future the informal AGM of members will be held as part of the annual rally weekend.

Laurence Acher is standing down as **Social Secretary** and Chris Bailey will step down as **Chairman** in the Autumn. If you are interested in taking on one of these roles or being part of the Committee please contact Ian Harvey, our secretary, Chairman, Chris or President, Bernie to find out more. John Moon and Mike Wilcox have joined the Committee.

Section Co-ordinators – Richard Shiel, our S.O. in Ireland has sold his Traction and so left the TOC. Richard has kindly agreed to hold on to the Club Tools until we can find a “new home” for them. **Any volunteers please?**

Spares – there has been a rumour spreading that we are going to cease selling parts for French Tractions. This is **not true** but we will be monitoring costs when/if Brexit happens. We are looking at including tools in the Section tool boxes for tackling rear suspension repairs. Over the winter we hope to list all the second hand parts we have for sale – until then ask Chris Treagust if you need something.

Would members be interested in a basic maintenance course – how to keep your Traction on the road? If so please email me and we can see if there is enough interest to run such courses.

Please remember Chris is a volunteer and tries to get orders out as quickly as possible.

Editor – more technical stories needed please. Also photographs for the competition and inclusion in next year’s calendar.

Membership – we currently have 663 members. However, **217** people have not paid their renewals yet – please pay as soon as possible or you could be reading my “In Committee” for the last time!!! We want to encourage more UK members to pay by BACS or Direct Debit next year as PayPal costs us over £1.40 per payment.

Social – we had an excellent rally in the Black Country. Our thanks to Steve Southgate and all his helpers. 54 Tractions attended the centenary event in Coventry. Next year we have the Jersey rally – more information elsewhere in this issue of Floating Power and an application form will be with the November issue. Also, next June we have our annual rally in the Lake District.

Our next **meeting** will be September 8th at Millbrook Village Hall, so do come and join us.

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 is only now really conducive to getting out and about with your car and camera.

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



Membership:



Have you paid your annual subscription yet?

If not, then some of you may be reading your last Floating Power.

Please contact John Oates to renew,
at email: membership@traction-owners.co.uk,
or at 55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
Tel: 01629 582154

Gordon Bennett!



George Halsall and his Traction awaiting developments in the 2018 Gordon Bennett Rally in Ireland.



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TOC SHOP

Contact Vanessa Plumpton
for full details on
shop@traction-owners.co.uk
or ring **01243 511 3780**

A selection of items are now available from the TOC Shop.
Contact **Vanessa Plumpton** for details of sizes, availability etc:
shop@traction-owners.co.uk



Polo shirts with new logo:
various sizes £15.50



TOC Mug,
essential for the
workbench. £6.00



TOC Leather
Key Fob
£8.00



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



TOC Grille badge
£20.00



TOC Brooch/Lapel
Badge £3.99

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 - PARIS BUILT CITROEN

NOW SOLD
 This 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: - .Légère 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: - 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 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**

FOR SALE: - 1953 Slough Built Light 15

First owner kept this car for 47 years. Total nut and bolt rebuild in 2000 by John Gillard. Engine stripped 2016, ground crank, bearings, connecting rods, rings, battery, brake linings and drive shaft. Total Bills of over £15,000. Only 11,000 miles in last 19 years. Lots of history. Immaculate Red leather, seat belts, excellent chrome. A very presentable car, in a soft cream colour. Only selling because I have too many cars! **£17,000 Julian Pratt E Mail: julianpratt@gmail.com Mobile: 07824 313541**



FOR SALE: - 1953 Normale big boot, in excellent condition, much work done in recent years, as seen at the 100 Coventry celebrations.

- * Bare metal respray
- *Recent tyres and Battery
- *Stainless exhaust and bumpers
- *LED Lights
- *Re-upholstered in original material
- *New Headlining And much more.

Viewing welcome £13,500

**Call or email. 07759372242
stephenprigmore@hotmail.com**



FOR SALE: - 1972 Citroën DS 20. RHD.

In generally good condition bodily and mechanically, The interior is original and very tidy. It has a recent stainless steel exhaust, four new tyres and new spheres. Green paintwork with green interior. The car is located in Wiltshire.

**Offers please, in the region of £18-20k.
Contact: 01225 810569
email: davejackie@hackett7.plus.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



2 Citroen clocks (£30 each including postage)
- 1 fuel gage £30 including postage
- Brand new Badge 80 years de lá Traction £30 including post

**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



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 ¼ 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.

Classified Adverts

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.**

FOR SALE:

A fully restored RB 10/4 Magneto by D.H. Day which has only been used for under 400 miles. Price £300.

Please contact Johnny White, Telephone 02083307216

FOR SALE:

Having sold my 15/6, I now have for sale my spare 6 cyl engine block, gear box casing and water pump housing. I also have a 15/6 (Paris) bumper which does need some reshaping, but is not rusty. £500 the lot. I am located in Dorchester, Dorset.

Tim Lane, Tel 01305 757518

FOR SALE:

2. Traction 6 Cylinder Headset. No valves or rocket gear. £300. Each open to offers.

1. Slough Traction 6 Steering Rack.

Complete with track rods. Needs complete overhaul. £300. Open to offers

Derek 01225864570.

d.e.j.fisher@gmail.com

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
stevethompsonmotors@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 :

Starter, Driver's door card, Distributer cap, rotor arm, 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

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
club web site at**

www.traction-owners.co.uk



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