

# Floating Powers

September/October 2019



Traction Owners Club  
Celebrating 100 years of Citroën cars

## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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**Floating Power is the official magazine**  
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## Missing Magazine?

Please contact John Oates  
01629 582154  
membership@traction-owners.co.uk

## Be a part of Floating Power...

The closing date for input for the November/December Floating Power is

**Sunday October 13th**

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

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

### Cover Image

*Dave Faulkner's car at  
Warkworth Castle.*

# Editor's Epistle

**Hard to believe that I am already writing the Editor's comments for the September Floating Power. Where did the summer go?**

Of course, as I write, the season is still in full swing and will probably continue until the end of September. There was no TOC national rally as such this year, but by all accounts the Coombe Abbey Citroën Centenary weekend was a resounding success, in spite of a slightly dampened Sunday, and we have a double page spread of photographs elsewhere in the magazine to record the event.

However, late July and early August have so far been marred by a series of storms that have somewhat clobbered a number of events, both classic car and others. As I write this, we are preparing to attend a show up the Ribble Valley at Stonyhurst, in the face of a fairly unsettled forecast...I will let you know how (if) it went.

This edition is fairly rally heavy this time around. As well as accounts of Ferte Vidame and Coombe Abbey, we have the Beamish Run, and for those of you who fancy your chances in endurance rallying, a fairly substantial piece on the 8,500 mile Peking to Paris Rally, earlier this summer, seen through the eyes of a father and daughter team campaigning their 1955 Traction.

On a different note, a fellow member of a local multi marque club was recently blocked into a car parking space in his 1965 Volvo Amazon, by a police car, the occupant of which vehicle threatened prosecution and confiscation for not having a current MOT. He was only pacified by my friend's production of the letter from the Department for Transport explaining about MOT exemption. The issue is that DVLA do not record any cars as MOT exempt on their database and so when doing a check, all that comes back is 'no MOT'. Now all is well that ends well, but wouldn't you have thought that the police would have been a bit better briefed to recognise a car that is clearly over half a century old and have drawn the obvious conclusion (the Volvo, incidentally, is in concours condition)?

FBHVC say, in their latest newsletter..."Last time around I mentioned that official guidance requires a declaration to be made that a vehicle is not substantially modified and thus does not require an MOT certificate at the time of relicensing, but that under the online process, keepers simply can't make a declaration for pre 1960 vehicles. I also said we were writing to the DVLA about this.

I have now received a response which essentially says that's the way it is until they fix the system. There is no apology for the confusion this causes, presumably because DVLA sees no need to say sorry to vehicle owners adversely affected by its inaction. Nor have they offered to amend the inaccurate Guidance.

It does say again what we knew, that exemption is not dependent upon declaration. If your vehicle is entitled to be MOT exempt, it is automatically so. And if you are not presented with the requirement to declare, registration will complete without an MOT.

So it does confirm what I said last time. Do not worry. You do not have to declare to be exempt..."

Download that letter and carry a copy in your glovebox, in case some similarly uninformed denizen of the law decides to try and bag you.

Finally, what is the editor of Floating Power doing looking smug with a 2CV under his elbow? Well, dear reader, whilst carrying out various good works on my Traction, I have also been rebuilding a salvaged 2CV, found at the back of a storage shed up in the North Lakes last summer(2018). The picture is of me, last month, collecting it from its first successful MOT since 2004! With exemption and all that, getting an old car through an MOT was an experience that had escaped me for quite a few years and the research regarding the standards required, to make sure that I didn't make a fool of myself when submitting the car for its test, was interesting to say the least.

It does raise the question of should you also MOT your (exempt) car(s). My other cars are exempt and I don't bother, but I am a fairly experienced classic car fettler with an in depth knowledge of my various cars, and a good workshop full of tools, etc. Plus, I know when I am out of my depth! If you didn't have that self confidence in your abilities, what then?

The Department for Transport states that there are no plans to reverse classic car exemption and they are happy with the current situation. Plus, in the 21st century, where will you find a garage in your area which is classic car friendly.

However, if you can find a suitably friendly garage, it is probably worth putting the car in for a safety check every now and then.

We do have quite a few articles in the wings, and my apologies to those of you who have penned something that hasn't yet appeared in this magazine, your efforts are appreciated, and will appear in the next available copy of FP.

Have a good Autumn.



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## Committee

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

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# President's Ponderings

**Having been generally unable to attend events for some time, I think I may have overdosed in the last couple of months since, following the pleasures of Coventry (and courtesy of a good friend), I managed to get both the 5HP and the 15/6 to THE EVENT at La Ferté-Vidame.**

Without any doubt, the Centenary Celebration lived up to all my expectations. The venue was excellent with ample space for the 4000+ vehicles to be parked up by type and age and in such a way that visitors could get up close and look at them.

Automobiles Citroen provided a very nice display of vehicles from L'Aventure (the new name for the Conservatoire) alongside the latest models and a couple of interesting concept vehicles.

There was live entertainment throughout each day and the general on-site catering offered a good choice of fast food and refreshments. I personally found the extensive parts market/autojumble slightly disappointing in that none of the big (professional) parts suppliers were present and I had gone armed with a list of requirements.

The highlight for me was the Gala dinner on the Saturday evening when the French did what the French do best - outside catering. Exactly on time, 2400 people were seated in an amazing marquee to enjoy a superb four-course meal with aperitifs and wine, all served by a team of uniformed waiting staff working with military precision. In addition, the diners were treated to three items of high class entertainment between courses before the evening culminated in a spectacular firework display for all event attendees which featured the ghostly backdrop of the ruined chateau.

As I said, the event lived up to all my expectations – including lack of signage and poor communication on-site. However, those problems almost paled into insignificance compared to the horrendous one-way “system” (imposed by the local police) on all the roads to and around the event. The subsequent delays getting into – and away from - the site were probably the biggest talking point of the weekend. I am glad to say the both cars behaved themselves with none of the feared overheating problems, for which the 6 is notorious, despite the local delays, terrific heat (and further traffic delays on the M1 when we got back to the UK).

During our time at LFV, Keith and I spent a couple of very pleasant evenings with Brian and Pam Follain who were staying in the same

village as us. In fact, it was entirely thanks to Brian that we were in a hotel virtually on the doorstep of the event.

Now, looking forward, Brian is “Our Man in Jersey” and therefore Laurence’s local ears and eyes on the ground to ensure next year’s Spring visit will be all we have grown to expect of a TOC rally – and probably more. Brian’s background means he knows everybody – and everybody knows him. He has selected a privately-owned hotel with an excellent track record for hosting car club rallies from both mainland Europe and the UK and the owner has very kindly agreed to sponsor a “welcome” drinks party on our first evening. The hotel will also very kindly subsidise a special dinner one evening whilst the local Citroen dealership will sponsor the wine for that evening.

We shall need to confirm hotel requirements fairly soon in order to allow any unwanted accommodation to be freed up for other guests. In addition, individual rooms will be allocated on a “first -come, first-served” basis so, once the booking opens, I strongly recommend applications are completed and returned to Laurence without delay.

Brian has also proposed a selection of attractions for our daily sorties and Laurence will publish details of the final itinerary in the next issue of FP.

On a less happy note, we have learned of the theft of a Light 15 in London on the 5th August. There is more detail below - please be vigilant in case it appears near you.

I shall now go and lie in the recovery position for a few more days.

All the best



## STOLEN

**My Citroen Light 15 1946, black, was stolen in Hackney London in the early hours of August 5th 2019.**

**It was towed away by thieves, who I caught on CCTV.**

**It was my father's and filled with much love and we hope to get it back.**

**It has some unique features such as a Webasto roof, power steering, an alternator. It also has a unique timber dashboard.**

**There are several flaws in the paint around the front window. The front window opening device is permanently locked and missing the knob.**

**Registration is ECR 43**

**Frame no 126466**

**Engine number FG03897**

**Thanks in advance for any help you can give!! Please ring**

**+44[0]20.7682.1576. Eoin Billings**

## New Members

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

<b>D. Cartledge</b>	<b>Cullompton, Devon</b>
<b>R. Moore</b>	<b>California, USA</b>
<b>J. Austen</b>	<b>Drumnadrochit, Inverness</b>
<b>S. de Looze</b>	<b>Gerrards Cross, Bucks</b>
<b>B. Pringle</b>	<b>Knightley, Staffs</b>
<b>M. Ridley</b>	<b>South Shields, Tyne and Wear</b>
<b>G. Macpherson</b>	<b>Bangkok, Thailand</b>
<b>A. Hand</b>	<b>Wombwell, Yorks</b>



car – one possibility could be to give it a new identity from a scrapped car's V5. So – if you have an old V5 for a Traction that no longer exists, please don't let it get into the wrong hands. This particular car was stolen because the intended target (a neighbour's Land Rover) was too difficult to shift. How can we protect our cars from being stolen? Time to think about fitting a tracker methinks.

I was disappointed that I couldn't get to the Centenary event at La Ferte Vidame. From what I hear it was rather better than the last event there. Maybe next time...

*Chris.*

**This is the time of year that we look forward to the AGM, following the publication of the 2018/19 accounts – which are included in this issue. If you are interested in these things you will notice that we made a small loss last year. The club is not supposed or intended to make either a profit or a loss, so it is inevitable that some years end with a surplus and some with a loss. 2017/8 had a surplus. The variables are the timing of costs and revenues relating to the Spares Service and rallies and where they fall relative to the financial year end.**

Having said that, we will get better visibility of that with the new accounts system than we have had to date.

The Forum is doing its job and becoming a searchable record of advice and information. Thank you to those regulars who post on it – whether they be questions, answers or comments. If you don't visit it, you are missing out on one of the benefits of the club. The answers to many questions you may have are already there. And if the one that's vexing you is not there, it will be if you post the question. And then the answer will be available to all for ever more – technology permitting.

Of course it is not the only place that information can be found – there are other forums too which have useful information. Some are run by members and my thanks to them too. It all helps us keep these old cars running.

There is currently some discussion on our forum about a stolen Light 15 which was triggered by an alert on Facebook. Not the first to be stolen and sadly it won't be the last. We don't know the thief's intended fate for that

**As you may have noticed from the Committee meeting minutes in the July/ August FP, Chris Bailey will be standing down as Chairman at our AGM in November 2019 and the Club needs to appoint a successor.**

**We are looking for an enthusiastic person, who has experience of the joys and pitfalls of classic car ownership and has also been involved with managing and motivating groups of people who sometimes have different views!**

**The role of the Chairman is to help facilitate the long-term survival of the Traction Owners Club. To achieve this the Club has to:**











- **Ensure that as members move on, new members replace them**
- **Ensure that the Club is financially stable**
- **Ensure that parts are available to keep these cars running**
- **Ensure that members are content with the Clubs direction**

**The club has a very experienced Committee who will give their full support to the new Chairman. If you are interested in taking on this important and vital position, call Chris on 07768 325924**

**or email [chairman@traction-owners.co.uk](mailto:chairman@traction-owners.co.uk) for a chat and a full job description.**

# 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)
<b>Eastern</b> 	<b>Jasmin Gagen</b> 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 Littley Green, Chelmsford, CM3 1BU
<b>Ireland</b> 	Email: ireland@traction-owners.co.uk	<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
<b>Kent/ East Sussex</b>	<b>Adrian Phillips</b> Tel: 01892 520857 Email: kent-east-sussex@traction-owners.co.uk <b>John Barsley</b> Tel: 01892 722749 Email: johnbarsley@googlemail.com	See section report for coming meetings/events.
<b>London</b> 	<b>Peter &amp; Sue Simper</b> 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
<b>Midshires</b>	<b>Stephen Prigmore / Tina O'Connor</b> Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
<b>North East</b> 	<b>Graham Handley</b> Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
<b>Northern, Lakes and Borders</b> 	<b>Bryan Pullan</b> 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: <a href="http://www.spanglefish.com/thursdaynightvintagecarclub/">http://www.spanglefish.com/thursdaynightvintagecarclub/</a>
<b>Peak</b> 	<b>Bev &amp; John Oates</b> 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.
<b>Northern Scotland</b>	<b>Ian Smith and Andy Burnett</b> Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
<b>Southern Scotland</b> 	<b>Peter Fereday</b> Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
<b>South Midlands</b>		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
<b>South West</b> 	<b>Howard Speirs</b> Phone: – Home: 01872 862386 – Mob: 0797 418 7267 Email: south-west@traction-owners.co.uk	See section report for coming meetings/events.
<b>Surrey/Hants/Sussex</b> 	<b>Sue &amp; Philippe Allison</b> 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. <i>Please note change in contact telephone no.</i>
<b>Wales</b>	<b>Julian Pratt</b> Tel: 01974 272888 Mobile: 07824313541 Email: wales@traction-owners.co.uk	See section report for coming meetings/events.
<b>West of England</b> 	<b>Terence McAuley</b> Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
<b>Rest of World</b>		<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:

## SOUTHERN SCOTLAND

Summering in France as usual so not much to report from Scotland. On balance I think I prefer the occasional heatwaves here to the incessant rain currently being experienced in Scotland.

Before we left though, we managed to bag another Scottish Island visited in the traction. Although not far from us, we had never taken the 11B to Arran so, towards the end of June, we made the Cal-Mac ferry trip from Ardrossan to Brodick and then continued the next day from the other side of the island on a much smaller ferry to the Kintyre peninsula and spent a couple of days with friends in Campbeltown. Often called 'Scotland in Miniature' Arran really is a lovely place with impressive peaks, pretty coastal villages, meandering roads and distilleries (yes there are two now).

A couple of days before going I had changed the rear rubber engine mount in an attempt to cure the slight clutch judder on take up. After 20 years I thought a replacement was due. Stupidly I didn't road test the car afterwards – it's an easy job, only took 30 mins including moving the heater out of the way – what could possibly go wrong? Well setting off for the 12.30 ferry at 10.30 I discovered straight away that the clutch judder was much worse. No time to do anything about it though so we drove around Arran very gingerly with much delicate slipping of the clutch...

The car was a hit with locals and tourists alike. In the queue for the ferry at Ardrossan was a group of exotic supercars – Ferraris, Lambos, Bentleys Bimmers et al but guess which car everyone was looking at? It was the same on the ferry to Kintyre the next day – I couldn't get under the bonnet for hairy bikers offering friendly advice.

When we got to Campbeltown I decided to put the old engine mount back. Probably there was nothing wrong with the old one or the new one. What I had singularly failed to do when I fitted the new mount was to centre the back of the engine in the rectangular scuttle hole by adjusting the volute springs. This time I did it properly and – voila – no clutch judder and a smooth trip home.

The last Car Show of the season is the annual loch side meet in my local village of Lochwinnoch on October 20th. Any one fancy joining me?



*Incidentally, in Peter's recent article on Car Radios, Part 3, some of the images were out of sequence. This was a publishing error and not the result of Peter's trip to yet another distillery.*  
Editor



Peter Fereday

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

## NORTHERN SECTION

In spite of what you may have heard of the weather in the North West, we have managed some decent sunshine and warmth during July and early August.

A few went to Coombe Abbey, and one member in particular was very complimentary at the organisation, having been piloted by Nigel Wilde through the melee (NW riding his bike) when he got lost in the throng. Everything seemed to work out well, including the parking in Coventry on Sunday. Our man, having some mobility issues, was a little sceptical that he might get left out somewhat, but having explained his situation, was guided straight to a prime position on the day. Well done everyone involved.

The lot of the Northern Section has since been fairly modest in comparison. Breakfast meets at the Corner

# Section News

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House and St Catherine's have gone well, especially the July St. Catherine's meet, (which I attended) which was very popular and fielded 90 odd cars.

Bills Dyke and Longden took themselves and their Tractions off to the Lydiate car show, near to the Scotch Piper pub, and George Halsall, Ian Gardner and Vic Lupton Tractioned over to the Leisure Lakes vintage rally near to Southport.

Alas, the Dales and Lakes Historic Vehicle day at Grange over Sands in mid August was cancelled due to the state of the field after heavy rain. Full marks, however, to the organisers who contacted everyone the day before to avoid any abortive journeys. Several of us then contemplated an alternative trip to the rally at Stonyhurst the same day, but the weather was again very poor, ground conditions uncertain, and we ended up at St Catherines, where a few doughty souls braved the weather, which then, ironically, decided to dry up!

Bill Dyke has now converted his rather tired 6v system to 12volts, but was then hampered by his car's reluctance to actually run at any speed much more than 25 mph. The solution after some head scratching was that he had somehow mistakenly re-installed a 6 volt coil....d'oh.

Preparations for the 2020 National in the Lakes are progressing, we are compiling various routes of miscellaneous lengths with visits to local sights and attractions, so that attendees can make a choice of what they do on the Saturday of the rally. We now have a shortlist of interested parties developing and the actual booking forms will be in the January magazine.

Bryan Pullan

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

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## SURREY, HAMPSHIRE & SUSSEX BORDERS

We did not have a monthly meeting in June as it clashed with Father's Day. July saw a large number of our members heading off to France for the Brittany Rally and the Centenary Rally at La Ferte Vidame, both events, of which I am sure, will be covered elsewhere in the magazine, we therefore cancelled our meeting at the Fairmile.

Our meeting on the 20th of October is a get together at Robin Hamilton's house in Chichester to look at his car collection and possibly a visit to the Rolls Royce restorer next door. November will see us back at the Fairmile in Cobham for lunch and a catch up.

I have also been asked to remind you that Christmas is on the way! If you would like to book for our very popular Christmas Lunch which is on Sunday 15th of December contact Helen Shelley on [helenshelley@msn.com](mailto:helenshelley@msn.com) or 02083307216. Book early to avoid disappointment.

Phillipe Allison

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

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## EASTERN

Yes the year is speeding on, we managed to get to the 100th La Ferte-Vidame, had great fun and bumped into Bernie, Stephen and Tina and other DS owners. Thursday we got rained into a bar, no roof on the DS, footage of me having to bail out the rain from the tarpaulin used for such days. For once the French had organised things (we thought) very well, did hear of those who had paid up for the whole weekend having multiple queues to take part in, to get goody bags etc. We only went into the event proper on the Friday (day pass), very hot, lots to look at, didn't stay for the evening as too knackered. We had taken our Dyane and Richard's DS Special DeCap called Row-land (something to do with Grange Hill? and a famous rat) which is becoming quite well known in the CCC world.

No special meetings arranged so have listed our regular social meet up dates.

### Regular Social Meet Up

The Compasses, Littley Green, Essex CM3 1BU 1st October - 12th November

The Angel Inn, Larling, Norfolk NR16 2QU 10th September - 22nd October - 3rd December

Jasmin Gagen

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

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## WEST OF ENGLAND

I think I am going to be up before the Beak before long, accused of total lack of activity in the West of England area. I will have to plead "Guilty, M'lud!" However, this does seem to be the way that folk round these parts like it. We meet for our "Christmas" lunch in March each year, and wave each other off with a cheery "see you next year".



This is not to say that Tractions are not used. I am not long returned from a very jolly Brittany tour, for the umpteenth time, while the Black Country tour was also very enjoyable. So I am happy with that.

So, if there is anyone out there who feels they are not happy, and would like to have a go at doing more "stuff" locally, now is your chance to step forward.

Terence McAuley

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

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## PEAK

We had a very small gathering at the Olde Gate Inne in Brassington in August. Only 11 of us there with just 2 Tractions making an appearance but a nice Sunday lunch was had by all.

Please note - **Our next meeting is a week early.**

We will meet from noon onwards at the Yew Tree in Caudon., ST10 3EJ. This is a favourite haunt of all the Peak members as it is "unchanged and in the same family for over half a century. It contains a treasure trove of antiques, curios, music machines and much more". Plus lunch and drinks are very reasonably priced. If you have never been to the Yew Tree and are anywhere near on Sunday 29th September then please come and join us. Booking is not necessary.'

Bev Oates

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

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## KENT / EAST SUSSEX

On Sunday June 16th we joined with the CCC SE section Annual Rally at Leeds Castle. 3 Tractions present, Clive & Christine Leach with their very nicely turned out 11BL. RFF 990, Adam Gilbert with his newly painted Light 15. PPP 673 with a gleaming plum and custard combination. I took my Light 15. YFF 437 soon to be for sale.



Our July meeting took place at The Great British Picnic at Goudhurst in Kent on Sunday 28th.

The inclement weather of Saturday may have put some off attending, but after a cloudy morning the sun shone warmly upon the three TOC cars attending.



New member Ian Pratt from Crowborough brought along his Light 15, finished in an original looking shade of metallic grey. 425 XVE is a truly superb restoration of a 1953 model (according to the chassis number) with a small boot and square instruments, is this possible? It was delivered new to Jersey and has French wheels, as does my Light 15, also delivered new to Jersey a year later. It was the star of the event of 50+ cars and received much admiration.

Adam Gilbert was also there with his Light 15, PPP 673.

A very interesting collection of vehicles were at the Picnic including the local Ford side valve club holding their summer gymkhana there too, TOC member Nick from Hoo using his Ford for the meeting rather than his Traction 11BL.

Our next mid-week meeting is planned provisionally for Wednesday 25th September 12 noon at the Pig & Poacher, Hartlake Rd, Tonbridge TN11 0PH.

Please let me know if you can come so I book the space.

John Barsley

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

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## NORTH EAST ENGLAND

Not many outings this year but despite Citroen Centenary getting in the way the "Newby Hall Show" was still going to happen. So we tried to have a La Ferte Vidam Yorkshire style which happened to fall on the same weekend as Citroens in France.

Three weeks before Newby I asked the organiser how many Citroens were booked. About seven was the answer. And I knew two of those were having to pull out. So I turned up thinking I was going to be virtually on my own because everyone had gone south. But in true northern style it became a fabulous day out. The TOC marquee had been unearthed, six tractions, one DS, two 2CVs and that Kegresse (such a show stopper) came along. Glorious weather, good interested petrolheads about and of course catching up with friends made it a most enjoyable day. Thanks for the picnic food Bridget Wright ! Thanks everyone for coming. See you again next year if not before.

Who needed to go all the way to France to celebrate!!

Graham Handley



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

# Section News

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## WALES

Hello everyone

Our TOC Membership Secretary has sent me a list of members who are classified as being in the Wales area. You may be interested to know that there are 26 members in all so that is about 10 more than I thought there was!

The next big event for the Club is the NEC Classic Car Show on the 8th - 10th of November. My newsletter of August 5th has details of the cars and people we are looking to help make this Centenary of Citroen a memorable event. If any members of our area want to join me, please let me know and we may be able to arrange a collection of interested parties!

If there are any Classic Car Rallies occurring in your area, please let me know and I can circulate our members. This way we will eventually get to meet each other.

Julian Pratt

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

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## LONDON

After the usual winter overhauls The London Season got off to a memorable start with our Drive it Day trip to Waddesdon Manor and having waved everybody off, they headed en masse to France, swapping our pub meets for gatherings in French country cafés.



We have spent the summer in Normandy joined for my birthday BBQ by family, French neighbours, London & Devon Tractionistes and Martin & Vicky, TOCs Normandy representatives and the link to CTAB and the Brittany rally. Martin had been disabled by an accident with a watering can, so with great regret we left them behind when we set off for the rally in Finistère. As always, a wonderful get together with our CTAB friends, it just gets better every year. A reminder: if you are from the North there are Northern exiles in our section who would put you up so you can join in, after all Norman French is just like Geordie.

With the last lunch over we returned to Normandy while others fanned out across France before the great Citroen gathering at La Ferté Vidame. Andy York with his period caravan was first to arrive, other Tractions were parked in date order in front of the chateau. So....



Some 1700km later we were all returned, no mishaps, just Claire's duff alternator and a broken spring in Ian's starter as he prepared to leave the ferry; easily solved with a quick turn of a starting handle.

Meanwhile, Inde is well on with his Six from Spain. He has the wiring loom out and like everything else it looks in surprising good order. He also has built a prototype heater/blower, details in a future FP article.

And not quite in the workshop we had a look at a Big six that continually ran rich fouling its plugs. The car has a twin SU set-up but could not be brought into tune at the standard settings or any other adjustment. The problem was a mismatched 'pair' of carbs both of which had non-standard modifications. It's surprising how often we see 'improvements' to Tractions that are best discarded in favour of Lafèbvre's original design.

On the subject of wiring, we had a Legere with a slight, irregular, possible misfire, or was it just road bumps? New plugs and leads, clean coil connections, distributor cap and rotor arm improved things but it was still just there. The penny dropped when it suddenly cut out and the fuel gauge became erratic. A quick fiddle behind the instruments suggested a poor connection so out came the instrument binnacle. One connection was less than tight and there was evidence of a short to the speedometer. With every nut, washer and terminal clean and tight and a dedicated earth from the instrument block to supplement the speedo drive it started and ran perfectly. Next day at the first change into top the gear lever cut through an unnoticed and displaced wire and it was as if a mad welder was at work behind the dash, and then the smoke. It was very scary so the moral? Remember, particularly if you have only 6V, if it runs poorly, as well as plugs and the high tension side there's a low tension system and it's worth cleaning and checking all the connections. And, when you've finished, although it's painful, lie on your back one last time and have a good look around behind the dashboard.

Pete Simper

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

## LANCASTER INSURANCE CLASSIC MOTOR SHOW, WITH DISCOVERY AT NEC

Hello Everyone

As I am sure you are all aware, 2019 is an important year for all things Citroen! It is 100 years since Citroen produced its first car. As usual, we will be at the Lancaster Insurance Classic Motor Show, with Discovery, on 8 – 10 November 2019 at the NEC Birmingham.

The Traction Owners Club is celebrating this event by combining forces with The Citroen Car Club, The Deux Chevaux Club and the Citroen Specials Club to be together on one stand that has the capacity to hold about 25 cars.

We need to start planning for this event by asking all our members two questions:

1. Would you like to display your car at the NEC?
2. Would you be prepared to help on our stand to talk to and encourage existing and potential new members?

As regards cars for display we are looking for any of the following models. I am also aware that I have probably missed some! We need to get an idea of how many people are prepared to bring their car to this important event. Some of these models are nearly 100 years old themselves, and will probably need covered trailers for transportation to the NEC. They may be an additional cost for this and there may financial assistance available for this. This has not yet been agreed because we first need to find out how many TOC members are prepared to show their older cars and if they need transportation, some idea of the cost.

- Type A/ Type C (Aka 5HP)
- B10 /B12
- B14 or 12/24 (France or Slough )
- AC 4 or AC 6
- Rosalie
- Light 12
- Roadster (Slough or France)
- Commerciale/11 CV Familiale
- Light 15/Big 15 (Slough), Legere/ Normale
- 15/6/ Big 6 (Slough)

If you are interested then please email me details of your car, ideally with some photographs. Be aware that you have to present the car on Thursday 7th November usually at 9.00am at the correct Hall. There is normally an hour window for exhibits to enter. Depending on the number of volunteers we get, you may be asked to help erect the stand! The show closes at around 6.00pm on Sunday 10th November and most people remove their cars at that time. Failing that they must be removed by 12 noon on Monday 11th November.

As regards help, we normally work two hour shifts, twice a day depending on how many volunteers we get. You will be given a free ticket for the Show worth £36.50 on the Friday, and £31 on the Saturday and Sunday. In return we would ask that you spend your time on the stand just chatting about TOC and Citroen and where possible encouraging membership of the Club. The only way this Club will survive is by constantly keeping our name in the public eye, and bringing new younger blood into the organisation that have new ideas and thoughts.

If you are prepared to support the Club for more than one day, the Club will pay £50 towards your hotel costs for every extra full day that you help us.

If you are interested, please let me know as soon as possible. My email address is julianrpratt@gmail.com, my mobile is 07824 313541, my home telephone is 01974 272888

Thank you  
Julian

## WHAT ELSE DO YOU HAVE IN YOUR GARAGE?

Hello

I took this for the section "What else is in your garage". As you can see, there is our 1954 Light 15 and a great little 1955 Renault Juvaquatre van. (I am in need of a spare wheel for it)

When I have a photo of the rest of the cars all together, I will send it in.

Regards

Russell and Roger Phillippo



*Unusual van, in the UK anyway. I look forwards to seeing the rest of the fleet at some point. Editor*

## CAR RADIOS

Hello Bryan

In Part 3 of the FP articles on radios in Tractions, you quote Tony Stokoe's experience of a specialist in Paulton, near Bath and Bristol.

He wondered if this man (whom he describes as elderly - not sure he'd take to that!) is still operating. He most certainly is: his name is Adrian James, address: 10, Westview, Paulton, BS39 7XJ; telephone: 01761 413933. As Tony mentions, Adrian can restore period car radios as original, or insert an FM switching device. And nowadays, not only does he do that, he can make your old wireless Bluetooth responsive, hands-free and heaven knows what else, leaving the exterior as original. I believe Adrian's father worked at the Citroen factory in Slough making plastic parts. Anyway, any Traction owner wanting virtually unlimited restoration or transformation work done on a period car radio, give Adrian a call. (He's not that old!)

Kind regards

*David De Saxe*

## WHERE ARE THEY NOW?

These photographs show a couple of Tractions and were probably taken around 1978. Contributed by David Boyd and William Sellers, they wonder whether the Tractions have survived at all. The ID19 is known, incidentally, to have been scrapped in 1985. Does anyone recognise or know what ultimately became of these cars?



## CAR STEREO

Dear Bryan,

Further to the article about radios and speakers in Tractions, I thought I'd send you some photos of my radio/cd player and speakers. The unit itself is under the glovebox out of view, but I utilised the existing holes in the body pressings in the front foot wells where the pockets were and the rear screen pillars to mount the speakers. The cd changer is in the boot.

Dante Mansi



## PERCY PINK

Hello Bryan and Martin,

A photo attached of our Traction (BL 1949) with British and American colours in honour of the projection of the non-profit documentary "Operation Percy Pink", the history of an US commando of the Office of Strategic Services (O.S.S.) dropped near Cadouin (24) in August 1944. Their mission to help the resistance. The reception committee was of agents of the British Special Operations Executive (S.O.E.) and members of the local resistance.

For those attending the Liberation rally in the Dordogne in 2015 ..... the official ceremony of the 75th anniversary of the dropping will take place in Cadouin on Monday August 12th 2019.

The Traction is in front of the local cinema in Le Buisson de Cadouin (Dordogne).

See Facebook Operation Percy Pink.

For DVD [www.horsdelanuit.com](http://www.horsdelanuit.com)

Best regards,

Ronald Knoth



## LIGHT FIFTEEN

Dear Bryan,

I was struck by the similarity to Clive Hoskin's father's car to the Light Fifteen owned by my Uncle Vic in the late 50's/ early 60's in Swiss Cottage in North London.

They both have the same badge/ bumper bar and wind deflectors although pere Hoskins seems to have a French bumper fitted, and Uncle Vic's has a screen demister.

My father told me he got tired of pushing the Citroen down Adelaide Road to get it started, which may have led to the gearbox failing and the car's eventual demise.

With kind regards,

Dante Mansi

Membership No. 351



## CUBAN TRACTION

This Traction was spotted and photographed by Jan Chadaj in Trinidad, Cuba, earlier this Summer.

Not exactly a fully authentic restoration by the look of things, not to mention the large bore exhaust, but at least it is still out there in use and giving pleasure to its owner.

Jan adds "Yes many V8 beasts (out there) sounding like 80's tractors and belching black smoke. That traction had a low rumble as it passed."



# Traction Owners Club Limited Accounts

## TRACTION OWNERS CLUB LIMITED

### PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31 MARCH 2019

Please read with notes on following page.

	2019 £	2018 £
Turnover	46,784	58,255
Cost of Sales	<u>37,253</u>	<u>42,372</u>
<b>Gross Profit</b>	<b>9,531</b>	<b>15,883</b>
Administrative expenses	<u>40,860</u>	<u>40,279</u>
	(31,329)	(24,414)
Other operating income	<u>26,520</u>	<u>26,742</u>
<b>Operating Profit (Loss) on Ordinary Activities Before Taxation</b>	<b>(4,809)</b>	<b>2,327</b>
Tax on ordinary activities	<u>(245)</u>	<u>(358)</u>
<b>Profit (Loss) For the Financial Year After Taxation</b>	<b>(5,054)</b>	<b>1,969</b>

General fund brought forward	<u>151,279</u>	<u>149,310</u>
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<b>General fund carried forward</b>	<b><u>146,226</u></b>	<b><u>151,279</u></b>
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### BALANCE SHEET AS AT 31 MARCH 2019

	2019 £	2018 £
<b>Fixed Assets</b>		
Tangible Assets	7,299	10,006
Investments	<u>750</u>	<u>750</u>
	8,049	10,756
<b>Current assets</b>		
Stock	105,114	118,061
Debtors	23,786	10,641
Cash at bank and in hand	<u>21,644</u>	<u>24,139</u>
	150,544	152,841
<b>Current Liabilities</b>		
Creditors: Amounts falling due within one year	<u>12,367</u>	<u>12,318</u>
<b>Net Current Assets</b>	<b><u>138,137</u></b>	<b><u>140,423</u></b>
<b>Total Assets Less Current Liabilities</b>	<b><u>151,279</u></b>	<b><u>146,226</u></b>
<b>Capital &amp; Reserves</b>		
General fund	146,226	151,279

# Traction Owners Club Limited Accounts

## The Traction Owners Club Ltd

### Explanatory notes on the accounts for the year ended 31<sup>st</sup> March 2019

#### Summary

The company made a loss before tax of (£4,809) (2018 -profit £2,327)

Spares sales in the year were £46,396 (2018 -£57,981)

Gross profit on spares sales was £9,313 (2018 -£16,489)

Shop sales made a small loss of (£218) (2018 - (£386) )

#### Other Income

Subscriptions £23,052 (2018 - £22,984)

Spares Levies £999 (2108 - £1,143)

#### Overheads

Magazine Production £19,993 (2018 - £19,681)

Postage & Carriage £3,234 (2018 - £3,271)

Stationery £1,209 (2018 - £942)

Exhibition Costs £1,937 (2018 - £7,182)

Depreciation £2,530 (2018 - £1,909)

#### Cash in Hand

Barclays Spares Acc £3,244

Spares Petty Cash £37

Barclays Main Acc £12,179

Barclays Premium Acc £6,184

**Total £21,644**

Tony Malyon

July 2019

## TRACTION OWNERS CLUB AGM

This will be held in November, time and venue will be notified via the newsletter.  
For those who do not use email, your local section rep will be able to provide details.

# The Citroën Centenary Remembered

Below and opposite, a series of images of the recent Coombe Abbey Centenary Celebrations.





# The Citroën Centenary Remembered



# Celebration Centenaire Citroën

## Celebration Centenaire Citroen at La Ferte-Vidame 19 20 21 July 2019

*We don't have a full report on this event in this edition, but here are a series of observations and photographs from Andy York, Mike Wilcock and Ian Harvey, which will give a flavour of the event.*

### Andy York

I thought it was one of the better events I've been to. Toilets and showers were good. If you timed it right or walked there, no delays getting in or out. Plenty to eat and drink in the town and in the show area although the token system for beer was a pain but I understand it was to get round the licensing laws. Entertainment and displays were very good but as it was over a huge area I hardly meet anybody! Spent a lot of time with Tony & Aruna Buxton, an originally London section couple who moved to Malvern 20 years ago, so nice to catch up.



### Mike Wilcock

All good, given that they were expecting 50,000 visitors. Camping, showers, loos all excellent and always spotless most definitely not of the chemical site hut variety. Unlike Glastonbury where they are left with 8 (80?) tonnes of litter and it takes 3 months to cleanse the site for their cattle, I saw not one scrap of litter. Displays,



especially the 50+ cars from the conservatoire and the concept cars excellent and very professional. Lots of varied food, very friendly and international. The chevron parking in front of the chateau was for cars with a direct connection with AC, there were separate parks for 2CVs, DSs and later PSA types. Gala meal & entertainment for 2000(!) excellent good food, brilliantly organised and served, veggies etc well cared for, and quality wines. Difficulties: Citroen originally chose the estate for its remoteness, all the surrounding roads are minor, many just single track so movement was slow even with a one way system. As well as vehicles arriving/leaving they had to cope with continual movements between the site and the 6+ camping fields.

They suffered a major computer crash on Saturday morning, so they could not access their data bases and allocate circuit visit times; it may also be why they didn't contact some concours participants and why mobile messages failed. The 18km circuit was available on a 'turn up' basis.



A intense and violent rain storm with literally horizontal rain swept the site in the early afternoon, even people under the gazebos were drenched, as were my chips. The site dried quickly there were no puddles or mud and we dried in the sun.

Hindsight: I now realised that the front of the event was the formal gate from the lovely town, so Citroen displays first, then stalls, food etc. until the Traction parking. So we all did it in reverse so it seemed slightly confusing. They ran out of my size of t-shirt and we took a wrong turning returning to our camp, I suspect we were not alone!

Looking forward to Citroen 200.

# Celebration Centenaire Citroën



## Ian Harvey

Now we're back home and can look back objectively on the last 2 weeks. My impressions of LFV are generally similar to Mike's except that as we were staying in a b & b some 20km away, we were more detached from the event. On the Saturday we sat in a queue of various old Citroens and a few confused locals for over 2hrs before we got anywhere near LFV so it was lunchtime before we queued for our welcome packs. We got soaked in another queue for something to eat before finding they had run out of the only vegetarian option available from any of the many food stalls. So by 3.00pm I was pretty p\*\*\*\*d off by the whole thing.

However as the afternoon passed and the sun came out, we were at last able to start looking round and appreciating what was to be seen. Later the gala dinner was a well-orchestrated affair and we enjoyed one of the best veggie meals we've ever had in France. On the whole, the immersion in everything Citroen was enjoyable and as one of my current relevant interests involves 5hp Type C's, I was able to pick up some useful bits as well as a Les Archives du Collectionneur

Traction manual. However I was disappointed that neither Depanoto nor Poly-Parts had a stand there.

*A bit of a mixed bag then, although generally enjoyable in spite of some unseasonable weather here and there.*

*Editor*



# Peking to Paris...The Hard Way

As promised in the last magazine, here is a condensed version of Noele Illien's account of her experiences with her father Mario, driving their suitably modified Traction on the 2019 Peking to Paris rally. In most cases the words that you read here are those of Noele Illien, (only italics are mine) sourced from her blog online, describing how they approached the rally, and some of their day to day exploits. This is not her full blog, (which covers every day of the rally), but gives selected extracts that aim to give a flavour of the overall adventure. If you would like to read a more exhaustive account, then visit Noele's website at <https://racetripping.com/> which gives a day by day diary of the Rally.

Obviously the key to success in such an exploit is preparation, and we start with a few words from Noele on how they modified their 1955 Citroën to cope with the stresses of the rally.

Mario was still deciding whether or not to sign up for the 2013 Peking to Paris, when he drove past a Citroen lover's small garage in Switzerland. A Traction Avant was up for sale in front of it. The old Citroen was covered in dust and far from its former glory, but looked like it could have the potential to become a great rally car. Mario bought it.



It took a little under a year to initially get the car ready for the 2013 Peking to Paris, but it has been revised a number of times since. Pretty much every single part of the Traction Avant has been taken apart, modified and put back together again. The changes were made to make the car safer, more reliable and capable of dealing with the extreme conditions encountered in a rally.

**ELECTRONICS:** The car's electrical system was switched from 6 volts to 12 volts in order to have better lights and starter motor, as well as a bigger battery. An electronic ignition was fitted to increase precision and reliability.

**ENGINE:** The whole engine was taken apart and a full flow oil filter was fitted in order to be able to run modern engine oils. A new camshaft and followers were also built in to generate more valve life.

**EXHAUST:** Fitted a tuned four into two into one exhaust system to get more torque. The exhaust was re-routed to the side so that it wouldn't break off in case we grounded the car.

**FUEL TANK:** The size of the fuel tank was increased to 70 liters and lifted by 120mm in order to make it less exposed. (Mario had previously punctured a hole in it by driving over a stone).

**GEARBOX:** The inside of the casing was stiffened by inserting machined plates. The bearing arrangement was also changed. Instead of fitting ball bearings on the output shaft, it was modified to fit spherical bearings.

**SAFETY FEATURES:** A roll cage was built in and rally seats were added with

5-point seat belts. A steel mesh was put up behind the seats to prevent spare parts or luggage from flying forward in the event of an accident. The chassis was also modified so that all the luggage and boxes containing spare parts could be tied down and wouldn't move. The windshield was laminated to prevent it from shattering and a central fire extinguisher was built in, which when released, can put out a fire in the engine.

**SHOCK ABSORBERS:** Shock absorbers were specially made to be adjustable and capable of dealing with a lot more heat because the standard shock absorbers had previously failed after two days.

**SPRINGS:** The car was lifted by 4cms with stronger springs to avoid rocks and getting stuck in sand or mud.

**UNDERFLOOR PROTECTION:** An aluminium plate was added to the car's bottom to protect the engine, the gearbox and the fuel and brake lines.

**WHEELS:** Fitted new wheel bearings and new steel rims because the original wheels were not sturdy enough and cracked. Also added off-road tires because they have stronger sidewalls and a coarser profile, which makes them tougher.

**EVERYTHING ELSE:** Modern drive shafts were fitted to improve reliability and a twin choke carburettor was added for increased power. (approx 30bhp estimated) The brakes were also switched out for new ones.

Now read on and experience the rally itself via the following extracts from Noele's blog:



## CHINA

**Day 1 was a run of 538 km from the Great wall of China.** At 05:45 we were loading up the car and ready to drive to the Great Wall where the official start of the P2P would take place. At 08:52, surrounded by dragon performers and drummers it was finally our time to set off on the 14,000 km journey.

Within 3km of the start, the roadbook and the road didn't match up. We were meant to take turns where there were no turns and see petrol stations where there weren't any. It turned out we had started the rally with the roadbook on page 2! No wonder everything seemed so wrong. I tried to convince Mario to go back to the Great Wall and start over again. He thought otherwise and decided to potter on using only his instincts to guide us. By the time I got him to stop we were completely lost and 11kms in the wrong direction. This meant that we were late to a time control and received the maximum penalty, effectively killing any shot at a top 10 finish.



**Day 2:** Today, large stretches of the drive were on a new dual carriageway which meant there was little potential for messing up the navigating. We overtook the odd lorry and every now and then were overtaken by a competitor, but other than that we had the road to ourselves. It must also be part of the grand plan the government appears to have for the area. Erenhot is a town which most former P2P competitors will remember because of its

# Peking to Paris...The Hard Way

large dinosaur statues. It is obvious that we are close to the Mongolian boarder because within a few hours of driving the landscape has changed from lush green to desert dry. Our scheduled departure time for tomorrow is 08:22, but just as we were about to go to sleep some of the race marshals told us we would have to leave the hotel by 07:00. Apparently there has been severe flooding in Mongolia and it looks like the plans for the next few days are all about to change. We were lucky that we were still in the lobby, but it was past 23:00 and everyone else had to be woken up.

## MONGOLIA

Late last night the organisation told us we had to leave the hotel by 07:00 and head to the border, located just a few kms away. Mario decided to get up at 04:50 and in doing so decided that I would also wake up at that time. It took us about 5 hours to cross into Mongolia and that was quick compared to some people who were stuck there for over 2 hours more.



We had a long drive scheduled for today and a large chunk of it was on dirt roads. The original route was flooded so we had to drive an alternate way in convoys to make sure we wouldn't get lost. The drive was incredibly dusty, but because it was too hot for us to drive with the windows closed, we had to crack them open. As a result, absolutely everything in the car was covered in a layer of fine Mongolian dust. The only good thing about it was that it appeared to be quite an effective dry shampoo.

A lot of the participants came prepared and were driving with their mouths covered and goggles on. You wouldn't have been mistaken for thinking they were going to the pensioner edition of Burning Man. Today was also the first night of camping and the first time we had set up the tent since the 2013 edition of P2P. The strong winds meant it didn't quite "pop-up" like it was meant to. By the time we figured out which side was the front, it was 21:00 and finally time to grab something to eat.

### Day 6: Ulaanbaatar

Today was the first time that I drove the Citroen since 2013. The stiff steering and old brakes took a little getting used to, but it felt good to be back behind the wheel.

Mario was so caught up with giving me useful information such as when to shift gear, slow down or speed up that he forgot to check where we were going. Men really can't multitask.

Today was a fast day with lots of track to cover in little time. The timing was so tight that we hardly drank any water to not have to take toilet breaks.

I was making good time when I overlooked a rut and caused the car to ground a little too hard. I kept going but struggled to accelerate, pushing the pedal but little would happen. I stopped the car, Mario got the toolbox out and took a look under the bonnet. The throttle linkage had detached.

Within 10 minutes we were back on the road. The final stage leading to our hotel in Ulaanbaatar was 50km long. However, due to roadworks, the organisation had created a new route which was 40 km longer.

We ended up giving the original route a go, mainly because I couldn't figure out how to navigate to the new one. It ended up being the right decision though as we made it back to the hotel hours before many of

the competitors. The car also started to play up in the last kilometer so we were able to nurse it home. Good thing we have a rest day tomorrow to figure out the problem!

*This was a misfire, which was fixed on the rest day.*

**Day 7:** The first half of today's drive was on tarmac, which we completed in good time. The second half was on dirt roads and that was a different story.

On the dirt it sometimes seems as though Mario purposefully chooses the bumpiest track to make sure he has some tinkering to do in the evening. Today we had a flat tyre and the throttle linkage disconnected but other than that, nothing too major.

I also discovered that the dust's dry shampoo properties work great for one day. One the second day however, it turns the hair into something which resembles the beginning of dreadlocks. Not quite the look I was going for.

The camp was noticeably emptier tonight. Usually it is quite hard to find a spot in the main tent during the dinner time rush hour. Not today. For once there was also plenty of toilet paper.

We heard cars limping into camp all through the night but many were still missing.

**Day 9** Last night Mario had quite a bit of tinkering to do on the car. The front wing had fatigued in places because of the vibrations and he had to stabilize it with an ugly looking support strap.

However, within minutes of leaving the camp this morning, we noticed we had a far bigger problem. The torsion bar (left rear) snapped, leading to the wheel sitting on its end stop.

As a result there is no support on the left rear corner and it just hangs down. Throughout the day people came up to us to point out that we looked lopsided. The car definitely is less stable to drive. It feels a bit like you're riding on a water bed.

To spare the axle from unnecessary impact, we thus had to take it very slowly. We were limping along on the rough tracks in first and second gear only to try and avoid as many of the holes and bumps as we could. The scenery was once again amazing today! We passed over a snow topped mountain and nearly got stuck in a sand dune. It was almost 21:00 when we limped into camp and were greeted by a swarm of mosquitoes and the Swiss participants who assumed we would land on the back of a tow truck.

## RUSSIA

**Day 10:** This morning we left at 06:50 to get a head start on the way to the border. It was 176 km away, 84 km of which was on rough tracks over which we would have to take it easy.

We set off so early because we wanted to be one of the first cars to cross the border and into Russia. We ended up making it across the Mongolian border just before they took their two hour lunch break.

The Russian border was relatively quick as well. I was wearing a cap with "Mexico" written across it and one of the customs officer jokingly asked if I had bought him some tequila.

As we set off early we also made it to the "hotel" quite early for once.

The "hotel" was more like a camp site with wooden huts and yurts.

Some were lucky and had en suites. Others, like us, were not so lucky.

There were public toilets but the shower was in fact just a steam room with no shower. Not quite ideal for trying to wash your hair!

In the evening we found out that for many it was quite the eventful day. One of the Alfas took a wrong turn and ended up in a river. A number of participants also didn't make it across the border before it closed and are stuck in Mongolia for at least another day as tomorrow it will be closed for a public holiday.



**Day 11:** The rally route to Lake Aya was going to be a long with stretches on gravel, so we decided to take a short cut. We are painfully slow on gravel because we have broken a torsion spring and wanted to avoid breaking something else like the axle. We desperately needed to figure out how to get

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a replacement spring as we don't have a spare with us. Many of the competitors sent spares through DHL, but most of those are stuck in customs. We need the piece before heading into Kazakhstan, where the roads will probably be rough again, so we can't risk it with DHL. The benefit of taking a direct route to our hotel in Lake Aya was that we arrived at 13:00. We have never arrived in a hotel so early since we started in Beijing and it was nice to have the afternoon for once. The hotel was located in a resort that is a holiday destination for Russians. It was really interesting to see as it is the type of place you would probably never otherwise visit. It was full of Russians walking around in bikinis and Speedo's, enjoying the hot weather. We checked in, did some laundry and then got to work on figuring out how we would get the torsion spring. The best way would be for someone to fly in with it, but there wasn't enough time to get a Russian visa. One of the competitors heard of our issue and said he has a Russian friend based in Switzerland. He gave her a call and she agreed to fly out in a few days and bring the part to Novosibirsk!

This evening we also saw photos of the Alfa which a competitor accidentally drove into a river in Mongolia. It is being worked on and will hopefully rejoin us in a few days too.

**Day 14:** Today was another not-so-restful rest day. The morning was spent stocking up on necessities and trying to sort through some of the thousands of photos I have taken so far. Around lunchtime, Mario and I headed to the garage in anticipation of Irina's arrival. Irina is the Russian friend of one of our competitors and she is flying into Novosibirsk with our new torsion spring. Another Swiss participant also desperately needed a new break disk and some screws for his Porsche, so she also brought that for him. As soon as Irina arrived at the garage, Mario got to work on dismantling the broken spring and I brought her back to the hotel. Mario was able to switch out the broken part, but he said he will have to take another look at it on the next rest day. The car still sits a bit low so he needs to fiddle with the orientation of the spline a bit more. While the car was on the lift, he noticed that the chassis was also cracked in two places. He was able to quickly weld that up too. In the evening, Irina and some of the others joined us for dinner at a restaurant called #sibirsibir. We all thought the food was delicious, but especially enjoyed being able to choose our own food for once. It was a welcome change after having just had buffet meals for the last two weeks.

## KAZAKHSTAN

**Day 18:** Last night was absolutely freezing!! I think it was by far the coldest night we've experienced so far and everyone was talking about their frozen feet. For once there was no morning rush for the showers as most people decided to skip it. The day's driving mainly consisted of dual carriage ways which isn't particularly exciting, but we ended up having more than enough of that later on. Less than 1.5km from the finish, the car suddenly stopped. We were stranded on the side of the main road and I had to get out and push it onto a side street because it wouldn't budge by itself. Almost instantly a bunch of locals arrived. They were trying to figure out what our problem was, offer help and of course, take photos. Mario quickly saw that it was the alternator. The mounting had snapped leading to the v-belt falling off and the water pump losing drive.

It wasn't going to be a quick fix, so using my no-existent Russian, I was able to convince a local to tow us to the finish. We were just putting the tow rope in place when the medical truck arrived and ended up towing us through the crowd which had formed and onto the main square in Kostanay. We arrived just before they lifted the barriers and let the public onto the square. It was amazing how many people had come to see the cars, but it was so chaotic that it was really hard for Mario to fix the car. Whilst waiting, I ended up talking with someone who had driven over 100km to come and see the retro cars. He was 18 and spoke English really well, which he said



he largely taught himself. We went for dinner at a Turkish restaurant with two other participants and over some sushi and pizza, he told us all about Kazakhstan's history and explained the country's current political situation.

## RUSSIA

**Day 24:** This afternoon we got caught up in a huge queue leading up to a crossing. We waited for a few minutes but weren't moving at all so Mario decided to veer onto the dirt. We overtook everyone and rejoined right at the front of the traffic light which was holding everyone up. When driving old cars you sometimes allow yourself to bend the rules a little and do things you otherwise wouldn't. Other drivers also seem to be a lot more lenient if you're in an old car.

This evening we slept at a resort outside of Moscow. In 2016, I joined the Peking to Paris for one week and we stayed at the same hotel then too. The good thing about being somewhere a little remote is that the rally stays together. If we are sleeping in a town a lot of the teams will break into cliques and eat out, especially when the hotel isn't too good. As a result there was a really great atmosphere tonight.

## FINLAND

**Day 27:** It didn't take long to drive to the border, nor to pass through it. What did take long was finding a way to fix the clutch cable which gave up within kilometres of entering Finland.

With the help of the rally mechanics, a temporary solution was found. The clutch pedal was connected to the release lever of the clutch using a steel wire. This got us to the hotel, where the Finnish participant had put on a large welcome for us all.

We didn't have a spare clutch cable and no one else had one which would have worked for the Citroen. Mario thus found a local to take him to a spare parts shop where he bought a combination of things out of which he could make a working cable. With the help of one of the others, he was able to build it into the car. They finished just before 22:00, but it was still so bright that it felt a lot earlier.

It was not only an eventful day for us, but also for some of the others. One couple had a bag with their money and passports stolen. They only realized at the border and retraced their steps to St Petersburg, finding the discarded bag with nothing but the passports still in it. A few of the other participants found out that their Russian visas had already expired and needed to pay a fine.

**Day 28:** The first test today was around a rallycross track. It was a racetrack that had both tarmac and gravel sections. Mario said it was good fun to drive because the car goes from having good grip to hardly having any.

The second track was just gravel and it was my turn to sit behind the wheel. This track was a little different because there was a "stop and go." This means that at a particular point we would have to bring the car to a complete standstill, wait for 5 seconds and then keep going. We started well but then Mario told me to stop 100m before the stop and

go section. We ended up wasting a lot of time because we then had to stop again at the real section.

A later section passed through some trees and there he pointed out that trees don't move in the same way that tires do! Other than that he left the driving to me. I drove a lot better that way and even ended up beating one of the Porsches.

We then drove to Helsinki, parked our car by the ferry and headed into the centre for lunch. By 16:30 we were on the boat with everyone else and on our way to Tallinn in Estonia.

## POLAND

**Day 32:** This morning I noticed how everyone was freaking out about a regularity test we had scheduled for later in the day. We would have to drive around



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an airfield and hit controls in a given number of minutes, whilst calculating in the time it would take to pass through checkpoints.

With even the most seasoned

navigators worried, I thought there was a high chance that I would make a mistake. Mario was oblivious to what lay ahead when I proposed to him that I drive and he navigate. When we finally arrived at the regularity test, Mario was confused before it even started. It was around an airfield and some of the tracks we were meant to take were very hidden. We definitely saw more of the airfield than we were meant to and it felt like I drove half the course in reverse, having to go back and find the correct way.

At some point we saw a car ahead of us take a right turn. We had no clue where we were meant to be going, but as the car ahead had a reputation for always being lost, we decided to take a left. They saw us drive in the opposite direction and promptly turned around to follow us. We were both lost.

After developing some grey hairs, we somehow made it out of the labyrinth. We stopped using the stopwatch halfway through so were pretty certain that we didn't make any of the times. We were just glad to have made it out and Mario gained a new appreciation for the difficulty involved in navigating.

In the evening, a welcome had been organized for the cars by the marina. A man who said he was from a Citroën car club, came up to Mario and asked if he could take a look at the Traction Avant.

Mario started telling him about the problems we had experienced along the way and that we were looking for spare parts to fix our water pump. The man said he had some and Mario decided to follow him to his workshop which was located 32km out of the city. He had everything we needed to fix the water pump! After everything was working again, Mario tried to pay him for the parts but he refused to accept any money.

## GERMANY AND BELGIUM

**Day 34:** Today was definitely not the most exciting day we've had so far. We spent most of it stuck in traffic on the motorway. Whenever we drove past another participant or bumped into them at a petrol station, we could see the frustration written on their face. After weeks of beautiful country roads, it is was hard to have a mundane day of driving with no radio, air conditioning or fully functioning clutch.

In the evening we had to drive 2.5 laps around a small circuit in Belgium. It was extremely tight, and a number of the cars got caught up in the moment and accidentally drove an extra lap, which was good for us! The mini track backed onto Spa, where the Formula 1 race is held. It would have been a bit more fun to let loose on there. The day was salvaged by a reception put on for us by a local car club. It was held in a small village on the way to the hotel. We stopped for a soft drink and some nibbles, but because the traffic had severely delayed us, we soon headed to the hotel.

**Day 35:** Today was a tough but exciting day for the navigator as the route was made up of many turns which had to be executed in quick succession. I may have messed up on one or two of the instructions and led the surprisingly many cars, which had chosen to follow us, astray. Ever since Mario's disastrous attempt at navigating the regularity section, he hasn't seemed to mind too much whenever I've had to ask him to do a u-turn. I think he is just glad to not be navigating anymore!

Our route led us through some beautiful villages and we were warmly greeted by the many Belgians who lined the streets and cheered us on. We even had another street circuit where we could race around a small village. Our final resting place tonight was in Ypres and the Belgians on the rally had told us in advance that they had planned a celebration for us. They certainly did not disappoint! We were able to park our cars on the main square and there was a huge reception awaiting us. We all stayed around and enjoyed the snacks and drinks on offer. It is crazy to think that the rally is already almost over and that we only have one more night before Paris!

## Day 36: PARIS!

It was a strange feeling, getting in the car for the last time this morning and knowing that only a short distance separated us from Paris. I felt more nervous with every additional kilometre we drove, knowing that the rally was about to end and it too become a memory. Family and friends were waiting to surprise us at the finish. It was exciting to see them, but it felt like two of our worlds were colliding. The rally bubble had burst and reality was slowly taking over again. Many think we were crazy to do the rally for a second time, but who knows, maybe the future even holds a third .

## FINISH

*Noele and Mario finally made it down through Europe into Paris to achieve an overall position of, 49 and a class position of 20. In 2013, following a string of mechanical issues, they had made it to Paris in 14th position. Their initial aim for 2019 was a top ten position, but as you will have seen from the blog extracts, circumstances conspired to frustrate that.*

*Breakages, however, apart from the rear torsion bar, seem to have been fairly modest given the nature of the route, largely due to the team's previous experience and careful preparation of the car, plus of course, the inherent robustness of the car itself.*

*The Peking to Paris rally was run by Enduro, part of the Hero group. They say that:*

*"The Peking to Paris Motor Challenge is unique in the motoring world – a true endurance motor rally following in the wheel-tracks of the original pioneers of 1907. Driving an old car nearly half way around the world with a bunch of like-minded enthusiasts, against the clock, with the added spice of timed sections, makes Peking to Paris the longest and toughest driving challenge for Vintage and Classic cars."*

*120 classic cars started in Beijing on the 2nd of June, to drive the 13,000 kms (8,500 miles) to Paris. The route covered 12 countries and all types of terrain. From navigating the Gobi desert, to camping in Kazakhstan, this was sure to be 36 days of pure adventure.*

*Winners overall in 2019 were Gerry Crown and Matt Bryson in a Leyland P76.*

*Photographs: Noele Illien's blog 'Racetripping'. Map courtesy of Enduro.*



# Bailey's Banter

As you read this all the hype about the 50<sup>th</sup> anniversary of the first moon landing will be long forgotten. In the middle of it all I enjoyed watching the Apollo 11 movie which, in case you missed it, is a documentary about the event made entirely from contemporary footage and commentary. An excellent film showing what was the cutting-edge technology of 50 years ago. Not much computing power in evidence – not electronic computing power anyway. There was no computer aided design (CAD), finite element analysis (FEA) or computational flow dynamics (CFD) or any other acronyms. The sheer number of people involved in calculating, recalculating, testing and retesting was stunning.

The technology available to Citroen when the Traction was developed was even more basic – not even adding machines, just paper and pencil. And they didn't have anything like as many people to wield them as NASA had.

Unlike NASA's moon landing, Citroen's mission was thought to be able to withstand a few glitches. But it turned out they had a few more problems than they could afford, as the development and post launch warranty costs of the Traction effectively bankrupted the company.

I remain in awe of the cleverness of the Traction's design given the lack of contemporary design tools. And then to think it remained in production almost unchanged until the DS was designed 20 years later. Even then, there wasn't much more technology available.

Furthermore, right from the start, the Traction was made concurrently in different countries. This was before Google Translate, video conferencing or any of the other file sharing and document transfer toys we have today. It was an incredible achievement.

Which brings me, eventually, to tell you about a new book about the history of the Traction. This one – CITROËN TRACTION AVANT UN FENOMENO MONDIALE is by Ubaldo Nifosi.

It's not the easiest book to read if, like me, you're not fluent in Italian. The book is 208 pages long and comprises 23 chapters which focus on the various versions of the car made by Citroen and others around the world. I was particularly interested in the information on the Licorne models – those bizarre rear wheel drive chassis mounted cars which seem such a step backwards.

Beware reading via Google Translate as it may lead you to believe that the Traction was made in the German colonies when it really means Cologne. I had not realized that 1817 Tractions were assembled in Cologne. This was in the very early days of Traction production as the factory closed in 1935 due to high taxes and the financial difficulties Citroen was in that I mentioned above.

As well as the content, for me part of the attraction of the book is that it is written in Italian – a language in which everything sounds exciting – try saying *Trazione Anteriore* without waving your arms around.

It's a nice book with a lot of pictures which is now available on Amazon. Ubaldo has credited a number of people you may know – or even be – with helping him with information and photos. The more I find out about the Traction Avant, the more I realise how little I know.

Another factory Ubaldo featured is of course Forest in Belgium which prompted me to look up exactly where Forest is. A few km south west of Brussels is the answer. On the way to discovering that I came across a reference to another former Citroen factory in Brussels which is being converted into the Kanal Pompidou Centre. Apparently it will be open in 2022. Whilst that's not far off, you may be interested in something else I found. About 50 Citroens are on display at Autoworld Brussels from June 27<sup>th</sup> to September 1<sup>st</sup> as part of the Citroen Centenary celebrations. To quote the ACI website, cars will include "from 1919 10HP Type A up to the XM V6 24v will be exhibited, plus 6 cars built by coachbuilders (Traction 11 TTT, Traction 15/6 Worblaufen, 2CV Radar, 2CV Bijou, DS21 Palm Beach, SM Opéra) plus concept cars, racing cars and cars from



the actual range". Hmm, I'm pretty sure my wife was saying she wanted to go to Brussels.

Traction 11 TTT?

What's that? It stands for "Travail de la Tôle et du Triplex" which was the name of the Georges Packlé's company which produced rather elegant car bodies. I believe this photo shows the only one based on the six cylinder TA – I wonder if that's the one on show in Brussels.

Now that we've all calmed down after the Coventry event, of course many will be heading off to France for the official Citroen event in La Ferté-Vidame. There are quite a few TOC members going. Some are tacking it onto the Brittany Rally. I've never been to La Ferté-Vidame and was planning to go but just can't spare the time. Maybe next time. I've never been on the Brittany Rally either.

And since we weren't on the Brittany Rally, on Bastille Day we took the Traction to Horsham's FrenchFest – a journey of about 1 mile. **Helen and John** were there with their '51 Normale. They would have brought their B5 but, being July, the clouds looked a bit



too threatening. As it turned out the rain stayed away. A black Light 15 was there too – I'm sorry, I can't remember the names of the owners. It was pretty quiet in the town, being the same day as the British Grand Prix, Cricket World Cup and the Wimbledon final. Even so there was a fair bit of interest from the public and Horsham will try to build it up to something bigger next year when it will again clash with the Brittany Rally.

I've noticed that as my Traction gets older I use it more and go on longer trips. I write this on the day Jaguar announced their plan to make electric XJs in the UK which caused a discussion on the radio about the UK's investment in electric car technology and the demise of the petrol car. One commentator suggested that there may be no cars sold in the UK with internal combustion engines beyond 2030. That's ten years ahead of the date set by the government. The demise of the petrol station may arrive sooner than I had imagined so I'd better get my skates on with my hydrogen fuel conversion.





"Racing improves the breed" said, apparently, Soichiro Honda. I don't know when he said it, but car manufacturers have been pitting their machines against each other's since the beginning of the motor car – or bike.

The French were at the forefront of motor racing long before the Brits got going. Citroen has had some involvement in racing from time to time but, arguably, it's not a brand that has a strong association with the sport (at least not in my mind). So here we are in Citroen's centenary year. At the UK event we found ourselves amongst many Citroens driving along the race track that had been set up for Motorfest and at the Ferte Vidame celebrations (to which I did not go) there was a very assertive looking racing Traction Avant. With the Yacco logo written large on each side it looks like it's seen some action over the years.

(It's not true as it was only recently built and, as far as I know, has never been raced and, since it is not registered for the road, it hasn't driven far since it was built. Still looks great though. It's for sale too.)

There may have been more on display about Citroen's racing history, but I wasn't there.



At the Goodwood Festival of Speed (to which I also did not go – but thanks to **Richard Morris** for the photos) there was a Light 15 Roadster charging up the drive. This was of course **Philippe Allison's** beautifully restored 1939 car and it caused me to wonder whether Citroen had been campaigning the Traction Avant in the early years.



In the reference books by John Pressnell and Olivier de Serres there are descriptions of record breaking endurance drives sponsored by Yacco ("The Oil of World Records") which ended when Michelin rescued the company.

Nevertheless, I did a little googling and a couple of interesting things came to my notice which I have not seen in any books.

## Interesting thing #1

As we know, soon after the launch of the Traction Avant Citroen became a bit strapped for cash and fell under Michelin's control. I was a little surprised to learn that a Traction Avant finished the 1936 Spa 24 Hour race in 12<sup>th</sup> place. The car was driven by a pair of drivers names Decker and Joseph Zigrand. 11<sup>th</sup> place went to Tony Rolt and Jack Elliot in a Triumph Gloria Vitesse. Many cars failed to finish, one car caught fire, a Chrysler had an amazing crash. Motorsport's August 1936 report says the 2-litre class was the most interesting, but the Citroen seems to have been singled out for not a single mention anywhere! C'est la vie.



## Interesting thing #2

Five-time Formula One Grand Prix winner John Watson may or may not have ever driven a Citroen but his father, Marshall Watson, won Ireland's first saloon car race in a Light 15. This was at the Dundrod circuit in 1955 on the same day Mike Hawthorn set the lap record on the RAC Tourist Trophy which was won by Stirling Moss and John Fitch. Watson Junior, who was present for the events, later said that "All my dreams crystallised that day". And so, the Citroen was in some small way responsible for a successful racing career, although Watson chose, not a Citroen, but an Austin Healey Sprite in which to launch it.

I was reminded of another thing – interesting or not. You will recall that Francois Lecot spent a year driving his 400,000km endurance drive from Paris to Monte Carlo and back. In the January, for a bit of light relief he took part in the Monte Carlos Rally. He started from Lourenco in Portugal (which is nearly 2000km from Monte Carlo) and achieved 50<sup>th</sup> place. What did Motorsport have to say about that – nothing!

More recently, the Traction has been raced by TOC members in events for historic cars. Early editions of Floating Power often refer to Dr William Sellers and the supercharged roadster (HVW7) he raced. More recently we have seen David Boyd competing in his.

And so, was Mr Honda right? Given the small amount of racing the Traction has seen, the question is not whether racing improved the breed, but whether more racing would have improved it more?

Chris Bailey

# Big 6 Downunder - The saga continues

Previously I mentioned that I was working on the steering rack. The whole thing comes apart relatively easily if you have the right tool for the job. I had to order a new dust cover and the stud that holds the inner sleeve to the dust cover. A word of warning for anyone who wants to take the rack



apart. The dust cover is made from very thin metal and it is incredibly sharp. I have the cuts to prove it. Fitting the stud is fiddly and this was missing when I stripped the steering rack. Ordering a new one is not difficult but I was surprised that it came without



the appropriate nut. I had to find one that fit and of course it was slightly thicker than the original which meant filing some metal off the outer sleeve. The manual suggests using the inner sleeve to compress the spring sufficiently but I could not get this to line up. I eventually used one of the spare fittings from the old ball joint which gave sufficiently pressure. A five minute job took a fair bit longer and everything is now back together with two new rubber gaiters.

I took the clutch plate in to be relined but yet again was let down by the company concerned and the only option was to pick it up which was



disappointing as they had had the clutch plate for several weeks.

Bob in Queanbeyan came to the rescue with a new clutch plate and it was fortunate, as he spotted that the plate that I had removed from the gearbox was meant for a four cylinder. I have been trying to strip the front cradle as the base needs welding. To make things easier I needed to remove the four silentblocs and the two torsion bars. I had tried previously and managed to remove one silentbloc



easily but the other three remained firmly fixed in place. Looking at the different suggestions to remove, I tried brute force but that didn't work and I did not fancy grinding them off so I struck on the idea of drilling out the rubber which is what really binds the silentblocs in place. Using both an electric drill and a Dremel, I successfully removed the remaining three. Each took about 20 minutes to remove and I would suggest wearing a face mask.

With the silentblocs removed it's possible to remove the torsion bars. I used an old clutch shaft to knock the bars free. It means I can now turn the cradle upside down to repair the rusted base but first I need to remove the bottom link, which is still proving difficult.

Kevin Taylor



## TOC News

Not everyone gets TOC news, since not everyone has (or uses) email on a regular basis. Generally FP and the newsletter cover much of the same ground, albeit on a different timescale, and here are a couple of items that have recently been covered on the newsletter which deserve further response and will be of further interest to readers.

On TOC News, dated August 4th there was query about **how to clean a clogged up radiator**...well that depends on what it is clogged up with.

In a hard water area it could be limescale, it could just be sediment and impurities from the coolant or maybe there has at some time been an over enthusiastic use of Radweld or similar. Sometimes an engine overhaul dislodges a lot of muck in cylinder block waterways, which then finds its way into the radiator and bungs up the core when the engine is run again.

Here are a few clearing tips from various sources.

- First thing to try is backflushing. Disconnect engine hoses, insert a hosepipe into the lower connection and run the water through it at a reasonable pressure (not power washer pressure!). This may well dislodge any sediment, which should appear as contaminated water through the top hose connection. Carry on until the water runs clear.
- There are proprietary radiator flush additives which you run in your engine for a few days and then backflush out.
- White vinegar is mildly acid, Seal off the bottom hose stub, fill with vinegar and leave overnight and then backflush.
- Dishwasher descaling tablets or sachets are usually largely citric acid, dissolve a couple of these into the header tank and proceed as above, having first removed the bottom hose and sealed off the connection. Read the ingredients and any warnings first.

None of the above is guaranteed and it is also quite common to find that once aggressively flushed, an old radiator will then manifest some leakage, which will also have to be remedied. This is possibly because at some time in its history the car has had an anti leak compound added which has blocked up the finer waterways as well as the target leak. Many modern additives such as K Seal, claim not to do this, but some of the older types create a sort of sludge in suspension which air dries when it leaks out, and which tends to settle and gum up the works generally, especially if the car is left idle for long periods. If all else fails, then a re-cored radiator is a way forwards. There are radiator repairers in most areas, who can re-use your header tank, etc, and fit a new core. Consult your local Yellow Pages or speak to your local car club.

### Historic Vehicle Tax/ MOT free status

Also on August 4th, Robert Harness asks:

*'I was just wondering what other members of the TOC were doing in regards to the Historic vehicle classification for car tax. It appears there is now more emphasis on originality especially engine modifications, so what are these members going to do about the cars with the ID or DS engines, four speed gearboxes and twin carburettors ???*

*There are also many other smaller modifications that*

*people have made that's different to the standard vehicle. Maybe they'll just tax the car as normal. I have also seen cars advertised with these modifications and no mention in the advert ???'*

Even well over a year after the legislation came into force, this is still a bit of a grey area, We have printed the FBHVC guidance on this in previous issues of FP and the official guidelines are once more, as follows: (verbatim)

**The criteria for substantial change** A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles, are:

**Chassis** (replacements of the same pattern as the original are not considered a substantial change) or Monocoque bodyshell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);

**Axles and running gear** – alteration of the type and or method of suspension or steering constitutes a substantial change;

**Engine** – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

The following are considered acceptable (not substantial) changes if they fall into these specific categories:

- Changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;
- Changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production);
- In respect of axles and running gear, changes made to improve efficiency, safety or environmental performance;
- In respect of vehicles that have been commercial vehicles, changes which can be demonstrated were being made when they were used commercially.'

*It should be noted that a vehicle's Historic Vehicle status is not necessarily linked to MOT free status in the eyes of DVLA.*

From the point of view of MOT status, it is probably unlikely that most of the modifications found in TOC cars compromise original status within the terms expressed above. However if anyone has grafted an alternative engine/ gearbox into their car from another manufacturer (and it has been done), then they are probably no longer eligible for MOT free status. The main target for this legislation is more likely to be the hot rod community, some of who may well have claimed Historic and MOT free status for cars which, although they look superficially like a historic model, bear little or no resemblance under the skin, with different engines, transmissions, suspension and chassis.

Are you uncertain about your car's MOT free status? Let us know what you think. Editor

# Beamish Reliability Run 2019

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In 2012 we took part in the 'Safety and Reliability Run' organised by Graham Handley so we knew that, having enjoyed the spectacular scenery and the challenge then, we would like to take part again this year. This time we were to join the official Beamish Run. This is restricted to cars older than 1955 and pre 1960 motor bikes. Ours, being a Slough built 1949 traction, was fine. When Adrian handed me a sheaf of instructions a few weeks before we were due to take part, I began to have second thoughts about whether it was a good idea. 'You need to familiarise yourself with these,' he said. I flicked through about 10 sheets of small print, with notes such as 'observed section' and various rules and



regulations we had to follow. This did not look like it was going to be the kind of rally that I could sit back, enjoy the scenery and 'be a passenger'. Never mind, I thought, I'll look nearer the time. Adrian was not impressed when they were still sitting where he'd left them the day before we were leaving.

I reminded Adrian on a number of occasions that it was a 'hell of a drive' to Northumberland and we needed to break the journey but he was adamant (and did have work to go to). We'd do it in one go. We set off from London early on the Saturday morning, heading up the A1. After a long (6.5 hours with break) but relaxed drive (well I wasn't driving, to be fair) in Edith, our car which is named after Adrian's late mother and of course the acclaimed Edith Piaf, we arrived at the Beamish Living Museum. It's an interesting place. The notes said it was worth a visit and to allow a day – they weren't joking. There's a lot to see and we hadn't allowed enough time. (You see Adrian, we should have broken the journey!) It was not unlike the Black Country Museum which we had visited a few months previously but bigger. There's an old mining colliery at the Beamish Museum that we had no time to visit but did manage to go inside miners' houses and various shops. Adrian enjoyed a long chat with the garage owner, putting him right on a few details.

Sunday morning we were back at the Museum ready to start the rally. Everyone was given a number and a starting time but this didn't seem to be strict. There were 3 other tractions and were initially thinking we could all drive in convoy but as soon as we set off, we lost them! I had a pencil at the ready to tick off each instruction as we did it – I think it was more from past experiences of getting lost and having no idea what we'd already done and had still to do. Once out of the more built up area, the surroundings were very soon what we'd remembered. Fantastic hilly countryside and large, open skies. The rally takes you through County Durham, to the 19<sup>th</sup> century Bowes Museum, a beautiful chateau style mansion, through the Yorkshire Dales, through Swaledale, across Bowes Moor into Cumbria and then turns eastwards through some wonderful countryside and finally back to the Beamish Museum.

The instructions were very clear and, I discovered, easy to follow. We only got lost twice – and that was when Adrian chose to ignore my directions! There were 10 check



points and, at each one, the drivers were asked various questions to do with the highway code, though not necessarily the highway code as we know it. Some road signs were taken from a very early version. There were also badges from a variety of different cars and bikes. Luckily Adrian is quite geeky about these so seemed to know quite a few but even he was flummoxed by some. I had no idea and could be of no help with the car makes. The volunteers were very friendly and 'helped' us a bit.

What we hadn't remembered from our previous experience was how stressful parts of the run could be – but in a good way! The 1:4 hairpin climbs when you are being 'observed' and you are worried about whether your car will actually get to the top or will the car in front of you get to the top or will we keep to the left hand side of the road or will someone be coming down the hill at the same time, are highlights to be remembered! The observers were sitting by the side of the road or in cars or hiding in laybys with clipboards. We're not totally sure what they were checking on but suspect it was what gear the driver was using, whether the car stalled or whether the car rolled backwards. I think we stalled once but Adrian doesn't remember this.

The scenery became more and more spectacular and the weather changed as we drove. This is what we'd remembered from last time though luckily this time there was no snow to contend with. Stopping for lunch at Bainbridge, the sun shone and it was glorious. We were given a quiz to do and strict instructions to take no more than an hour for lunch. We had an in and an out time. The quiz was very hard but we did our best. It was lovely to be surrounded by all these amazing

cars and motor bikes and of course, Adrian was in his element. As a biker too he was like a schoolboy on seeing some of the bikes he'd had in his youth. I had to remind him of those time instructions and drag him away.

And then we were heading for Buttertubs Pass and Tan Hill, which has the highest inn in the country. These names are familiar from watching the Tour de France when it started from Yorkshire and we saw many cyclists on that Sunday too. Our son has cycled in those parts – why, we were wondering? It looked far too much like hard work. But the place is magical. Particularly when, after a very, very heavy rain fall at Tan Hill when Adrian



struggled to see the road in front of him, a magnificent rainbow appeared across the sky. Adrian, a southerner, said he'd never seen a rainbow so big – stretching from one side of the sky to the other. Coming from Scotland, I know that everything is better up north so I was more nonchalant.

Approximately 150 miles and 8 hours later we were back at the Beamish Museum and glad to see everyone else we knew back safely too. By the time this is published, we will probably know how well we did but are not holding out too much hope for a gold medal! We certainly intend taking part again and hopefully spending more time exploring that part of the country.

Monday morning saw us back on the A1 heading back to south London. We were very pleased that after about 750 miles of driving the car was still going strong. Good old Edith!

Eileen Church

## 50 YEARS TOGETHER - AND IT DON'T SEEM A DAY TOO LONG

As the whole World knows, 2019 marks the 100th anniversary of the formation of André Citroens' magnificent eponymous company. By sheer coincidence this same year sees me celebrating 50 years of continuous ownership of TPH 375, my 1953 Slough Light 15. I thought it might be an interesting cathartic exercise for me to revisit some of the highs and lows of those years and then maybe share them with you. So here goes.

I purchased my car as a daily driver back in June of 1969. I've always had a weakness for vintage looking cars and this dark silver beauty won me over as it sat in the sunshine on a Bath garage forecourt. After some haggling I was tempted into parting with all of £100. I do recall a few days later though that Exchange and Mart were advertising a running Light 15 for free to anyone who could collect. Doh !!

In those early days of ownership the car regularly made the journey between Street in Somerset and Exmouth in Devon which is where I was working at the time. Even so I'm not really sure why we stuck together like we did. I actually tried to sell the car on three separate occasions but with no takers. Hardly a great surprise I suppose as apparently they could be acquired for free elsewhere !

While it was an interesting car, it was just a car. Back then I was fairly cavalier and changed cheap interesting cars almost as regularly as I changed my socks. Incidentally those cheap interesting cars would, by today's standards, be considered desirable as they included an MG TC sports, an MGA 1600, an Alfa Spyder, a couple of Morris Minor Convertibles and a 1953 Rover 75 - the latter costing me a fiver to purchase which is about the same price as a traction wheel nut today.



Our continuing union was certainly helped by the fact that, in the early '70s, I decided to improve the appearance of the car. First up was a complete respray.

From memory this cost me about 80 quid -

maybe a bit more. The original colour was sunset metallachrome grey (according to the buff logbook which I still have).

My local sprayer, in between cigarettes, attempted to replicate this colour but sadly only managed to achieve, what can charitably be described as, an indifferent result.

Nevertheless the car was back in daily use again with car and driver in perfect harmony. Unfortunately an incident of note did occur during this renewed period of use. One day while I was powering down over Telegraph Hill near Exeter the bonnet suddenly lifted at the front. It turns out I had neglected to refit the front bonnet stays. Who knew they were important ? Anyway, the whole thing eventually flew up and disappeared back over the roof to land in front of a car following closely behind. Needless to say, that car drove straight over the damn thing. The stricken response I got from the ashen faced Devon driver to my enquiry after his health, once we'd both stopped, was "Christ I thought t'were bloody Batman come to get me !"

A couple of bungees kept that crumpled bonnet in place until I was able to locate a replacement through, I think, someone in the

CCC. Thus the status quo prevailed for a couple of years. And then we bought a brand new Dyane whose colour was albatross beige or beige albatross - I forget which. What a great colour for a traction I thought.

The seed was sown. So began what I termed a full restoration at the time. A friend and I stripped everything out (should have kept the carpets) and took everything off (including the doors - big mistake). Nothing mechanical got touched at this stage but everything was buffed and refurbished including the chrome, the seats and the interior (minus the carpets) and of course a respray in albatross beige or beige albatross was carried out. Super, except that when it came to refitting, my friend and I, try as we might, couldn't get the doors to line up and fit properly - no matter how many shims we offered up.

This proved to be the straw that broke the camel's back. Everything else got completed, although the paint quality was again average. We just couldn't solve the problem of the doors. All this happened pre TOC formation and I knew of no other local traction owners so we seemed to be ploughing a lone furrow. Eventually I lost interest - yes I know, the fickleness of youth eh. As a consequence the car sat in a lockup for, I think, about 9 years without turning a wheel. Out of sight, out of mind although I did check on the car occasionally, basically to make sure it was still there. Other projects took precedence.

In the meantime the TOC came into being. I joined at the outset in '76 and subsequently made the acquaintance of one Ralph Drouin. He was a member who had moved to Somerset and who owned two tractions, one a Sharknose Legere and the other a Slough Light 15 write-off.

Ralph was pretty good with spanner's and fixing things mechanical. Me? - if I said I was an average car mechanic, I'd probably be overstating it. In view of this crucial shortcoming, I have been indebted over the years to various members for their mechanical assistance. In addition to Ralph they have included Dave Hackett, Dennis Ryland, Terence McAuley and lately in particular the indefatigable John Osborne who has had the dubious good fortune to live handily nearby.

Anyway, at this time in the mid '80s various factors came together. The spark was reignited and it was time to resurrect TPH once again. All the cosmetic stuff such as chrome and interior (apart from carpets - just a reminder) had already been done previously and was still fine. The car just needed a decent paint job (again). Oh, I should have mentioned that a reconditioned gearbox and rebuilt bottom end from Fred together with a front cradle from one of Ralph's cars got installed as an apparent necessity. Importantly though, through another contact, I was able to get the car booked in for a professional respray at the Mitsubishi Colt premises in Cirencester. Praise be, they were also able to sort the long-standing door problem. I decided to have the current colour - let's just call it beige - replicated. This time when finished the end result of course was absolutely spot-on. Once again everything was fettled and refitted and finally TPH 375 was seriously back in business again.

There now followed fifteen or so halcyon years where the car became an integral part of our family life. It was driven on a constant basis, albeit as a second or more usually a third car, attending many TOC and old car events. I drove to the ICCCRs in Loreley Germany, Flevehof Holland and Chevetogne Belgium. We all did the Brittany Tour and also joined the throng at the 50th D Day commemorations in Normandy. In 1990 we organised the TOC Annual Rally which centred on the lower slopes of Glastonbury Tor. Also during this period I began advertising TPH's services as a wedding car under, admittedly, the maritally obscure business title of Traction Attraction.





In spite of this it turned out to be a successful venture. Few brides could resist the lure of a traction !

In 2002 together with some fellow Club members plus friends, a trip to the inaugural LeMans Classic was undertaken.

This turned out to be a fateful journey. The signs were there at the outset. Fitful running necessitated several roadside inspections of the usual fuel and electrical suspects. Heads were scratched, adjustments were made and progress was slow but eventually our destination was reached. In view of the foregoing and on somber reflection, come the next day, I probably shouldn't have driven the full Le Mans circuit pedal to the metal (I still hadn't got round to fitting replacement carpets remember). The resulting return journey - chronicled in Floating Power at the time - was a nightmare of variable power accompanied by huge misfiring easily rivaling the sounds of 1914-18 in that neck of the woods. Nevertheless I just about made it home.

Back home an early inspection revealed a bent pushrod but as Dennis remarked spookily at the time, a bent pushrod tends to be the result of a problem, not the cause.

Now those of you who have read this far and have been paying attention will recall that I do have form when it comes to the laying up of TPH for a considerable period of time. Well, you ain't seen nothin' yet ! In this instance however heroic efforts, on and off throughout this latest prolonged period, were made to get the car running sweetly again. To this end I am eternally grateful for the sterling work of John Osborne who, if memory serves, had hair at the outset which, now of course, is many years ago.

These same mists of time have served to obscure much of the detail and order of how success was ultimately achieved. Trial and error probably sums it up. In any event, others would write up the technicalities much better than I could.

In essence a pattern evolved. Each time, after prolonged diagnosis, a problem would be isolated and accordingly rectified. The motor would then run very sweetly at the end of that session - only to revert to being a pig within a few days. At our next session a different problem would require action and would inevitably end with the same heady mixture of joy and tears as experienced before. Constant adjustments were made with major items such as carburettor, distributor and coil together with countless condensers all being replaced over time by new. The head was removed, inspected and adjustments made - many times.

Occasionally I managed to coax a sickish sounding car out into the big wide world, notably to my son's wedding, but only as a bystander. For most of that time though TPH remained firmly in the back of my garage. Terence became involved to lend a welcome hand. By this time, although the head had been skimmed and a new head gasket fitted, there was water in the sump. Out came the engine with the bottom end being dispatched



to Mark Harding to work his magic. When it returned it was decided to incorporate a diaphragm clutch into the reassembly. The water pump needed rebuilding and then of course the brakes became seized. Another diversion that was tackled by John and Terence.

This was all very well but we still hadn't managed to get the motor running consistently. Then one day last year, when the replacement distributor cap was removed for the nth time it was noted that the top plunger was loose. On further inspection the plunger dropped out of the cap altogether taking the spring with it. It then stubbornly refused to slot permanently back in place. Terence produced a spare cap which was installed and bingo the car fired up and ran as sweetly as a nut. Even after a few days. Oh joy, this was virgin territory ! Just to be on the safe side the replacement plugs, which by now were themselves a few years old, were in turn replaced to enhance this unprecedented turn of events.

To scotch any unseemly speculation that if we had just checked the



distributor cap back in 2002, sixteen years worth of expletives and chafed knuckles could have been avoided, it needs to be emphasised that the rogue cap had been a new replacement for the original. It therefore could not have been the cause of any of the problems at the outset. It seems that the whole saga just became a sequence of unfortunate but unrelated events. We are destined never to know.

And so with the car currently still driving well, we are up to date. It's hard to credit where those 50 years have gone. TPH has gone from being a daily driver back in the '60s when very few batted an eyelid at the sight of a traction on the street, to being an object of awe, curiosity and pleasure to the masses every time she ventures out in the 21st century.

Ok, perhaps I haven't majored too much on the sunny uplands of traction ownership in this piece and I've probably induced despair amongst some of our Club stalwarts who could typically rebuild a gearbox from scratch in nanoseconds but none of that detracts in the slightest from the enjoyment and satisfaction I have experienced from ownership of this car over the years. After all, we're still happily together - both of us now sadly beyond the first flush of youth but both nicely mellowed and patinated

I suppose on reflection though, I do maybe have one regret. I should never have binned those original carpets all those years ago. From memory they were actually in very good nick !

Nigel Webb

# Traction Owner's Club Spares

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The availability of spares for our cars within the club is one reason why many people join the TOC. It may be helpful if I provide a short explanation of how your club spares operation works. The club has around 650 members, many in this country but others also all around the world. The club spares is a comprehensive operation but it is not the equivalent of Amazon Prime and nor does the club aspire to be so. Your TOC committee is run by volunteers. The club's spares service is also run by a volunteer - Chris Treagust.

When you join the club, you have the option of paying a spares levy. This helps to provide the club some working capital with which to purchase spares. Chris has been providing the spares service for the club for at least 20 years from an agricultural barn near Chichester. Unlike the salaried staff of CTA, Depanoto, Jose Franssen etc Chris does not stand behind a sales counter all day, every day. If your expectation of the club spares service is that emailing or ringing Chris Treagust one day and receiving a delivery the next is how it works then you may need to revise your expectations. Our one man handles purchasing, supplier development, sales, packing, shipping, invoicing and returns on around £50,000 of sales each year. If you do get a delivery the following day, count yourself lucky!

To set the scene a little... If you own, for example, an Alvis, Daimler SP250, an MGB/Midget, when you buy spares for these cars the provision of those spares is from private operations varying from huge (Moss Europe) to one man operating out of 3x containers (SP250). In all cases they are run as a commercial operation and the proceeds go into the pockets of the business.

When you email or ring Chris (his preference being very early in the morning) you are tapping into a considerable amount of experience. With a variety of

Traction models made in different countries over 23 years Chris is pretty good on the detail, with a level of expertise you will may not find when using the suppliers mentioned above. Chris will put your order together during the morning, parcel it up and weigh it. The weighing bit is important because only then does he know the cost of shipping. When he has enough parcels he drives down to the post office, to catch that day's post. Quite a few orders go overseas - especially New Zealand and Australia - and these do not necessarily go by Royal Mail.

Club members can help when ordering components by ensuring that Chris is given all the relevant details of the car and parts for which they are ordering. Typical examples of recurring problems include: bulbs for 6-volt cars that have been converted to 12volt, wiper blades and or arms that have been changed, changes to brakes, drive shafts etc.

When it comes to the quality of parts, the aim is for a similar quality level to that which Citroen would have achieved with the original part. Often though, there is no information available as to what that was. We rely very heavily on our suppliers for quality control. Chris knows full well how frustrating it is to find a part doesn't fit, or even worse fails after going through all the rigmarole of fitting it. If there is a problem Chris will endeavour to resolve the problem (remember to ring him early in the morning). If you don't tell him in good time, there is little either he or the supplier can do. One of the recurring problems is that, quite often, someone may not get around to fitting a part for some time, maybe months or even years after buying it. If it turns out to have a problem the trail will have gone cold by then and you can hardly expect Chris to be in a position to help. However, you should still tell him about it.

The spares listing with which you are familiar is only for new spares. We do also have a lot of used spares, many of which are for Slough cars. They are going to need cataloguing and listing, if you are interested in helping in this work then please let Chris know. Meanwhile, if you are after some used spares (especially for Slough cars) give Chris a call and he may be able to help you.

I hope that this short explanation goes some way to helping club members better appreciate how the spares operation is run on their behalf and how it works. Through you the customers, the spares provision thrives and, we hope, it continues to please you to support your club in this way.

Chris Bailey/Martin de Little



In a 2018 edition of Floating Power, there appeared a news item for a company in the Midlands (Better Car Lighting) that offered a conversion kit with LED's to suit classic cars like the Traction.

I own a 1948 built Light 15 and have been concerned for some time that other motorists are not familiar enough with the semaphore arm method of signalling, thus how to improve on that dilemma without compromising the originality of the car? I therefore got in touch with the owner of Better Car Lighting (BCL), Gil Keane, and purchased one of his kits to convert the front torpedo lights, rear brake lights and side flasher arms along with a suitable sounder under the dash.

The installation was a great success and I'm delighted with the results, especially as there are no changes to the outward appearance of my car and in my view, it now has a much safer and more reliable solution than relying on semaphore arms or hand signals!

As a quick summary of the changes that were made, the front position torpedo light bulb holder was removed and replaced with a new 380 type LED unit supplied by BCL. For my car, new wires were installed from the front bulb holder to the instrument cluster area, the rear position/brake light bulbs were removed and fitted with new position/brake and indicator LED units.

A length of multicore cable was installed from the instrument cluster area to right hand rear of vehicle terminating by the existing light fitting. The switched brake light feed by the lamp was disconnected from the old cable and connected to the multicore cable which provided input for the new 4S1 units supplied by BCL.

New flasher relays were added for the left and right hand switched feed. The flasher relay outputs were then connected to both the new 4S1 inputs and also to the front indicator wiring installed earlier. A diode bridge sounder was added for the benefit of the driver to cancel the any signals after turning.



As can be seen from the photos below, the new front side lights provide excellent 'white light' illumination but now flash 'orange' when the turn switch is engaged.



The Semaphore arms still function as they were originally intended but now with brighter illumination and they flash 'on and off' when in use.

Finally, the rear brake lights remain red for general use (side light/braking) but now flash orange when turning.

Gil has now introduced a more up to date kit (4S2) which I believe is easier and simpler to install (about half a day's work).

The cost of the equipment will vary according to individual needs but I suggest owners budget on a sum of circa £350 for the kit that's most likely to be used in most Tractions.

Gil Keane at Better Car Lighting was a great help throughout the process and will be able to provide more detailed information on what's involved.

You can contact Gil on 0121 773 7000 or 07973 216682 (<https://www.bettercarlighting.co.uk/>).

Jon Langley

*I had similar misgivings about semaphores several years ago and modified the indicators on my car. The result is a much safer feel when driving, especially after dark. My own Traction has separate under bumper mounted LED indicators and an electronic flasher unit worked off a combined indicator stalk which also provides a four way hazard flasher facility as well. I am currently contemplating adapting the torpedo sidelights along the lines that Jon suggests. Editor.*



## CLASSIC CAR WEEKLY

Classic car magazine, Classic Car Weekly, has started a new series called Keepers, which focuses on people who have owned their classic car for a long time. There's no minimum time as such but there does need to be an interesting story such as a major restoration, taking part in competition, a series of road trips or something completely random such as the car having moved around the world with its owner.

That's the easy bit - the hard bit is that the owner needs to have a few pictures available from their time with the car. Not necessarily from the beginning but from different points during their ownership. They can be taken at events, with family, on a road trip, during restoration - anything that shows the car over a period of time.

If you are interested in having your car featured, then please contact Vicky Dredge at [vicky@richarddredge.com](mailto:vicky@richarddredge.com)

## 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.

<b>2019</b>	
<b>November 8-10th</b>	<b>Lancaster insurance Classic Car Show: NEC Birmingham</b>
<b>2020</b>	
<b>May 14-17 2020</b>	<b>Jersey rally. See below for more details.</b>
<b>June 26-28 2020</b>	<b>TOC National Rally, Lake District: see Bryan Pullan (Editor) for more details.</b> Based near to Bowness on Windermere with various trips and visits planned to take in the attractions and fantastic scenery of the National Park. Booking forms and full details will be published in the January/February magazine, with the usual early bird offer. Quite a few members have already 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: <a href="mailto:tocnorthern@gmail.com">tocnorthern@gmail.com</a> or <a href="mailto:editor@traction-owners.co.uk">editor@traction-owners.co.uk</a>

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

The plans for our rally are really hotting up with 27 cars already showing interest.

We will be visiting the War Tunnels, an underground hospital built into a hillside by the German occupation forces in WW2, quite a feat of engineering.

We will also be visiting Jersey Zoo, founded by the famous zoologist, Gerald Durrell, which is particularly famous for its great apes.

A visit to the Pallot Steam and Vehicle museum is also planned and lots of other places of interest with route plans will also be available.



On the Sunday, we will be allowed into the grounds of a Jersey manor not generally open to visitors. The owner's wife used to be a lady in waiting at the Royal household.

It should be noted that convoy drives are impossible in Jersey because of the combination of "filter in turn" junctions and narrow roads. Furthermore, the maximum speed limit anywhere is 40mph. For further driving info see: <https://www.i-love-jersey.co.uk/driving-in-Jersey.html>

Jersey has been described as a lump of rock in the middle of the ocean slowly sinking with 12,000 inhabitants hanging on for dear life. There is no vat on the island but many prices are higher than the mainland, so please do a price comparison before making any large investment.

The application form will be launched in the November/December Floating Power and allocation of rooms will be on a first come first served basis, so be ready to book as soon as possible.

Laurence Acher

# Your 2020 Calendar **NEEDS YOU**



This is an appeal for photographs by and from TOC members of Traction events, activities etc. Anything accepted as long as the image is sharp. Please forward your images to Martin de Little (contact details at front of magazine)

Please remember also that the photographic competition is still open to members. Please forward all entries to [editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk) before October 1st.

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\*Exclusive discount code is for club members use only, available in advance until midnight on Thursday 7 November 2019. To book by phone call 0871 230 1088, calls cost 13ppm plus network extras.

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## 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](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

**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**

**stephenp@btinternet.com**

**NOW SOLD**



**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**



**FOR SALE: - 1953 Slough Built Light 15 big boot.** 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**  
**com Mobile: 07824 313541**



**FOR SALE: - Two Tractions for sale!** 1952 Onze Legere, owned by myself since 1997. Regularly used, (wedding a few weeks ago in July). ID block, shell bearings, balanced crank. Restored interior in original materials. Very tidy rust free car.

1937 7C Small wing model. Project car, 80% there. Restored bodywork. Shell and most panels painted, original 1600 engine and later 1911 engine. Rechromed and recovered Tubauto seats. New carpets. Many other new and overhauled components. Needs assembling. Many spares including pre war front small wing. Ideally would like to sell as one lot, good opportunity for someone in the trade/restorer. Contact for full details.

**Dafydd Evans 07944131671 or**

**01654700289.**

**E-mail. danda@btinternet.com**



**FOR SALE: - LIGHT 15 1954.** A lovely car owned by long term TOC member for 23 years. Delivered New to Jersey C. I. returned to Mainland 1995 Having French wheels & bumpers retained. Regularly attended rallies both UK & overseas. Much work done including re-upholstered in Red Leather & Carpet, roof lining, engine & clutch 12,000 miles ago, Weber carb, 123 Dist, S/S Exhaust, radiator, gear selector, driveshafts, brakes, H/B cables, wheel bearings, shocks, X tyres. **Insurance valuation £16,000 Offers @ £15,000 lying W. Kent johnbarsley@googlemail.com 01892 722749**



**FOR SALE: - 1955 Traction big boot.**

Slough built. black, complete. Original reg. VVT 191.

Car in very good order. Garaged at my address in Boston, Lincolnshire. Replacement engine /gearbox from Steve Thompson. Previously owned by Fred Annells. needs finishing.

**asking £10,000 Ono**

**Details contact Will. on 01205 353682 or**

**williamclifton@live.co.uk.**

**Membership no.2697**

## FOR SALE: - CITROEN TRACTION AVANT 11B\*

Built in Paris 1954.  
 - Purchased by me & then UK registered 5 years ago.  
 - Nearly £5000 spent (Receipts can be included in sale).  
 - Petrol, 1998cc Left hand drive.  
 - Daily use in current condition until May 2019 ( now on Sorn).  
 - Will make a 'Tres bon' example once fully restored.  
 - Purchased a 1949 Avant that has taken priority and is the reason for this sale so please only genuine enquiries.  
 - Available to view at RG7, Berks (nb car is also advertised elsewhere)  
**Tel: 07798 838887, Rebecca.**  
**\*£9990 OVNO\***



## 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](http://www.longstone.com)  
**Tel: 01302 711123**  
**Email: sales@longstonetyres.co.uk**

### 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:

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**

### FOR SALE:

**CITROEN BOOKS FOR SALE**  
 Andre Citroen, Engineer ,Explorer... Reynolds £8  
 75 years of Citroen in UK A to X..... Reynolds £25  
 Citroen Traction Avant.....Presnell £15  
 Andre Lefebvre.....Gijsbert £7  
 Andre Citroen, the man and the motor car.....Reynolds £5

Classic Citroens vol 1 Traction Avant 1934-1957.....Taylor £20  
 Le Grand Livre de la Traction 7-11-15-22..... Serres £55  
 22 V' la les Tractions.....Sabates £15  
 Toutes les Citroens.....Delville £35  
 All plus postage.  
**clivehoskins@yahoo.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](http://www.traction-owners.co.uk)**

DEVON TRACTIONS  
Classic Citroën Specialist



fb.me/DevonTractions  
Mark Harding 07973 192 198



# TOC SHOP

Contact Vanessa Plumpton  
for full details on  
[shop@traction-owners.co.uk](mailto: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](mailto: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

## TRACTION



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**James Geddes**

Morpeth, Northumberland.

**07783259874**

[www.tractionrepairs.uk](http://www.tractionrepairs.uk)



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