

Floating Power

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

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VAT Registration No. 993 2444 92

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Missing Magazine?

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

The closing date for input for the
January/February *Floating Power* is

Sunday December 1st 2019

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

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

Cover Image

Julian Pratt's Big 6
(photo by Julian Pratt)

Editor's Epistle

Hello again.

In spite of the sunny image on this page, Christmas will nearly be upon us by the time that you read this, and many UK members will have shut their cars away for the winter and be looking back at what they have done (or not got around to doing) in 2019. Many of you will also be looking forwards to the 2020 season, and with that in mind, can I point you at the booking form for the Jersey Rally in May 2020, which is included with this magazine.

The 2020 National is up in the Lake District in late June, we've done Welsh and Scottish mountains, and Cumbria is where the English ones are, so you will be able to count this as a hat trick. Booking forms and full details will be in the January / February *Floating Power*.

Coming along a little sooner is the first 'corporate' part of the AGM accompanying the Committee Meeting, looming large at Steventon on November 24th. Welcome to anyone who cares to attend. See 'In Committee' for details.

The second, and for most of us possibly the more interesting part of the AGM, will be a formal meeting which will be held on the second evening of the National Rally, just before dinner. This will be an opportunity to give your views on wider matters related to the club's activities.

Also, this is the time for a change of Chairman, Chris Bailey is stepping down after his three year tour of duty, and Bev Oates will be taking his place. I am pleased to say that Chris will still have a presence in the magazine as the author of Bailey's Banter, which is intending to remain a regular feature. Thanks for your efforts over recent years, Chris, and I look forwards to ongoing BB articles.

In this magazine, alas, no tales of derring do driving across the Gobi Desert, although I shall be watching the annals of Le Jog for signs of Traction activity. We do however, have the usual mix of social and technical stuff to read through. An account of the CTAB rally by John and Bev Barsley, and one of Caux Retro 2019 by the Tweeds and Juniper... who as usual takes a somewhat different (canine) perspective on the world of Traction Rallying. On the tech front there is a piece on fuel tank corrosion, further news from Oz about the Big 6 restoration, and the first instalment of Ian Harvey's Cloverleaf rebuild.

We also have a little more on Percy Pink. Ronald Knoth has sent us several short items on this wartime operation over the last couple of years and so, for those of you who are not quite au fait, I have also included this time a very brief summary from the OSS website, which explains what Operation Percy Pink was all about.

We have recently overhauled the Buyers Guide, this will appear on the website in due course, and I will also publish the latest version in a future edition of FP. Most of the changes relate to vehicle values. A quick glance at the back pages of this magazine will show the sort of range of values that owners are putting on their cars, and with only a couple of exceptions, these do seem to be achievable, although some dealer estimates seen on the internet seem a little fanciful. Not proposing to sell, so why should this be of interest? Well, when did you last review your agreed value insurance?

I read an interesting piece online from a commentator on the wider classic car scene, who felt that a lot of cars were now becoming overvalued, having been previously bought at auction as investments, and where the actual buyers costs had also inflated the hammer price by as much as 20%. In his view, for many types of car, the maths just didn't add up any more unless you can find a restored car that someone is desperate to sell and willing to take a loss on. He continued to say that the 'baby boomers' had fuelled the rise in prices but are now dying off, and the next generation have enough problems on their hands without even thinking about classic cars. Well, he was looking specifically at the US market, but he has a point, and the same is probably the case here to a degree. This might explain why certain car club memberships are dwindling and fewer pre-war cars are finding their way out onto the road, but still turn up at auction on a regular basis. Many marques are now increasingly unaffordable and once a restored car falls into the hands of a collector who values a pristine and perfect car above all else, then it will rarely be seen out on the road again. Hopefully, as prices rise, our own cars will remain in the value range that does not preclude them from regular use, or simply make them unaffordable to the enthusiast who wants a presentable driver rather than a show car.

Finally, some sad news in the press concerning classic cars, when a 1930 Model A Ford Coupe on its way to a show in Shrewsbury, collided with an ambulance in the early hours of the morning, killing both occupants of the Ford. This no doubt will give ammunition for some shrill assertions in certain areas of the Classic Car press that this was only to be expected, given that the Ford would probably not have had an MOT. Well, the exact circumstances of the accident remain unclear due to the time of the incident, and conclusions drawn at the time of writing are premature, but one of the real outcomes of this should be the realisation that Classic cars are potentially dangerous at least as far as their occupants are concerned, far more dangerous in certain circumstances than your extremely boring modern car with its ABS and airbags. The message is that we need to drive defensively and consider any prudent upgrades that make our cars safer. Although from time to time I read about cars being upgraded so that they can be driven faster on the motorway, I see very little written describing how owners upgraded their brakes to cope with the extra velocity. There is an old RAF saying that may be appropriate. 'There are Old Pilots, and there are Bold Pilots, but there are no Old and Bold Pilots!'

Let's be careful out there.



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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

If the floods are any indication, it definitely looks as if Summer is over and, other than the occasion of the Classic Car show in November, which will be our final Centenary effort, I shall personally be quite happy to forego Winter. So, next stop Spring ... and the Jersey rally. As threatened, this issue carries full detail and an application form which, if you intend to be there, should be completed and returned to Laurence without delay because the hotel has asked for final numbers by the end of November.

The hotel has plenty of rooms which are currently held for the TOC and our man on the ground, Brian Follain, is hoping we might muster 50 cars. There are different grades of room and they will be allocated on a "first-come, first-served" basis so, the sooner your application is received, the more likely you are to have your preferred type of room.

Also on the subject of "overseas" rallies, we already have dates for the CTAB's annual Brittany excursion. It will be over the 4 days, Saturday 11th to Tuesday 14th July but I doubt we shall have much more detail until well into next year. We have also learned that the popular Dutch meeting, Citromobile, will not be held in 2020. This is a one-off cancellation due to a clash of events at the venue.

Last time I did not report on the ACI AGM which was held at La Ferté-Vidame. That was because, in my opinion, there was little new to say but I wanted to see the minutes before I misremembered anything.

I am afraid the meeting itself was shambolic and rushed. We started very late because the bus carrying the majority of participants was diverted - and then became lost - due to the chaos created by those responsible for the main event's "traffic management". Then we were obliged to finish promptly to ensure we all enjoyed the spit-roast pig, speciality of the venue, kindly funded by Automobiles Citroën. However, we did learn that arrangements for the 2020 ICCCR in Torun, Poland - www.iccce2020.pl - are well in hand and the organisers are confident of hosting an enjoyably memorable event in light of their previously successful 2CV World Meeting. At the time of the meeting registrations were low - possibly the effect of so many events in 2019? - so

the "early-bird" price of 100 euros per car plus 2 participants had been extended to the year end.

It was agreed that Switzerland will host the 2021 ACI Event of the Year which will be combined with the 2CV World meeting, see www.2cv2021.ch, probably at Delémont which lies close to the borders with France and Germany. At the time of the meeting, there were no EOTY candidates for 2022 onwards. If anybody would like to see the minutes in full I shall be happy to supply a copy.

After the AGM it was a pleasure to meet and hear from Linda Jackson and her AC colleagues who joined us for the meal along with Henri-Jacques Citroën, grandson of André Citroën, and his family.

Finally, ACI Delegates have subsequently been reminded of the vehicle authentication service offered by L'Aventure (ex Conervatoire). I shall post more detail and the relevant application documents on the forum for interested members to peruse and/or download.

All the best



New Members

The Traction Owners Club welcomes the following new members who have joined us since the September/October magazine

2716	Mr D J Cartledge	Cullompton, Devon
2717	Mr R Moore	Novato, California, USA
2718	Mr J Austen	Drumadrochit, Inverness
2719	Mr S de Looze	Gerrards Cross, Bucks
2720	Mr B Pringle	Knightley, Staffordshire
2721	Mr M Ridley	North Shields, Tyne & Wear
2722	Mr G MacPherson	Bangkok, Thailand
2723	Mr A W Hand	Barnsley, Yorkshire
2724	Mr A J Grice	Tangmere, West Sussex
2725	Mr P J Brooke	Ilkeston, Derbyshire
2726	Mr D Mayo	Chepstow, Monmouthshire
2727	Mr R Woodward	Littleborough, Oldham, Lancs
2728	Mr P Smith	Biggin Hill, Kent
2729	Ms A Taylor	London
2730	Mr P Dunlop	Canada
2731	Mr J Rodway	Sulgrave, Oxon
2732	Mr W Ranson	Telford, Shropshire

This is my last Chat. It's been a great privilege to be chairman of this fine club and I am glad to have had the opportunity to do it. Through taking on this role I have met many wonderful people and done things I would not otherwise have done. The club seems to have survived the experience too.

So why stop? I signed up for three years – and that was three years ago. More importantly right now my work commitments have escalated somewhat. That's what pays the petrol bills and it's leaving less time for me to give the role the time it deserves.

I'm handing the gavel over to Bev who knows how to use it as she's done it before. Sadly we did not get any volunteers from anyone who had not done it before. I know that, like me, and like Bev, everyone is busy.

As many of you know, I was a very passive, inactive member for many years and paid little attention to the running of the club. Most members are like that most of the time and that's fine. The club doesn't run itself though and the committee needs new members and also needs new creative input. There are gaps in the committee and existing members need successors. So – don't be shy. Step up – the TOC needs you.

The AGM is approaching and you may have noticed we are not doing it the same way as before as it does not seem to be what you want. Very few people attended the last one. It's a long way to travel and it is a source of regret for me that I have not made it appear attractive enough to get good attendance. We have looked at alternative approaches, including video conferencing, but frankly that all gets too hard and the chance of it going right is slim. So, we will split the AGM into two parts. We need to formally approve the accounts before the end of the year and elect the directors. Those need voting on – for which we need a quorum. We cannot expect enough members to attend the traditional AGM to be quorate (there are only so many shadows and family dogs that can be counted as voting members). Hence the proxy vote so all members can vote whether or not you can attend. Please therefore do vote. This year's AGM will be a quick one followed by the regular committee meeting. As always, you are very welcome to attend both the AGM part and the Committee Meeting.

The informal part of the AGM is where we discuss how the club is run, what's going on etc. It's a chance for members to have a say – or have a go. The plan now is to incorporate that part within the National Rally. The meeting will be open to all, whether or not you are doing the whole Rally - so it is just as accessible as it has been

every year, more so, as anyone who is already on the Rally has no distance to travel at all.

I leave you with my thoughts about the future. It's a changing world and that affects the club as it does

everything else. To survive, the club has to thrive and that means adapting to the world around us. The internet brings many things, some we can exploit, some we have to cope with. I think we are doing the right things in that respect and I hope we continue to embrace new technologies.

Our enthusiasm for a car designed 80 years ago should not mean we are backward looking and averse to change. It's not that kind of car and Andre Citroen was not that kind of man.

The aim of the club is to support the ownership and use of the pre-1957 water-cooled Citroens. The TOC has done a great job on making spares and information available (there's always more to do) and creating opportunities to drive them. We have two big challenges – the ageing ownership and membership is one. We have made efforts to make the club and the car appeal to a younger constituency – and I think there has been some success although it's a slow burn. The other further out but maybe more serious threat is the move away from petrol. What is our plan for when petrol is not so freely available? I don't think the National Rally will be so much fun if we are towing our cars behind an electric car. Clearly this is not specific to Tractions – except that with our age profile we may be inclined to think it doesn't matter to us. I think it does matter – partly because it will happen sooner than we expect and partly because the club will fail to meet its stated objective if we don't have a plan.











Thank you for your support over the last three years and I wish Bev all the best for her tenure.

Chris.



Traction Owners Clubs: Section Details

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

Section	Contact	Details of Regular Meetings (where available)
Eastern 	Jasmin Gagen Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. The Compasses Inn The Angel Inn Larling, Norwich, NR16 2QU Little Green, Chelmsford, CM3 1BU
Ireland 	David Selfridge Tel: 7729 518992 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events. Please note change of coordinator.
Kent/ East Sussex	John Barsley Tel: 01892 722749 Email: johnbarsley@googlemail.com	See section report for coming meetings/events.
London 	Peter & Sue Simper Tel: 01784559867 Email: london@traction-owners.co.uk	First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR
Midshires	Stephen Prigmore / Tina O'Connor Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
North East 	Graham Handley Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
Northern, Lakes and Borders 	Bryan Pullan Tel: 07513 362202 Email: northern@traction-owners.co.uk	Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.
Peak 	Bev & John Oates Tel: 01629 582154 Email: peak@traction-owners.co.uk	The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.
Northern Scotland	Ian Smith and Andy Burnett Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
Southern Scotland 	Peter Fereday Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
South Midlands		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
South West 	Howard Speirs Phone: – Home: 01872 862386 – Mob: 0797 418 7267 Email: south-west@traction-owners.co.uk	See section report for coming meetings/events.
Surrey/Hants/ Sussex 	Sue & Philippe Allison 01256 765040 Email: surrey-hants-sussex@traction-owners.co.uk	Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports. <i>Please note change in contact telephone no.</i>
Wales	Julian Pratt Tel: 01974 272888 Mobile: 07824313541 Email: wales@traction-owners.co.uk	See section report for coming meetings/events.
West of England 	Terence McAuley Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
Rest of World		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>

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



TOOLS
Club tools available for loan:

SOUTHERN SCOTLAND

Whilst I was away in France for summer, Scottish members have been carrying on regardless at home. John White and Richard Larter braved the elements for the Bo'ness Show at the beginning of September.



All three of us, with our cars, are booked in for the last show of the season – in Lochwinnoch on 20th October – which will have happened by the time you read this. I am also intending to take the 11B to Tarbet for the 'Concrete Camping' weekend on 1st November although this will depend on the weather – as we all know a Traction is not a happy motor to travel in during incessant rain, unfortunately all too common in the West of Scotland.



Intrepid traveller that he is, Richard has been driving the length and breadth of the UK over the summer, including a run from Aberystwyth to Southwold, Suffolk with the TR Register which he is also a member of, together with a visit to the British Motor Museum at Gaydon in the company of rare Swallow Dorettis.

Having fitted a towbar using a modification of a design originally found in that oh so useful TOC Archive, Richard has been towing his Gobur folding caravan around the



country too. The caravan was chosen because it is narrower than the traction and relatively easy to manage. He was at both the Citroen Centenary in Coventry and also the TR Registers meeting in Stratford upon Avon – both a long way from his home near Helensburgh.



However, with all those towing miles the car started to suffer in Coventry with the inner u/j's beginning to break up. In spite of this, he managed to get back home safely – our cars are pretty rugged - and suitable replacements were sourced locally in Scotland. Turned out that the u/j's are the same as for an MGB and therefore easily available.

Local member Jon van Looy from Paisley has also been in touch to borrow some Club tools to work on his 11BL. It should be on the road soon after a full brake rebuild, although work has currently stalled because of a shortage of relined shoes from Club spares.

Peter Fereday

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

NORTH SCOTLAND

Hi, folks, missed the deadline last time so here is an update for the present! First things first-SMITHY!!! As some of you may be aware, Ian suffered a "stroke" while driving his DS4, went straight through a busy roundabout, did not hit or collide with any other car or person, but wrote the car off when it collided with a lamp-post at the other side! Carted off to hospital by ambulance, in intensive care for first couple of weeks, with loss of speech and movement, etc but slowly and surely has made a great recovery. Now in a rehab unit, sitting fully dressed in his room, speaks freely and coherently, no apparent physical or mental problems whatsoever, save the fact he meantime uses a walking stick to get about, as his leg muscles are still very weak. His home is meantime being modified with double banisters being fitted to the upstairs and at both front and rear doors, and he now hopes to get discharged from hospital in the next couple of weeks, all being well. Sheila and I have obviously been visiting a few times a week and it was really great to see small improvements every time!

Section News

We attended another 2 rallies, both C.C.C. organised, first to Connemara on the west coast of Ireland, for the All-Ireland Rally. As always, a very well organised and enjoyable event, plenty to do and see, good company, good hotel and food as is now normal at these events. These Irish rallies are becoming very popular with us Brits and we met lots of fellow TOC and CCC members there, all enjoyed the Rally and intend coming back next year. DONEGAL and Enniskillin next year, so we will be joining them. Met up with quite a few Tractionists, but regrettably forgot to note names, but Ian Hudson, from Millom, Cumbria, this time won Best in Show with his immaculate 2CV van. Well done, Ian!!

Next was the Stratford on Avon Rally, a long way down for us but seem never to miss it nevertheless, and it is great to meet up with old friends there. I did not take anything to sell this time at the members carboot sale, but did meet up with a chap I knew there, and managed to buy from him quite a lot of Slough traction parts, including 2 Lt 15 driveshafts still in their original protective wax, dynamo, voltage control box, square instrument gauges, etc, and hey-ho!! - a Lucas 12 volt starter motor! That made my day, as these Lucas starter motors are now very hard to lay hands on!!

My local Citroen agent at Forres now totally closed down, premises and entire stock of new parts for sale, so have made a few visits there and now well stocked with parts for our modern everyday cars.

My own Light 15 is now housed temporarily in my son's garage until I can make room for it at the new garage here, but once back here, I have a small list of things to do over the winter, - haven't we all?! Not a great deal happening Traction-wise, helped out a mate down in Liverpool who had a driveshaft problem, Peter Fereday reminds me that I promised to sort out a couple of driveshafts for his Normale, another Citroen get-together at the beginning of November, and then it will be the Festive Season again!! Where does the year go?? Also, great to note we have 3 new members in Scotland- one in my patch at Drumnadrochit. I have tried several times to contact him by phone to welcome him without success, but will keep trying!!

That's it for now, but as this is the last issue for the year, may we wish all of you all the very best over the coming Festive Season, and may your Traction be as good as gold!!

Andy and Smithy.

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

Thanks for this and best wishes from us all for Smithy's speedy recovery, Editor.

NORTHERN SECTION

Not a lot to report really, but it's that time of year now.

I have contrived to miss both car shows at Hoghton Tower this year due to holiday commitments, which is a shame since it is just down the road, and is a smashing location on a hilltop with views across the Pennines. George Halsall, however, attended the September one, so there was at least one Traction there.

Alas weather conditions in the second half of September and early October have been miserably wet mostly, and my car has stayed firmly in the garage for most of it, with just quick trips around the village when things are dry-ish, to exercise the machine. I have, however, used the time to change the oil and get the grease gun out.

Recent morning events at St Catherine's have blossomed with a diverse selection of cars filling the main car park and overspill areas, and if you fancy a run out on the second Sunday of the month, with a nice café at the end of it as well as an eclectic collection of classic cars, then this could be for you. The events run throughout winter, although numbers do reduce when the weather is unpleasant. There was a particularly nice SM present at the September meet and three Tractionists at the October one.

The last Corner House meeting of Autumn at the beginning of October was sparsely attended due to an unpromising forecast at the start of the day. However things turned to sunshine fairly quickly and there were three Tractionists there, my own and Southport member, Ian Gardner's, the third being Steve Wright who bravely (in view of the weather at the beginning of the morning) came across from the Glossop area for the drive.



Don't forget that there will be a morning meet at the Corner House on January 1st. New Year's Day 2020, and this is usually very well attended. Regular meetings will start again in April 2020. There will no doubt be other events around on the 1st as well. Briars Hall Hotel near Ormskirk usually host a gathering on January 1st, although there is nothing visible on their website as yet, and there may be others around, so please keep your

ears open and let me know of anything so that I can share it around.

On Boxing Day, there are also usually a few events here and there. The Lakeland Car Museum at Newby Bridge will be having its usual Boxing Day Drive-in, all day. There is also a club day on December 7th, which the museum website advises, is open to all comers.

Well that is probably it until the 2020 season starts.

Planning for the National in the Lake District is moving steadily towards a conclusion now and booking forms will be in the January/February edition of Floating Power. Please see the item on the events page for more information.

Have a good Christmas.

Bryan Pullan

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

EASTERN

Regular Social Meet Up

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

The Angel Inn, Larling, Norfolk NR16 2QU December 3rd

Reepham Classic Car and Bike Day 29th September 2019

It wasn't a great forecast, showers followed by heavy rain and high winds. However, at 9.30am when we arrived with our Traction, we were greeted with enthusiasm by the organisers who had almost cancelled the event!

Soon spaces began to fill and the sun made an appearance and by 11am the market square was busy with car enthusiasts and owners.

We were joined by Tom Evans in his Traction, Stephen Capel and Andrew Smith both in their Ds. There were a number of 2cvs lined up in front of The Dial House. There were several other members present whose names I didn't record. A good turn out for Citroen enthusiasts.



There were also a lot of other cars including a Ferrari and a Ford GT 40 making a noisy entrance. A showery day but much better than expected and there was great interest from the general public for this classic car day with a French flavour.

Report and pictures by Laurie and Anna Coburn

Jasmin Gagen

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

PEAK

We didn't have a meeting in September, as so many members were unable to attend.

We will meet on Sunday 1st December for lunch and a very early exchange of Christmas cards!! Venue to be confirmed.

Bev Oates

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

KENT / EAST SUSSEX

Our first meeting for some while took place on Wednesday 25th September at the Poacher & Partridge at Tudeley, West Kent. 7 Members and 3 nicely turned out Traction attended, including Clive Leach's 11 Legere which recently won runner-up 'best in show' at the Southern Classics car show.

A catch up on all the adventures and state of our Traction ensued. As a section we were represented at all the TOC Rally events of the season albeit in small numbers.

Looking forward ; a Christmas Lunch at Sissinghurst Castle, and/or a January Lunch and a Spring trip to Sheffield Park are all on the cards.

These events will be circulated by email.

If you are in the KES area and NOT getting my periodic emails it could be because you do not have a computer! or I do not have your correct email address. Do let me know if you would like to be kept in the loop!

After lunch we visited the nearby All Saints' Church of Tudeley which is the only church in the world to have all of its stained glass windows made by Marc Chagall. It was fair to say that we were all 'blown-away' by the installation !

John Barsley

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



Section News

LONDON

London Tractionistes clearly take maintenance and rally prep seriously. After the huge distances many covered in the summer, we have had no un-scheduled work or breakdowns to attend to. And this year the 'season' has just gone on and on. Andy stopped off for a rally on his way back from France still towing his classic caravan! As always we've enjoyed being guests of Phil and the SH&S section and we've flown the flag at the Ashford classic and the Kempton Steam Pump open day.

The pump house was built for the Metropolitan Water Board and has the 2 largest triple expansion steam engines in existence. 1000hp and almost silent, imagine a 94 ton flywheel and crank shaft!



Heavy rain dampened the day and sorely tested the Traction's ventilation flap, a good reason to sit with a mug of tea contemplating the almost silence and magnificence of the slowly turning engine.



2 old men discuss early carburettor tuning.

Ian and Mike joined the Claydon's classic tour for a 70 mile tour through the Bedfordshire and Buckinghamshire countryside ending at the Claydon House and estate for tea and prize giving. They had hoped for the prize for 'Best Engineering' but somehow it went to something younger and more (?) exotic.

The Autumn highlight was the Cobham heritage show, a regular outing inspired by Laurence, that has something for everyone including Punch & Judy and a brass band. This year there were 11 Tractions with the rear wheel drive section represented by Martin and his fine Delage.



Most recently The Shuttleworth Collection's closing airshow was graced by a pair of Tractions.

Shuttleworth is a joy and the birth place of TOC. A prewar grass flying field in the park of a fine country house and not a modern building in sight. There are six hangars of historic aircraft from Edwardian motorised kites to WWII fighters, and all in flying condition. They also run vintage and historic vehicles including tractors to tow out the aircraft. The day started with vintage and Edwardian racers sprinting along a runway and then a run by Brooklands record breaking 24 litre Napier-Railton. After lunch, waves of aircraft competed in handicapped races arranged so that after starting at intervals and completing at least 4 laps they all crossed the line together.

And then aerobatics and Hurricane & Mustang dog fights to complete the day.

From next year this event will be a fixture in the London section calendar. Shuttleworth is at Old Warden in Bedfordshire so it would be a perfect outing for Eastern and Midland members.

We are presently clearing and reorganising our workshop and stores; if you need the tool kit or the special rear suspension tools that we also hold please contact **Andy York at 07770960712**.

Pete Simper

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

IRELAND

I have just been appointed SO for Ireland and would like my details published, to inform Ireland TOC Members. My Details: Davy Selfridge Phone 07729518992 Further information will be forwarded after I have contacted Area Members for their opinions/requirements.

I am pleased and honoured to be entrusted with this position and look forward to meeting and making new Traction friends in the process.

Regards

Davy

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



PERCY PINK

Many members will have noticed Ronald Knoth's entries over previous months on the subject of Percy Pink and he has asked us to write a short conclusion to the events which took place this summer.

Those who attended the 2015 rally in the Dordogne will recall Ronald's keen interest in the activities of the French Resistance in the area. Since that time Ronald has carried out extensive research into the wartime operation involving the parachuting of 12 American servicemen into the area around Cadouin which had the sole purpose of disrupting German activity during the closing months of the war. The operation, a joint venture between Churchill's Special Operations Executive and the American military, was code named 'Percy Pink'.

Through the auspices of the American military, Ronald has managed to identify the exact spot where the drop occurred which is now marked by a plaque. He also managed to identify every one of the American servicemen involved in the operation and has traced close relatives of these individuals, arranging for them to travel to France for a special commemoration of these gallant men, all of whom, in fact, had survived.

A special ceremony was held on the 75th anniversary of the drop, in the square adjacent to the abbey in Cadouin which was attended by the relatives, representatives from the American Embassy, together with local dignitaries in an emotional tribute. A commemoration plaque was also unveiled, while a vintage plane from the 1940's circled overhead.

Both Helen's highly decorated Traction, together with ours, were on display in the square, since these cars are loved by the French and are seen very much as a symbol of free France. Also on parade a number of American period military vehicles.

A very emotive film, produced by Ronald with the aid of former BBC film maker Simon Holland, portrayed the events of that time and was shown to the public in Cadouin. This included interviews with French individuals who could recount details of the occupation so many years ago.

Well done Ronald, a great effort appreciated by many.

Kindest regards,

Michael and Mary Bromley

Editor's note: Ronald's interest in this WW2 operation has been mentioned a few times in FP. For those of you who are uncertain about what Percy Pink is all about, here is a very brief verbatim summary of the operation from the OSS website at <http://oss-og.org/france/percypink.html>.

'August 11/12. Four planes left England but only three planes recognized the signals. Group was dropped near Gadouin around 0200 hours. One man sprained his ankle but was able to continue with the Group. Radio transmitter was broken in the drop resulting in no further contact with SFGH. Quarters were provided by the Maquis.

19 Aug. Word was received of a 15,000 German garrison at Agen suspected of moving south to join other German forces to repulse a possible Allied invasion. Arriving at Agen the Group found the Germans gone, but left a large quantity of gasoline, apparently to use on their return. The group blew holes in the tanks and set fire with incendiaries.

21 Aug. Advised there was a German petrol train at Marmande with only a small guard, Lt. Lagare and his group started for that possible target. His arrival roused the local population to attack the Milician guards and other Milice and make them prisoners. The Lieutenant, believing the Germans would not return, decided not to destroy the train, but cut the tracks to immobilize it.

After moving to Sauveterre where there was a German garrison but no Germans remaining, the Group continued to Libourne where a German garrison was reported to be surrounded (by Free French Forces) but the Germans would not surrender to the FFI. Lt. Legare sent a message to the German commander but the return message the following morning had the German refusal and the Germans were reported to be evacuating toward Angouleme. Lt. Legare discovered the garrison had not been surrounded as he had been led to believe. Attempts to contact retreating Germans failed.

27 Aug. The Group and Maquis moved toward Bordeaux to ambush a convoy. At a point just south of the Dordogne River they fired a few bursts from automatic weapons and threw some grenades into the convoy but pulled out when they were pinned down against the river edge. They again headed toward Bordeaux and while waiting for a convoy a French crowd gathered and a free-for-all was touched off by a French girl who was accused of embracing Germans and then Americans. When things calmed down, all drove away.

28 Aug. Group entered Bordeaux. In the following days either the Maquis had no plans for operations or failed to support the Group. Lt. Legare was contacted by a Jed (Jedburgh operative) who informed him of orders to return to the UK which he reached via Toulouse, Marseilles, Casablanca, and Naples, arriving in London 10 October.'

DOWNSIZING

Hi Bryan,

Hope this finds you well and not TOO hot !

After much deliberation June and I have decided that our house is much too large for us and it is time to downsize...something I have been dreading for years !!

I have quite a lot of Traction parts some UK and others French so if anyone is short of anything would you ask them to give me a call on 01527 89 4599 anytime and I will try to help if I can. If some of the stuff does not go then it will simply have to go on the Tip which would be a shame. Nominal prices asked.

I also have some 5hp parts if any Rear Drive 'boys' (I use the term lightly of course !!) are interested.

Any funds raised will go to Charity.

If you could mention this in the next FP edition that would be much appreciated.

Regards as ever,

David Boyd

DE GAULLE

Dear Bryan

In France recently we visited the museum at Colombey-les-deux-eglises (Haute-Marne) dedicated to General de Gaulle, whose family were from that village and where he is buried.

The museum is outstanding and well worth a detour if you're in the area. The displays include several cars. The photos show the DS in which he was riding when gunmen made an attempt on de Gaulle's life (he was probably saved by the bullet-proof Michelins); and his 15-6 Traction, of which he was apparently fond.

Kind regards
David De Saxe



HOLIDAYS IN A TRACTION

Recently on a wet afternoon I was reflecting on my holiday this year in the Traction. It started with a drive down to Lausanne on the north shore of Lake Geneva in Switzerland. It was here that I joined another 59 Tractions of various models for a week of mountain climbing. Each day we had 2 – 3 mountain passes to climb and descend followed by an evening of wining and dining to restore the energy levels for the next day.

I had an inward smile to myself when I recalled an item in a recent 'Floating Power' about what spares to take on such a journey. Needless to say by comparison with what I took, it looked a bit miniscule.

I took a spare of every component under the bonnet – forever an optimist. Spare starter motor, dynamo, water pump, fuel pump repair kit, set of tools to dismantle the front hubs. You name it, it was residing on the back floor. I even took an inner tube as advised although I do have a brand-new tyre and tube on the spare wheel. What I also took was a foot pump, it is easy enough to change a tyre and tube but my lungs aren't as good as they were with respect to blowing it up.

However all the above came to naught, the car still had to be repatriated by the generous insurance company.

DISASTER! I was going to finish there and put another item in the next magazine, but the sun is coming out and there are things to do so I will continue.

What happened? On the penultimate [last but one] day we had a picnic on route and I fell over and broke my wrist. Everyone asks about my level of alcohol but it was only 11:00 am. I will admit to having a very small glass of wine in my hand which I valiantly tried to save on my way down but unsuccessfully.

It is on these occasions one finds out how good is your travel insurance company. Mine was brilliant [starts and ends in A], a taxi, flight [two seats so my arm could not be damaged] and taxi home. I have left out the resetting of the wrist as it is not for the squeamish.

The overall conclusion I have come to is that apart from spares for the car I now have to consider spares for myself – walking stick, zimmer frame, wheelchair and possibly a spare driver!

If anyone from the Swiss Traction Club is reading this, many thanks for all your assistance.

David Gardner

WHERE IS IT NOW?

Craig Nicholls has been in touch to try and track down a Traction that formerly belonged to his father. It doesn't show in the club membership register, but if anyone knows of the car's whereabouts, then please contact me, and I will pass details on to Craig. Car was beige in colour and was certainly at an event at Crich in Derbyshire during 2017. (Editor)

Hi,

I'm hoping to get into contact with the owner of a Citroen Light 15, registration NKX 980, and I wonder if you are able to help.

Dad always spoke fondly of the car that he and mum had owned c1957 when they were newlyweds, although I must admit I didn't take a great deal of notice at the time! However now that my parents have both passed away, whilst going through their belongings I came across a photo of the Citroen at Great Yarmouth (Dad's home town).

I was amazed when a quick Google search revealed that the car was still in existence (or at least it was a year or two ago).

Needless to say I would dearly love to see the car (albeit for the first time, although my elder sister would certainly have ridden in it). If there's any way in which you might be able to put me in touch with the current owner (a member of the club, surely?) or suggest any other avenues through which I might find them then I would be very grateful.

Many thanks for your time

Craig Nicholls





HUNG UP!

Dear Bryan,

On a recent visit to 'La Coupole' – the WWII museum at the V2 launch site near St Omer in Pas de Calais – a friend of mine spotted this Traction. It's a museum that I have been meaning to visit for a long time so perhaps this will finally convince me to make the effort. No doubt many TOC members will have been there already.

Regards,

John Ogborne

Seems an odd way of displaying a car. Editor

Should you buy a new petrol tank???



Well I'd been pondering this question for a while because the car was stopping due to rust in the fuel system and fuel was leaking around the drain plug.

I tried to repair this by welding in a patch around the drain plug and fibre glassing the whole of the bottom of the tank. After reading about the effects of ethanol in unleaded fuel on resin and the possibility of the percentage of ethanol increasing I then decided to replace the tank altogether with a new one from the TOC spares.

I am very grateful to Chris Treagust for his help in arranging for us to collect the fuel tank from him direct.

I then removed the old tank and cut it open to see how bad it was and to justify buying a new one. It seemed quite strong but there were a number of pin holes in the metal and all inside was very rusty with loads of loose particles to clog the system. The drain plug has a filter but does not prevent fine particles entering the system. It could possibly have been sealed with stuff that is on the market but again will this stand up to using unleaded fuel?

The next problem was what to do with the old fuel tank, well I needed some shelves in my garage so I cut it up into three and screwed these parts to the wall as in the photo.

Robert Harness



Welding or brazing an old petrol tank is quite a hazardous process and can lead to an explosion if there are any trapped fumes. Thorough cleaning out is required and it may be best to leave this to the experts. If your tank doesn't require patching, there are products which claim to stand up to modern fuels and Frosts do a kit which removes loose rust and stabilises the inside of the tank prior to coating with a lining material and costs around £75.00 as opposed to £250-300 for a new tank. There are also classic car petrol tank restorers such as Northern Radiators Ltd. Parkfield Street, Leeds, LS11 5PH Phone Free 0800 002 9625 or 0113 243 5051

(info@northernradiators.co.uk) and it would also probably be worth getting a quote from them prior to ordering a new tank. (Editor)

Caux-Retro 2019. Report from Andrew & Tina Tweed....and that dog!

It was with eager anticipation that we approached our visit Allouville-Bellefosse in Normandy. This time the trepidation was reserved for the dog, if only she had known she had four hours on the ferry to look forward to. We had made all the arrangements months before and now it



was time for everything to fall into place. Caux-Retro is an event in Normandy which was recommended by someone in our local classic car club. It attracts entrants from many countries and totally occupies the village of Allouville-Bellefosse for the weekend. All the officials are volunteers and the whole thing runs as smoothly as you'd expect in a rural French setting!

Having regretted the long journey all in one day and in hot weather to Wales last year we decided to break this journey by staying near to Newhaven on the Thursday night, particularly as the only convenient ferry was at 09.30 in the morning. This worked perfectly, we joined up with a couple of other vehicles as they left the filling station on the way to Newhaven and were able to meet a number of others in the queue for the ferry, these included several Sunbeam Alpines, Morgans, an early Austin pickup truck which had been converted from a car in WW2, an Austin 12 and a very early Renault which turned out to have won top prize at Caux-Retro the previous year.

Hi Juniper here. Tina has offered to write down my adventures because as you must know, cocker spaniels are not renowned for their excellent writing skills. So this is "The further adventures of Juniper", a follow up to my previous account of a rally in Llangollen. Spaniels find it difficult to prick up their ears but mine were definitely attempting it as I recognised Andrew and



Tina's preparations to go travelling. I tend to bark a lot when I get excited and this time wasn't an exception. Soon I was put in my crate and off we went. That night we stayed in a nice house with a lady who gave me sausages for breakfast. Andrew and Tina had breakfast too. After our meal Tina appeared very nervous. I couldn't think why until we arrived at a big metal box called a ferry and I was left on it alone! I kept thinking, perhaps Tina wouldn't have been so nervous if she'd stayed with me!

Needless to say the dog survived the ferry crossing and we all emerged into a sunny day in Dieppe. The rather protracted customs checks behind us we had only 60 km to run to our B&B cottage followed by welcome drinks for the UK contingent in the nearby Allouville-Bellefosse village hall that evening. It is notable how much trouble the organisers go to to make visitors welcome, in addition there is a UK coordinator for this event who helps to make things run smoothly.

Other non-French participants included a large contingent from Slovakia complete with the contents of their family gin distillery in a sign written replica van and a number of lovely old cars which you don't see every day. A Skoda post office van, in red of course, several Tatra two-stroke cars and a very nice convertible.



The next night we stayed in a different house with a really BIG garden. It was very hot but I started my digging project anyway. Never be without a project I say. Apparently, according to Tina, so does Andrew.

We set our alarms to ensure we were ready for the start on Saturday morning. Route details were issued to all participants in the day's runs although as it turned out the motorcycle escort which stopped traffic at every junction made navigation unnecessary as we glided through the 70 km of the morning run. There were two refreshment stops on the way through the lovely Normandy



countryside to our lunch back in the village of Allouville-Bellefosse.

In the morning it was very warm as I was put in my crate and driven to a place where there were lots of human legs. Old cars were everywhere and the talking was VERY loud. Tina kept saying 'WEE' but I'd already done one. There's only so many a girl can do. I think she was being a bit rude because she kept saying it to a lot of humans too. Surely that's a private matter that shouldn't be discussed is public? Anyway eventually all the legs got into cars and we set off. Our first stop was at a shop that sold dog treats and Andrew bought me some. But the highlight of the stop was before that. I'll just say one word, CAKE! All the humans were eating cake and someone had dropped a piece, admittedly it was a bit flat but I managed to prise it off the floor and swallow it before anyone could say "Drop it". They always say that when I've found something good. At the next stop everyone got out of their cars again. I was just nose navigating my way to the cake table when a big dog ran up to me and growled menacingly. I decided to act and charged straight at it barking loudly. That sorted it. I heard one

of the humans saying, 'Do you think they're both females or male and female?' The other replied 'I'd bet a fiver on them both being female', and they laughed. He was right, but I couldn't help feeling there was a hidden meaning there. Still I got a cake so that was OK.

The French certainly know how to do lunch. We were seated in a marquee and were served a four course lunch in a rustic style with copious wine (for the non-drivers of course) and jovial company. Just time for a walk round the village with the dog and we were all off on another 70 km for the afternoon run.

I don't appreciate wine. Water is much better but I did appreciate the pieces of meat fed to me under the table. It did keep me quiet for a while. It's a strange holiday though. I usually get more walks and this one seems to be mainly driving and eating. Mind you. I'm hoping that if I keep quiet I'll get more food!



For both Saturday runs the entry was divided (according to speed I suppose) into 4 or 5 groups with their own route and escorts so the local countryside must have been brought almost to a standstill with different groups of outriders stopping traffic while each group of 30 or so cars passed by. However there was no difficulty or protest at this as the motorcycle outriders have official backing in their duties and are very efficient and courteous. The afternoon run was completed in beautiful weather and stunning countryside, we then repaired to our cottage for a relaxing evening.

Caux-Retro 2019



Hey Andrew, you missed the best bit. In the afternoon we had a small stop and as we drew into the car park my nose picked up the most delicious smell – WATER! I leapt out of the car and dragged Andrew towards the river. As I paddled around Tina kept repeating ‘In Seine’. Well I know I am a bit loopy but it’s a bit over the top to say I’m insane!!

Just a small ride to the last stop where all the cars were lined up. A lot of the ladies were focussed on a little blue box on the field. I couldn’t see why it was so important but there was a lot of discussion as to whether they should take a risk and go in it. Tina said she’d go in first. She wasn’t in it for very long but looked much happier when she came out. Other ladies decided to visit it after that. Strange…….! After a while we all went back to where we were staying. I explored the garden. Not very hungry, too much cake. Slept well.



The plan for Sunday was that all the cars, motorcycles and commercials including farm machinery assemble in the village centre, the roads are closed at ten o’clock and the public are charged entry to walk around and view the machinery and chat with the owners. Due to a slight misunderstanding we were a bit late on parade so were positioned away from the

three other tractions in the company, otherwise similar vehicles were grouped together.

Our Slough Light 15 attracted quite bit of attention from the visitors, particularly the interior and other features which distinguish it from the familiar Paris cars.

We found a shady place for our chairs in front of the Mairie, chatted, walked around the other cars and generally enjoyed the morning until lunch was served. Again four courses (this time all on one plate for efficiency) in a marquee set up in the village square. A delightfully informal and friendly affair.



After lunch those who wanted to were invited to present their cars to the public. This entailed driving onto a blue carpet in front of a panel of judges, saying a bit about your car over the P.A. system and driving back to your place. This was actually a bit chaotic as the village was jam packed with cars already so more or less everyone had to move at once! Great fun though, with many people in period costume or fancy dress, it kept us entertained until it was time to go home. I would estimate that there were around 200 vehicles altogether, not all of them had taken part in the Saturday runs. One very interesting machine was an early Rover car whose owner had brought it by trailer



to Newhaven, then driven the rest of the way, very sensibly, I thought. This car has a flat twin air cooled engine, no front brakes and a body built by the present owner in the style of bodies fitted to rolling chassis exported to Australia. The rest of the car was in what might be called "barn find" condition, but it worked. The owner had taken the precaution of fitting new



tyres, but had the misfortune of two of them failing, splitting next to the bead, the second happening on the motorway on the way home towards Dieppe. Yours truly spotted them at the roadside and was able to help fit a new tube and some reinforcing to stop the tube protruding through the split, using good old fashioned footwork learned from fitting motorcycle tyres years ago. The owner very sensibly fitted this wheel to the front where it experienced no braking or driving loads and made it to Dieppe in good time for the ferry.

We still had time to visit the old ferry port in Dieppe which is now a marina and enjoyed a coffee in a quayside café before joining the queue for the ferry.

OK we were lucky with the weather (sunshine and moderate temperatures, where just a few days before France had been baking in the 30's) but even so this ranks as one of the best weekends I've had in a long time. Such variety of vehicles, friendly co-participants and also cheery waves from scores of locals as we passed, both in the rally runs and just

generally out and about to the shops etc. The volunteer marshals and outriders were brilliant as was all the other organisation, from the booking arrangements months before the event to the catering teams on the day.

I can thoroughly recommend other members try Caux-Retro next year, I'll be there. Just Google it and fill-in the form.

This a just a quick note about the final day Still no long walks but it has been really hot so I don't mind really. Tina found a shady place under a tree to read her book and I laid on the cool grass and had a doze. I could smell food cooking and was really looking forward to lunch. Today it appeared to be chicken skin and chips. At least that was what was passed to me under the table. I slept off lunch under the same tree.

Well, that was basically it. All the cars went home and so did we. I still had to endure the ferry and a long drive but my memories of cake and chicken remain with me. A great trip. (Juniper)



Lucky hound. All I got was a trip to Yorkshire!! (Charlie.)



Danish Citroëns

Danish Citroëns

We had a holiday earlier this year in Denmark. Not an obvious choice for a holiday you might think, but we first went there many years ago, enjoyed the country and had a yen to revisit.

When we had originally visited, DFDS ran an excellent service from Newcastle to Esbjerg, and we took our own car. A subsequent visit (en route to Sweden) approximately six years ago, had necessitated using the Harwich ferry. However, both of these services are now discontinued and it seemed that other than driving halfway up Europe from a Dutch port, the only direct way of enjoying a week in Jutland, was to fly to Aarhus and hire a car.

This is a shame, since the Danish roads are wonderful, sweeping through glorious rolling countryside with hardly any traffic, roads were quiet even in the larger towns and this would be an excellent venue for one of our international rallies.

Classic cars, especially American ones, seem to be popular and we saw numerous examples on the road and in car parks, and in one town, we even came across a small evening car show with a mixture of private and classic commercials in place.

Aarhus has an excellent folk museum (Den Gamle By) comprising several streets of historic buildings relocated from other areas of Denmark, very much after the style of the Black Country Museum visited by members earlier this year.



Spotting a car showroom down a side street in the museum, we investigated further, to be presented with a small period Ford dealership, complete with semi derelict Model T in the yard, new models in the showroom and an excellent Model T breakdown



truck parked in the workshop. Alongside the T's was a lovely yellow Citroën Rosalie, with the hood folded down.

Earlier in the week, whilst driving through the Silkeborg area, we also came across a car museum, the Jysk Automobilmuseum. This museum was started in 1967 by mechanical engineer Aage Louring, claims to be the foremost car museum in Denmark and also contained a number of RWD Citroëns and a nice red DS, alongside an eclectic collection of mainly pre-war European and American cars and commercials.

Two of the cars were in the main hall, where the fully restored exhibits were kept, but there was also a larger saloon, possibly an AC4, in the adjoining building which kept a store of duplicate vehicles and cars awaiting restoration.



Both museums are immaculately maintained, (as indeed is much of rural and urban Denmark), and well worth a visit should you find yourselves in that part of Europe.

Bryan Pullan

Citroen 5hp Type C "Cloverleaf" No. 72267

Citroen 5hp Type C "Cloverleaf" No. 72267 A Restoration Story

Having decided I should really consider retiring from my working life, I was keen to have a project to get involved with and keep me from inactive thumb twiddling. So it was that in July 2018 I decided to take on the restoration of the 5hp Cloverleaf that Dave Hackett had started working on before his untimely death earlier in the year. My first task was to seek Bernie Shaw's assistance in understanding the logistics of the task I was taking on, I visited Jackie and with her blessing confirmed the deal, hired a van and collected the various components from the assortment of sheds and farm buildings in which they had been stored. It was not a particularly large van, but once loaded I was quite surprised how much space was left!

Once I had erected an "instant" garage at the bottom of my garden, I was able to sort through what I had collected and gradually establish what might be missing. When one has taken something complicated like a car apart one's self, one might have a reasonable expectation of how it would go back together again. However, when one hasn't, it is that much more difficult and I must thank Bernie for letting me study and photograph his car which has been invaluable in my understanding of how to go about the rebuild.



I set the chassis up on one side of the new garage and the main body section on the other. The engine components I collected together in my adjacent workshop and set about sorting the other components into some order.

The main body, wings, bonnet and wheels had been prepared and re-sprayed and some of the more visible metal parts had been nickel plated and the chassis had been cleaned up and painted black, but the rest of the parts were much as they had been found. As such there was a large amount of cleaning, priming and painting to be done, so this would be my first task and in the process I was able to identify the various small incidental parts that were missing. Some of these I found were available from the two principal suppliers of 5HP parts and others I drew up and set about fabricating from scratch.

Eager to start on something constructive, I concentrated first on the windscreen – there were the two mounting posts and the top section of the frame which had been nickel plated, but the only other parts were two side sections which were very rusty and detached from the bottom of the frame which was missing completely. Fortunately, there was enough of the bottom corners left on the sides to enable me to find some steel channel and bend it to the shape of the scuttle just in front of where the screen should be. I then bolted this to what was left of the corners of the side pieces and so once the top section was also bolted on, I had all four sides of the frame and could then set about building up the missing sections around the bottom corners in fibre-glass. I cut out a template of the screen itself in 6mm MDF and made sure it fitted properly before having some laminated glass cut to suit. The frame was then sprayed black, the glass fitted and sealed with black silicone and I now had a serviceable windscreen.



The sorting of the rest of the various parts continued and involved cleaning and rubbing down everything and invariably hanging them up to be primed and spray painted black. Over some weeks I had amassed a collection of clean and pristine components which were wrapped and put aside ready for the re-assembly

Citroen 5hp Type C "Cloverleaf" No. 72267

process which started with the front axle. The kingpins had been removed and were completely worn out, so new ones were ordered and the steering linkages, track rod ends, etc. were stripped, cleaned and re-assembled with new bushes as necessary. Once the new kingpins had arrived and the bushes reamed to fit, the axle and steering links were assembled and fitted to the chassis, followed by the front hubs with new bearings.



The engine had been completely stripped of all its components, but the crankshaft had been re-ground and new main bearings, con-rods, pistons and gudgeon pins supplied. There were two cylinder heads in the collection of parts and one cylinder block with quite reasonable liners, also a motley collection of valves, springs and tappets. Once I had removed all the dirt and remaining green paint from the engine casing, block and heads, I started the process of assembly guided by the by advice from Bernie and using the excellent 'Les Archives du Collectionneur' reprinted manual. The only issue was the lack of valve spring retaining cups and the pins that held them in place. While trying to source these, I stumbled across details of Model T Ford engines which were remarkably similar to the 5hp engine – it can be no coincidence given that Andre Citroen visited Henry Ford's production lines in the States prior to building his car plant in Paris. The valve spring retention on the Ford engine was virtually the same as that in the Citroen and I found a set of 8 retaining cups for a Model T on eBay for just over ten pounds and some 2mm silver steel rod which I cut into small sections to form the pins, for under two pounds – all I had to do was reduce the diameter of the cups so that adjacent ones would clear each other.



I ordered a set of engine gaskets and a new cylinder head gasket and as the assembly proceeded, it was apparent that a few crucial items were missing, but having collected a variety of shims and some obscure



Citroen 5hp Type C "Cloverleaf" No. 72267

threaded nuts, I was able to re-create an engine that had every possibility of actually working. The ancillary items were also stripped, cleaned, painted where necessary and re-assembled so that I had a starter motor and dynamo, a carburettor (made up of the best parts of the two that I had acquired and a magneto which I have fairly sure did not work as there was no resistance when it was spun, suggesting that at the very least, the magnets would require re-magnetising.

At last an almost complete engine was fitted back into the chassis from which it had been removed, probably over fifteen years before.

Progress was being made!

Ian Harvey



VTOL

Taken at a local Wings and Wheels type event near our home in Shropshire, by my son George Bunning, we were tempted to enter it into the "what else do you have in your garage" but sadly we can't claim the Harrier as our own.

Regards,

Eric Bunning

TOC SHOP

Contact Vanessa Plumpton
for full details on
shop@traction-owners.co.uk
or ring 01243 511378

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



Polo shirts with new logo:
various sizes £15.50



TOC Mug,
essential for the
workbench. £6.00



TOC Leather
Key Fob
£8.00



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



TOC Grille badge
£20.00



TOC Brooch/Lapel
Badge £3.99



In Committee – 8th September

This was the most bizarre meeting I have been to in my 22 years on the Committee. No one arrived with keys to let us into the Village Hall. Luckily it was a lovely day so we asked permission from the landlord of the pub opposite, the White Horse, to sit outside. It was next to a fairly busy road junction so very difficult to hear. We gave up by lunchtime. The highlight of the day was a flypast by Jonathan Marten Hale in his classic yellow and silver biplane.

The main issues discussed were as follows: -
AGM – the formal AGM of the TOC Limited Company will take place at the next Committee meeting on November 24th – more information elsewhere in this magazine. The AGM of the Club will take place during the weekend of the annual rally next year in the Lakes.

Committee Posts - Chairman – Bev Oates (me) volunteered to take over as Chairman in November and was unanimously elected (there was no competition!!). We still need a new Social Secretary – any volunteers?

Section Co-ordinators – David Selfridge has agreed to take on the role for Ireland – Thank you.

NEC Show – this year to celebrate 100 years of Citroën, all 4 Clubs have a Stand together. Julian Pratt has the necessary cars to display but needs more volunteers to man the Stand.

Club Tools – Mike Wilcox is carrying out an audit of all the Club Tools, so contacting Sections for an update. We agreed we need to discuss the benefit of purchasing tools for working on the rear suspension.

Social – organisation of the Jersey Rally and National Rally for 2020 are well underway. Booking with an Early Bird Discount for Jersey will be with this magazine and for the National in the January issue.

The next Committee meeting and formal AGM will be held at Steventon on Sunday November 24th.

Bev Oates

The Traction Owners Club Ltd. Annual General Meeting (the AGM) 24th November 2019

The next committee meeting (see above) will include the formal part of the AGM, where we elect / re-elect Directors and the Company Accounts are formally signed off so that they can be lodged with Companies House within the prescribed time limits. The AGM will take place on 24th November at **the Steventon Village Hall Millennium Room , The Green, Steventon OX13 6RR**- starting at 11am. As with any committee meeting or AGM, all TOC members are welcome to attend. Members have been notified of the arrangements for voting - in particular proxy voting - either by email or, if they don't receive emails, through the post. It had been our original intention to include a voting sheet for Director nominees and Accounts with this magazine, but unfortunately print deadlines have prevented this. The social part of the AGM will now move to a slot within the annual National Rally which will next year be in the Lake District. This will enable members to raise issues regarding the wider aspects of the running of the club. Details to be published nearer the time. Any member will be able to attend this, without having to have signed up for the rally.

Baileys Banter

Did you see the September issue of Classics Monthly? It featured a buyer's guide for the Traction Avant. My attention was drawn to it by fellow Tractionists. I thought it was a good article. Admittedly there were a few errors but only an expert would spot those. Of course, we are not short of experts but none of the mistakes would be noticed or of importance to a prospective buyer. The only thing missing was a comment on how the car drives – which, of course, is remarkably modernly (is that a word?). I wonder whether the Classics Monthly article will cause anyone to become a Traction Avant owner.

When I started writing the Pulling Power column for the CCC's Citroenian five years ago, one of my goals was to learn about the car. Certainly, I know a lot more now than I knew then but I still learnt something from that article. That meant that when I saw something written that I didn't know, I had to think twice about whether it was true or not. The curse of someone who knows enough to be dangerous... It was a bit like a script "The Unbelievable Truth", David Mitchell's Radio 4 panel game – "there are five true statements in the text and you get a point for each one you find". But in this case, it was more like "there may be some lies in the text, not many but we're not telling you the number".

So – how much do you know? Which of these statements is true?

- a) Normale and ultra long wheelbase models were available with power steering in the 1950s
- b) The Familiale could be had with 11CV or six-cylinder engine power units.
- c) No Traction had an oil pressure gauge or light as a standard fitment
- d) Gearbox problems are rare
- e) Slough cars have individual circular dials?
- f) Did no French cars have front indicators?
- g) The Traction didn't have a heater as such.
- h) The 11D engine was the only one to come with a proper oil filter.
- i) French Tractions originally had 6 volt systems

When I first joined the TOC one issue of Floating Power had a quiz. Some of the questions were far more difficult than these. Several members got them all correct – one member's response was published, not for its accuracy but for its humour. A particular question – or rather his answer sticks in my mind:

Q – how do you tell the difference between prewar and postwar bodyshells?

A- prewar cars have bullet holes.

Still makes me laugh. Simple things...

And so to the answers:

- a) Not true – at least the experts I know don't think so. I have no doubt that hydraulic power steering would have been added as an aftermarket fitment and some cars are now being fitted with electric power steering kits.
- b) True – If you had asked me I would have said it was untrue but when the Familiale was relaunched in the '50s it was offered with the 6-cylinder option.
- c) Not true – Slough cars do have an oil pressure light. Only French car drivers don't have to worry about low oil pressure.
- d) This is not my experience – your experience may differ.
- e) Not true - some Slough cars have square dials. And some – the 1939 Popular – have the French dials.
- f) Not true – later French cars had front and rear indicators.
- g) True – the only heater offered was the minimally effective heater tube.
- h) Not true – no Tractions had oil filters.
- i) True – in fact all French cars were 6 volt until the end.

If you answered them all correctly – well done. And what of the real answer to the pre-war / post war difference? There's a ridge in the pressing around the rear window on pre-war cars – it didn't appear after the war. If you knew that you should probably get out more. If you think my answers are wrong, please let me know.

There is actually a buyer's guide on the TOC website and a new revision is in progress. Prospective owners may well want to take a close look at the real thing. The joint CCC/TOC/2CVGB stand at the NEC will this year have three Tractions on display, representing most of the range of models. So, I conclude that, whilst I know a lot more than I knew five years ago, I am still some way from being an expert. I have not reached my goal and therefore Citroenian readers will be subjected to my ramblings for a while yet – and therefore, if Hon F-P Editor wishes, so will you. Sorry

September was a bit hectic. I think I was home for only about 5 nights. The rest were spent in Stockholm, Taipei, Barcelona and Bristol or on planes, and one on a boat. Most of that was for work but Barcelona and the boat were pleasure, squeezed in between the other trips. As long ago as January I signed up to a banger rally. The idea is you buy a car for less than £500 and drive it to Barcelona, with some challenges along the way. If the car makes it all the way, there is a facility to have it scrapped. Or, if you can stand it and have the time, you can drive it back.

Bailey's Banter

Looking for a Traction for £500 was not really going to get us very far. I'd trust my Traction to make the journey, but it seemed unlikely that any Citroen we could get for that money would make it there in any kind of comfort. And anyway, hoping for good weather I fancied a convertible. Back in the day a 2CV would have been ideal - £500? So we didn't buy a Citroen – and if we didn't why am I writing this? You must read on to find out.

The first day of the rally took us from Rouen to Bordeaux. Rouen is a confusing city if you ask me. Normally a city's Cathedral is a unique and visible landmark by which you can navigate. We had booked into the Hotel Du Cathedrale – find the cathedral and you've found your hotel was my thinking. But Rouen has three huge churches, all of which look like Cathedrals. Last time we were there was on a trip to Traction parts specialist Depanoto for gearbox parts. That was 20 years ago and if we looked around the city, I have forgotten it. It's a lovely city – we will visit again. Rouen to Bordeaux is not a short drive. The route took us via Le Mans where we had to stop at the Circuit's Museum to get a map. This museum will be all about racing cars I thought - not my thing really. Nor was it Christine's thing, so she stayed in the car. "I won't be long", I said. And yes, there were indeed many racing cars of the 24 Heure sort. And they were very nicely presented. But there was more. All sorts of other cars were on display including a nice display of Citroens. An upended DS teetered over an SM which stood next to a 1951 15/6 – a model which was "first adopted by gangsters and later by politicians" says the information board with no mention of Inspector



Maigret and the police. One wonders about the basis of this statement. Is the assertion that the gangsters became politicians or that the politicians acquired the cars from the gangsters? Or both?

A Kegresse was placed next to a couple of 2CVs, each of which had seen some long distance trekking adventures which were rather more daring than Rouen to Barcelona in a £500 car.



Another exhibit which caught my attention was a 1929 Tracta – this one was on display with its gearbox removed because it had seized. It gave a better view of the Tracta drive shafts. You have to be quite interested in drive shafts to spend much time looking at things like that, so I did. I've written about Gregoire and Andre Citroen's relationship in the early years of the Traction Avant and the difficulties those two got



into over the Tracta joint. It was good to be able to see them close up.

There is some other lovely stuff there – Gregoire's 1952 gas turbine car, Chenard et Walcker's 1925 Tank, as well as a 1939 Panhard Panoramique and more mundane stuff from Tatra (did I just call a 1951 Tatra Tatrapian mundane?). I've only seen Panoramiques in museums and when I do I just have to stop and stare – they're so mad.



Gregoire's 1952 gas turbine car

I may have spent longer in the museum than I had intended and that might have left a little less time to get to Bordeaux than planned. The joy of using satnav is that it takes you down little roads you wouldn't think to use if you were using a map. And so we found ourselves driving through the lovely countryside, whilst beginning to hope a petrol station would appear soon.



Chenard et Walcker's 1925 Tank

Thankfully we came to a dusty little town called Le Lude in which we found petrol. Gassed up, we were just about to zoom out of the town when I saw a familiar shape on the other side of the road. A Traction – but not a French one – a big boot Light 15, with a TOC Sticker. The car was in a line of cars outside a garage so it was probably for sale. It's still in the DVLA system, showing it as a 1954 car whose MOT expired in 2014. The car was a little dusty – like the town – but in very nice condition. Apart from the LeMans Museum's 15/6 this was the only Traction we saw in France.



1939 Panhard Panoramique

I have no idea what that car was doing there.

And so the rally went on and we reached Barcelona. The car had performed so well I really didn't want to scrap it. The weather was fantastic and we decided to drive it home. I was booked on a plane leaving on the Tuesday evening which meant a 750-mile drive on the Monday to catch the overnight ferry from Le Havre. That turned out to be easier than we had imagined but I don't think we would have



countenanced it in a Traction – or a 2CV, and not in anything if it had been raining. What was this mystery car? A 1996 Saab 900 Convertible, which cost us the princely sum of £350. I thoroughly recommend these Bust rallies – if you like a bit of adventure.

And now my thoughts are starting to turn to the 17th ICCR which next year is in Poland. That will be a round trip of about 2000 miles which, given enough time, is not such a long trip for a Traction. It'll need a few things attending to first though, one of them being fixing the seatbelts. It doesn't have any. I had occasion to test the seatbelts in a Taipei taxi the other week and found them to be very useful. My ability to write this attests to their effectiveness (I now know what airbags smell like too). Many Tractions have been fitted with seatbelts. The mountings on the B-post and the inboard floor seem straightforward but the outboard floor / sill attachment seems a little more involved. Another thing I need to attend to is the seat cushion stuffing which is getting a little tired. Other than that it should just need a look at the brakes and a good greasing. I'm looking forward to it already.
Chris Bailey

Traction Downunder

Kevin Taylor's restoration of his Big Six continues.....

Previously I mentioned that the front cradle needed welding. The base had holes and was only held on by a couple of spots of rust. This led me to remove the whole unit and I decided to remove the torsion bars as they made moving the cradle difficult. Somewhere along the way I decided to strip the rest of the front suspension which was a big mistake. Removing the torsion bars and the silentblocs was covered last time but I struggled to remove the lower swivel ball joint. I had tried some none too gentle persuasion but my small butane torch was not up to the challenge. Asking around, a couple of members of my local club offered to heat it up using an oxy acetylene torch but even though they could get it red hot the thing was seized solid. They then cut the base allowing the swivel to come away but they could not drill the remaining portion out so I will have to take it to the machine shop in Canberra who hopefully can drill the hardened steel shaft out. The most disappointing thing of all was that on close inspection the lower ball was in reusable condition and did not need replacing. Oh well you win some you lose some.



With all of this going on it meant I could turn the cradle upside down to repair the base. I reinforced the inside using lengths of 50mm square tubing and fabricated a cover plate. The metal was thick enough that I could use the arc welder but resorted to mig welding the thinner material. My welds are not the neatest but as long as I can use the angle grinder they come out okay. I also used the arc welder to repair one of the bump stops which had a small split.



While I wait for parts to re-build the front lower link, I decided to strip the water pump and check the manifold. The manifold has only one complete stud and the other five will need to be replaced. So far I've tried soaking in WD40 and heat but it looks as if they will need to be drilled out. Sound familiar?



Not deterred I moved on to stripping the water pump. I was surprised that the shaft turned quite easily but after some gentle persuasion the unit came apart literally. The impellor was in three pieces and had obviously disintegrated over time. Looking online the impellor is available, so it looks like another wait for parts.

Traction Downunder



Last week I dropped both the manifold and bottom link into the engineers and they were able to remove the remainder of the bottom link and the manifold studs. I also received the rubber inserts for the silentblocs that fit on the torsion bars. It was a relatively easy job as the inserts only required gentle pressure. My excitement was short lived. When I offered them up to the bar on the cradle, the rubber insert was a good 5mm too deep. I met with a fellow tractionist who had access to a lathe and he kindly reduced the rubber inserts down to a useable size. At least now I can start to put things back together instead of taking them apart. One job was to put the head back on the block. I got a friend to give me a hand as the cylinder head is not only heavy, but difficult to manoeuvre. I realised that one or two of the studs were a little high so using two nuts I began to tighten them and in the process I managed to drop one of the nuts into the cam spaces. After the obligatory burst of choice words, there was nothing left but to take the head off. It only took me a few minutes and the nut was retrieved and I also tighten the studs down at the same time.

The moral of this story is *NEVER GIVE UP.....and know when its time to walk away.*



Kevin Taylor

Following in Bergerac's Footsteps

JERSEY RALLY MAY 14th-MAY 18th 2020

The character of Sergeant Jim Bergerac, played by John Nettles, put the island of Jersey on the map with the BBC television series, BERGERAC, some years ago.



This beautiful island just 12 miles by 6 with fantastic sandy beaches and a rugged coastline welcomes us in May 2020.

Still being in the UK, we don't have to worry about buying special currency and the language spoken is English. However if you mix with the locals you might find it difficult to understand the local dialect which is Jersey French.

Being a true duty free area without VAT you will be able to search out some real bargains

We start our rally with a drinks reception in the hotel where all the best rooms have been reserved and evening meals are included in our package

The programme, although still in the planning, will give

us a taste of the island with plenty of free time to do your own exploring, with suggested routes and itineraries supplied in your road book.

Friday 15th May sees us visiting Pallots Steam, Motor and General Museum in Trinity and no rally is complete without a steam train ride. Locomotive, La Meuse was built in Belgium in 1931 and after being derelict for 30 years was brought to Jersey in 1987 and was restored by the Pallots. The coaching stock operated on the North London Railway from 1853 travelling from Richmond to Stratford and on to Poplar Docks and found a final resting place in Jersey in 1989 where they have been restored to their original glory. This train and it's one driver only operates on a Thursday but after much persuasion we have arranged for it to steam up for our benefit on the Friday.



From Pallot we will move on to the Underground 'War

Tunnels' which were built during the German occupation, 1000 metres of tunnels dug 50 metres underground by slave labour, and which now hold an interesting museum to the occupation of Jersey by Axis forces during World War 2. An amazing exhibition not to be missed

Saturday 16th May we will be visiting the private grounds of an old Jersey Manor linked to British royalty which will create a fabulous photo opportunity. From there we will head to the world renowned Jersey Zoo, created by Gerald Durrell in 1959 founding in 1963 the Jersey Wildlife Preservation Trust specialising in breeding endangered species from around the world. In the evening we will be having our gala dinner with French entertainment. Citroen have agreed to sponsor the wine. My thanks to Brian Follain for negotiating this. No rally would be complete without a raffle, so if you have something of interest that perhaps you no longer require, please bring it along and donate it as a prize.

Sunday 17th May is a free day to relax and discover Jersey under your own steam, with suggested routes and a choice of pubs for lunch. Jersey Sunday lunch out is almost a ritual so these hostelrys have been warned of our arrival.

Monday 18th May, we depart on our ferry home, but those who wish to stay extra days in the hotel at the rally rate should let me know to secure your booking in advance, as the hotel gets very busy

If you intend joining us Please get your booking to me by the 10th December



See booking form bundled separately with this magazine, Editor

JERSEY INTERNATIONAL RALLY 14th-19th MAY 2020

Westhill Country Hotel, Mont-a- l'Abbe, JE2 3HB



Phone 01534 723260 for emergencies only

If you are intending to come please book as soon as possible and take advantage of the 'Early Bird Offer'. We **ONLY** have an offer of 52 rooms. More may be available if we ask well in advance

NOTES

The total cost does not include

- * Drinks with any meals apart from certain drinks on the gala evening.
- * Lunches.
- * Entry to any venue other than those stated.
- * Ferry charges.

PAYMENT

* If you wish to pay by cheque, please forward to me with your application form payable to "TRACTION OWNERS CLUB"

* For ease of accounting please pay by BACS transfer to: Sort Code 20-20-62 Account No 40617679 reference TOC JERSEY RALLY

PLEASE email me at the same time as the payment is made

CONDITIONS OF ENTRY (the legal bit)

- All vehicles must be covered by at least a third party insurance policy and have up to date registration.
- Vehicles must not be driven or left in charge of any person who does not hold a current UK or EU driving license.
- All vehicles will be at the owner's risk and the TOC cannot accept any liability whatsoever.
- The club reserves the right to change arrangements at short notice in the event of unforeseen circumstances.

RETURNING THE BOOKING FORM

- Please return the booking form by the 10th DECEMBER 2019 to take advantage of our 'Early Bird offer' or by 1st FEBRUARY 2020 at the latest.
- Return booking form and cheques to : Laurence Acher 4 Lovelace Gardens, Alphington, Devon, EX2 8XQ
PHONE: 07828241877
Or by EMAIL to: EVENTS@TRACTION-OWNERS.CO.UK also for any queries.

CTAB Rallye report 2019

35 ème rallye du CTAB 11-14 Juillet 2019 “Between land & sea”

I should have heeded Jim Close's comments from his report of last year's CTAB, when Laurence Acher approached me, that I too was about to be volunteered for something... to write a report? How did Sandy & Claire get away with it? This being their first CTAB rallye..

Anyway here goes...

Our journey from Kent to Portsmouth was interspersed by occasional adjustments to the 123 distributor just fitted to our Big 15 by micro screw settings though a small hole!

A cup of tea stop at Cowdray Park, Midhurst, we park alongside a very nice 1936 TA '7' car, thinking we had found a fellow TOC travelling to Brittany, however it belonged to Serena Hunter who runs the Cowdray Living shop on site. Her partner Reg Winstone, is a freelance writer for the Automobile magazine with a penchant for French machinery in general (and Voisin in particular). He was apparently a founder member of the TOC. Our next Traction sighting was at Portsmouth ferry port where Roger & Mary Gullen were also boarding the MV Bretagne in their Light 15. An excellent dinner and smooth crossing to St Malo overnight.

Thursday

At the “Rassemblement chez Marie Guerzaille” in Saint Caradec we soon met up with fellow Tractionistes around a welcome coffee and the issue of Ricard hats.

We were very sorry to learn that Martin & Vicki Nicholson were prevented from joining us. 17 TOC cars, 2 towing period caravans were present. A similar number of CTAB cars, 3 towing 'Eriba' caravans. Peter and family from Australia borrowing an 11L.

Only 2 pre-war cars were spotted over the event. Soon we were shown into a large barn on the farm, to reveal a Musée Animation dedicated to Andre Citroën.

The first display was a 2cv whizzing round on a turntable one half restored, one half unrestored, right down the middle of the car.

Then a Type A, many cabinets of Jouets

interspersed by radiator grilles from the ancient Citroën models.

The lights dimmed and David le Marchand aka le Guerzailou began his animated presentation with a rousing patriotic audio visual presentation as 3 significant models rose magically out of boxes into the air, an AC6, a Traction Avant and a DS. Soon Thierry blew his whistle; it was time to convoy westwards with the helpful direction of Les Motards.



Our first picnic was at “La Vallée des Saints” on top of a hill!

An amazing contemporary sculpture park, still evolving with new pieces being erected each month, so far there were 121 ranging from 3 to 6 metres in height, all made from Breton Granite depicting Breton Saints of which there are 1,000. The sculptors themselves come from around the world.

The campsite and rally HQ was found at Plomeur, a convivial meal was enjoyed by all at l'hotel relais Bigouden.





Friday's outing was to the Odet River for a calm trip upriver to Quimper and back to Bénodet, followed by a picnic which was held at 'Parking de la Marie à Loctudy' on grass under some most welcome shade.

The afternoon's visit was to a Fish auction market and Musée at Haliotika where we were lucky to escape being flattened by electric fork lift trucks



en masse!

The 'Fishy' theme continued into the evening, Apéro des Motards (Aperitifs by outriders) was followed by the most gargantuan and gastronomique Fruits de Mer we have ever seen; 14 huge platters of Red Spider Crab, Oysters, Langoustines, Whelks, Clams, Crevettes and Winkles in fact sufficient to provide morning snacks for the brave over the next two days!

Saturday saw us parking very neatly at the base of the Phare d'Eckmuhl, at 213 ft one of the tallest



(11th) in the world, we entered in small groups climbing over 300 steps of a beautiful spiral staircase to get a wonderful view from the top. Adjacent was another lighthouse and a shipwreck exhibition too.

By the car park the CTAB van was dishing out Fruits de mer, Pastis, wine, peaches and refreshments.



We set off to Tronoën-Chapelle for our picnic grouping under some shady trees accompanied by Bretonne bagpipers practicing to give us a send off!



Afterwards we convoyed north along the 'Route du vent solaire' beside the gently curving Baie d'Audierne, a sparsely populated region with pastures and corn crops growing down to the beaches. A Musée of ancient Dolmen at Poulhan followed by a visit to Le Maison de Pâte Hénaff with a degustation.

Making our own way back to base we all met for another convivial meal at l'hotel relais Bigouden.

Sunday quatorze Juillet Bastille Day, our final convoy was eastwards, heading through such towns as Bénodet, Fousenant, Quimperlé, Locunolé on uncrowded roads (despite it being 14th July), maybe there was a reason for Les

CTAB Rallye report 2019

Motards not wearing gilets jaune this year, but they were sometimes difficult to spot in busy towns.

We arrived at Auberge des Cerfs de Kerfulus for our farewell lunch, a venison farm with large dining area was ideal for this, the owners feeding us very well.

All too soon it was time for farewell speeches from Thierry for CTAB & Laurence for TOC and exchanges of gifts.

Our overall impression as first timers was a fantastic rallye; full of good humour and camaraderie, time to catch up with old friends and make new friends, all in a lovely part of France. We were blessed with pleasant warm days of 25 degrees C unlike some in southern France having 45 degrees C. We saw parts of Brittany we should love to return to one day with longer to linger. "La Vallée des Saints" being one in particular

Breakdowns were few, the odd petrol pump and charging problems seemed the main issues, Sandy's Familiale car (a 6 volter with alternator!) received Peter Simper's kind attention.

We went on to nearby Pontivy for the night where we joined Phil & Sue and Marcel & Hazel for a most spectacular town Firework display for the Bastille Day celebrations.

The following morning we went our separate ways, collecting some Bosch Spark plugs (WR8BC+ +20) as recommended by Phil and what a difference they made! We headed home from St Malo for another smooth crossing by Brittany Ferries.



John & Bev Barsley
Photographs by Judy Ives and Martin de Little

ELECTRIC TRACTION (?)

Sent in by Roger Diamond, '...my car in Whitstable....well the battery is electric!'



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.

For more information about the NEC show and next year’s National Rally, please see below.

2019	
November 8-10th	Lancaster insurance Classic Car Show: NEC Birmingham
2020	
May 14-17 2020	Jersey rally. See elsewhere in this magazine for more details and booking information
June 26-28 2020	TOC National Rally, Lake District: see below.

Lancaster Insurance Classic Motor Show, with Discovery 8th-10th November 2019 at the NEC See us in Hall 5 stand 588

This year, as a tribute to 100 years of Citroën car production, our Club is joining forces with the other three major Citroën clubs to lay on a display of about 24 models celebrating the marque and its successes and technological triumphs. We will have on display 5 cars including both RWD and Traction models.

TOC Members can take advantage of the ticket offer until midnight on Thursday 7th November. Details can be found at: <https://www.necclassicmotorshow.com/club-tickets> but you must remember the unique club code **CC9094** to claim the discount. The NEC parking charges have increased dramatically and are now an unbelievable £16 a day! Thankfully the organisers have taken notice of the stupid increase and have negotiated an alternative to be booked in advance:

Park at the NEC for £12 (£16 on the day)

Book in advance at: www.thenec.co.uk/visitors/parking

NEW special rate at the NCP Car Park 5 at Birmingham airport, park from 8am – 7.30pm for just £9. This Event Special must be booked in advance entering the code Classic19 at: www.ncp.co.uk/prebook

If you are going to the show please stop by for a chat. From previous experience we have found that Friday is always the busiest, almost uncomfortably so, and Sunday is much quieter with about 50% less people.

We hope to see you there

Julian Pratt

National Rally 2020, Lake District

Next year’s National Rally will be based near to Bowness on Windermere with various activities planned to take in the attractions and fantastic scenery of the National Park. The hotel is in the Lyth Valley, which is just a short drive from Lake Windermere.

The aim of the weekend will be to get out and about around the National Park, and a number of drives and itineraries will be on offer, varying from extensive drives up into the northern lakes past Ullswater and Grasmere, to drives to more local places of interest around Windermere and Coniston. The choice will be yours on Saturday, whether you want an extensive tour, or a relaxing trip on a lake Steamer. Sunday will offer a visit to a



local Motor Museum and lunch at one of the most attractive Country Houses in the north of England.

Booking forms and full details will be published in the January/February magazine, with the usual early bird offer.

If you have any queries, or would like to receive any updates prior to the year end please contact;

tocnorthern@gmail.com or editor@traction-owners.co.uk

Gearbox collapse

Larry Lewis shipped his car across from Canada, and alas suffered gearbox failure on his way to LFV. Fortunately he knew of a friend with a stock of parts and was repaired en route. The pictures are largely self explanatory.

Hi Bryan

Here's pictures of a little mishap that I suffered in Ruddervoorde, Belgium.

We had it back together by 5pm the next day and drove to La Ferte Vidame without incident. It's nice to have friends

in far-off places who are professional mechanics and know a guy who has a shed full of Traction parts. The gearbox that's now in my car is totally silent at all speeds, unlike the one that you see here which always was a bit noisy, but it did shift like a dream! Really, it couldn't have happened at a better place or time. As well, the bottom of the car was thoroughly oiled!

Best regards

Larry Lewis





BRAKE FLUID WARNING

It has been suggested by someone recently that you should use LHM brake fluid in your Traction rather than DOT 4 or Silicone.

Well, some classic Citroens (such as the later 2CV), did use LHM, **but the Traction ain't one of them!**

LHM stands for Liquide Minerale Hydraulique and is what it says on the tin, a mineral oil close in composition to SAE 30 Engine oil. If added to a DOT 4 system it will not mix with the DOT 4, and will cause the seals to quickly disintegrate with consequent brake failure.

DOT 4 is a totally different composition which does not attack the rubber seals in the system, so stick with that, or with the alternative Silicone Brake Fluid if your system is set up to use that.. **You will need to totally drain and clean out your old system of DOT 4 if you opt for Silicone**, because the two do not mix. Please see the recent Floating Power Article (March/April 2019) for fuller details.

Classified Adverts

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE: - Two Traction 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 Anells .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.

1998 DVNO

PRICE REDUCED TO £8995 ono



FOR SALE: - 1953 Light 15 , big boot in regal red.

Super condition with red leather interior , power steering , 11d engine , 7500 miles since complete engine rebuild . Very reliable car having completed recent trips to Wales and Normandy trouble - free . Space and funds needed for next project . Located in Essex . Asking £13,000 .

Please contact Andrew Tweed 07891870499

tina.tweed@hotmail.co.uk



FOR SALE: - Citroën Traction Avant 11BN

1954. This Paris built car was first owned by a Gendarme in St Malo. Imported in the 1990's to the UK it was subsequently completely restored in 2005 by marque expert John Gillard and is an extremely good example. Painted in the correct Citroen colour of Midnight Blue with yellow wheels, it runs and drives nicely and turns heads wherever she goes. Lovely correct interior and good paintwork.

Recent work includes full engine rebuild by James Geddes (Traction Repairs Ltd) with change from white metal to shell bearings

across main and big ends and new rods and pistons. Large history file with letters from previous owners and some spares. Was successfully used as a wedding car by a previous owner. In Derbyshire.
POA. David Bloxam: 07969076348
davidvernonbloxam@outlook.com



PARTS FOR SALE

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

FOR SALE:
 (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 Citroën 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:

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

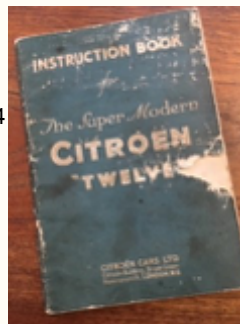
FOR SALE:

Two traction wheels, Michelin tyres still have some life in them.
 £80 the pair, location Cardiff.
Contact Bob: Mobile: 07423 508300
bobwhittaker251@hotmail.com



FOR SALE:

SUPER MODERN TWELVE owners instruction book dated October 1934 Citroen Cars Limited, Brook Green, London W6
£45 inc postage
07516 913710
clivehoskins@yahoo.com



FOR SALE:

New old stock steering wheel for a Traction. £100.

Wanted. Solex 26 MHD Carburettor, suitable for a Citroen 5HP.

John Gilroy White, 129 Caldbeck Avenue, Worcester Park, Surrey, KT4 8BJ. Tel: 02083307216.

FOR SALE:

Covercraft Noah custom outdoor cover for a 1952 Traction 15/6
 This is brand new, being brought in error!

It has pockets for the door mirrors and cost £315 Still in its original packaging so I can post it. £200

Contact Carl Fuss
07778355137 E: carl@acfuss.com
 Located in Surrey/Hampshire

MEMBER SERVICES

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

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

PARTS WANTED

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

Wanted , the following parts for my 53 Big 6 project :

Starter, Driver's door card, Distributer cap, rotor arm, Driver's door outer handle, Wing support brackets, Stone guards , both front and o/s/r Clutch operating lever on pedal shaft L/h bonnet to wing closing panel with vent Front shock absorbers, Air cleaner
Andrew Tweed Tel: 07891870499

TOC SPARES HOTLINE

01243 511378

Chris Treagust,
98 First Avenue, Batchmere,
Chichester, W Sussex, PO20 7LQ.
Email: spares@traction-owners.co.uk

Please note, a full spares list

**is available on the
 club web site at**

www.traction-owners.co.uk

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