

# Floating Powers

January/February 2020



## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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## Missing Magazine?

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

The closing date for input for the  
March/April Floating Power is

**Sunday February 16th, 2020**

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

### Cover Image

*Memories of Coombe Abbey 2019,  
Martin de Little*

# Editor's Epistle

As I have mentioned before, one of the quirks of writing for FP, is that publishing deadlines mean that it is totally impossible to be up to date with what one writes. So, consequently, this is being composed in late November for consumption by you all in January....leaving Christmas and New Year as a total vacuum in terms of topical journalism, because by the time that you read this, it will all be over anyway.

So, although I have no way at the time of writing, of knowing what has happened through the Festive Season, here is hoping that everyone has had a good time and is now gearing up for the 2020 driving season.

Welcome to Bev Oates, our new Chairman, who has written the first Chairman's piece of 2020 for FP. Chris Bailey has now stepped down as Chairman and will take up Bev's previous marketing role, so this is almost a job swap of sorts. Chris, I am pleased to say, will continue to write Bailey's Banter.

Although this is the quiet season, we do have a report on the November 2019 NEC Classic car Show, at which we shared a stand with the three other dedicated Citroën Clubs. By all accounts, after a few tense moments when a couple of cars became unavailable at short notice, everything pulled together nicely. The club is now looking to have a stand at the forthcoming Restoration Show at the NEC. Keep an eye on the newsletter for further details.

In this magazine are also items on a gear selector repair, replacement radiator badges for 6 Cylinder cars, and the latest episode in Ian Harvey's Cloverleaf rebuild. We have memories of a well respected Birmingham Citroën garage and a fairly weighty epistle catching up on the news of regulatory matters from FBHVC. It seems that fighting beaurocracy is still at the forefront of FBHVC's activities. For example, it appears ever more difficult to obtain an age related registration number on an imported car, even with the support of a recognised car club and the data sheet from the manufacturer.

On the wider Classic Car front, I wrote last time, about the demise of a vintage Ford driver and his passenger, and we have tragedy again in the old car world in the form of the death of a veteran car driver in the London Brighton Run, who inadvertently found himself on a busy motorway after taking a wrong turn off a roundabout, and was crushed, literally, by a HGV. Apparently there was no marshal on the relevant exit of the roundabout to guide him and 80 year old Mr Carey inadvertently found himself descending the slip road. I wonder if there is a liability issue incubating here? It really does flag up one of the hazards of event organisation.

Some good news now. You may remember our tale of the Traction stolen in London a few months ago. Well its owner has been reunited with it. Eoin Billings thanked passers-by who recognised the Light 15 and sent him photos of it dumped on Northampton Park Road, in Hackney. Unfortunately a window had been smashed in, bumpers damaged, and some internal wiring torn out, presumably in an attempt to hot wire it. Eoin believes the thieves abandoned the car after realising that it would be impossible to sell on.

Finally, back on the FP front, I understand from another committee member that he has been approached by a couple of members who have apparently submitted material to Floating Power over the last twelve months, but that it hasn't actually appeared in these pages. My apologies if this is the case, but can I ask that all articles, letters, etc. be submitted direct to editor@traction-owners.com, from whence any items are generally processed on receipt. If you send it to another of my addresses, then there is a risk of it being overlooked or ending up in the junk mail folder. If you don't get an acknowledgement within a few days of sending, then please get in touch again. Email (and post) are not infallible. I also attempt to feed back if an article will appear at a later date, although it is not always immediately obvious whether there is space, etc. in the forthcoming Floating Power, and a delay in publishing is therefore always a possibility.

And of course, as ever, keep an eye on the deadline date in the column to the left!

Happy New Year



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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

*That was the year that was* ..... and we truly finished on a high. Just in case you had not heard, aided and abetted by the other clubs, CCC, 2CVGB and the Citroen Specials, our combined stand scooped the "Best Large Club Stand" award at the NEC in November. Congratulations – and grateful thanks - to all who made that possible

We also held our formal AGM in November and I am sorry to say it was again poorly attended. Despite that the business was concluded successfully and Bev Oates stepped seamlessly into the warm "Chair" vacated by Chris Bailey. I should like to thank Chris for his efforts during his period as Chairman and look forward to his future contribution as he takes on the Marketing responsibility. Meanwhile, Bev has previous experience as Chairman so I anticipate the smooth hand-over will continue into an equally smooth future with Bev at the helm (as long as we can keep her glass filled above the halfway mark).

I feel awkward having highlighted the low AGM attendance as I was unable to attend myself. Unfortunately, my personal circumstances currently preclude me from most social activity (not just TOC stuff) and I fear that is likely to be the case for yet some time. Nevertheless, I would like to assure everybody that my love of, and interest in, the TOC is in no way diminished. I very much look forward to making some form of contribution whenever I possibly can and, in particular, I hope to make it in person rather than sending a car to represent me as has been the case a couple of times this year.

I mentioned the most important forthcoming events last month so I shall not go back over that. I also realise I said I would post information about the Conservatoire's authentication service on the Forum and then



failed to do so due to a major computer crash combined with a liberal dose of forgetfulness. I apologise for that and am especially sorry if anybody has been looking for it. I shall put that right shortly as I believe I am now on top of the backlog stemming from the computer problem. However, if there are any outstanding matters which I appear to have forgotten, please do not hesitate to give me a reminder. Thank you.

And so, with the first hundred years so successfully feted, perhaps we had better start thinking about planning for the bicentenary?

In the meantime, I wish everybody all the best for the festive season plus what they would wish themselves for the coming twelve months, especially good health and happiness.

All the best,

A handwritten signature in blue ink, appearing to be 'S' or similar, written in a cursive style.

## New Members

Welcome to the Traction Owners Club to the following:

2733	Mr Christopher de Meester	Ruislip
2734	Mr Peter Foreman	Hartfield
2735	Mr Amritlal Pankhania	Bolton
2736	Mr Richard James	Nailsworth
2737	Mr Jason Stoner	East Sussex
2738	Mr Andy Chorlton	Gloucester
2739	Mr Sam Glover	Cheltenham
2740	Mr Asa Skeels	Hadleigh
2741	Mr David Calver	Birmingham
2742	Mr Christian De Falbe	London
2743	Mr David Manton	Littlehampton
2744	Mr Stephen Scadding	Wimborne
2745	Mr John Paas	Victoria, Australia



**May I begin by wishing you all a Happy New Year.**

Luckily I am a very positive person and always see life as

a "glass half full" so I can honestly say I was honoured to be unanimously voted by the Committee as Chairman again ( I held the post from 2009 to 2013). However, I was a little disappointed that no one else volunteered for the post.

Thank you to Chris Bailey for three successful years as Chairman – not an easy task whilst working full time. Chris has agreed to take on the Marketing role and will continue to write Bailey's Banter which I know we all enjoy reading.

In November the Committee tried a new approach to the AGM of TOC Ltd. Over the last few years numbers attending has diminished and so we offered a postal vote this time. This was successful as the postal returns, alongside actual members attending, ensured we were quorate and able to go ahead with the meeting.

Staying with my "glass half full" attitude I hope the lack of attendance is because you are all happy with the way the Club is running and you felt no need to attend. Is that true? What do you really think? Do email me in confidence and let me know your thoughts. There will also be an opportunity for an open discussion at the annual rally in the Lakes in June. Why not come and have a lovely weekend break with fellow Traction enthusiasts plus a chance to talk to the Committee.

It has been suggested the Committee needs to carry out a SWOT analysis on itself – what are our Strengths, Weaknesses,

Opportunities and Threats? We are aiming to do this on February 16th. What does the future hold for the TOC? Are we prepared?

I wish I had time to visit all TOC members and ask you personally "would you like to join our Committee? Would you consider being our Social Secretary or Webmaster?" This is, of course, is impossible. However, I don't want anyone to say "no one asked me if I would like to..." I am asking YOU now. Would you like to be more actively involved in the TOC? Then please telephone me for a chat or email.

I look forward to meeting members, old and new, at the Restoration Show at the NEC in March, the Jersey Rally in May or the annual rally in June. Don't forget that a glass half full means there is always room for another half so join me in a drink at one of the many events this year.

Postscript – Colin Gosling, a long standing TOC member and former Director/ Committee member, has recently had an accident and is recovering in hospital. I would like to send Colin best wishes for a speedy recovery from myself and the Committee.

*Bev*

## Photographic Competition











For those of you who entered and have wondered what has happened, well, the Photographic Competition hasn't been forgotten.

The decision to split the AGM between the legal and the 'social' elements, means that the social AGM will take place as part of the National Rally in June 2020, and a decision will duly be made during May 2020 as to who has triumphed.

So there is still time to sort out an entry if you have not already done so.

# 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 	<b>Jasmin Gagen</b> Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. The Angel Inn Larling, Norwich, NR16 2QU
Ireland 	<b>David Selfridge</b> Tel: 7729 518992 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events. Please note change of coordinator.
Kent/ East Sussex	<b>John Barsley</b> Tel: 01892 722749 Email: johnbarsley@googlemail.com	See section report for coming meetings/events.
London 	<b>Mike Willcock</b> Tel: 07761608656 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	<b>Stephen Prigmore / Tina O'Connor</b> Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
North East 	<b>Graham Handley</b> Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
Northern, Lakes and Borders 	<b>Bryan Pullan</b> Tel: 07513 362202 Email: northern@traction-owners.co.uk	Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.
Peak 	<b>Bev &amp; John Oates</b> Tel: 01629 582154 Email: peak@traction-owners.co.uk	The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.
Northern Scotland	<b>Ian Smith and Andy Burnett</b> Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
Southern Scotland 	<b>Peter Fereday</b> 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 	<b>Howard Speirs</b> Phone: – Home: 01872 862386 – Mob: 0797 418 7267 Email: south-west@traction-owners.co.uk	See section report for coming meetings/events.
Surrey/Hants/ Sussex 	<b>Sue &amp; Philippe Allison</b> 01256 765040 Email: surrey-hants-sussex@traction-owners.co.uk	Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports. <i>Please note change in contact telephone no.</i>
Wales	<b>Julian Pratt</b> Tel: 01974 272888 Mobile: 07824313541 Email: wales@traction-owners.co.uk	See section report for coming meetings/events.
West of England 	<b>Terence McAuley</b> 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.



## SOUTHERN SCOTLAND

Well Happy New Year from North of the Border.

Last October seems a long way away now but on the 20th of that month we managed to get three tractions together for the last show of the season, lochside in Lochwinnoch. The 11B of John White, who drove all the way from Glenrothes, was accompanied by Richard Larter's Light 15 and my 11B on a glorious sunny day – yes really – and we were delighted with a huge crowd and lots of interest in our cars.

At one point we were joined by Jon van Looy from Paisley who is looking to put the finishing touches to the restoration of his 11BL and was seen to be closely inspecting the headlining of John's car, seeing precisely how it could be done. Four traction owners in one place in Scotland and not a National Rally – must be a record?

Richard Larter's car seems to be different every time I see it. As an engineer he is continually seeking to modify and improve. Some of the changes on his car were there before he bought it – like twin SU's on a special manifold and metalastic engine mounts. But other modifications Richard has made over the last year or so – such as a proper heater, full flow oil filter and brake servo. In fact, I have suggested that he write an article for FP detailing exactly what he has done as I'm sure everyone will be as interested as I was when I had a long hard look at his car. Currently he is thinking about making the brake shoes fully floating with full size linings all round.....watch this space.

Spare time this winter will be spent installing the new (to me) drive shafts on my car supplied by Andy Burnett as mentioned in his bit.

Peter Fereday

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



## NORTH SCOTLAND

Welcome to 2020, Traction lovers!! Hope you survived, Christmas, the ever-lasting saga of Brexit and listening to the General Election claptrap, how sick we all are of it, so here's to better times!!

Again,- Smithy!! He is now home, staying himself and managing fine, thanks for the great help and regular visits of his daughter, Gail. Mind you, he is still weak in walking and pushes thing too hard at times,- fell down the stairs trying to take 2 at a time, but no ill effects! Let's hope the great improvements continue!!

Peter Fereday and I were the only traction owners attending (with wives, of course) at the Tarbet CCC organised weekend, but we both left our tractions at home, as the Friday was wet, and on the Monday coming back home, it was really monsoon type rain. so good decision in the circumstances!

Have now had a chat with our newest "north" member from Drumnadrochit, who tells me he owns a 1948 Light 15, dark blue, so looking forward to seeing the car before too long.

Peter now has taken delivery of the pair of Normale shafts I promised him, so no doubt he will be fitting them over the winter, once he gets back from his other home in France.

Have bought another C5 Exclusive tourer, but still to collect it, this one with the Blue HDI diesel engine, Unbelievably good MPG on paper compared with the earlier engine, so will be interesting to see if that is true in real life!!

That's it for this month, but as usual, keep in touch and if you need anything, just holler!

Andy and Smithy.

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

# Section News

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## NORTHERN SECTION

Not a lot to say really, the season is effectively over as I write this in late November. Fortunately, we have so far missed the Autumn deluge here in Lancashire, even though many parts of nearby Yorkshire and Derbyshire are suffering from floods, so apart from the odd dose of grit, Autumn motoring has been reasonably straightforward..



The breakfast meetings at St Catherine's continue, November's was very well attended by about 80 cars and three TOC members were present (although one was in an MG!). The morning was sunny and being in a sheltered location, was actually fairly mild. The onsite café as usual was excellent, if very busy and a pleasant morning was had by all.

There will have been another meet in December, on the 8th and the first of 2020 will be on January 12th, albeit success is largely weather dependant. The venue is good however, a concrete carpark underfoot and pleasant surroundings with an excellent café run by the hospice staff nearby, where you can seek refuge if the day turns nasty. There will also have been a New Year's Day gathering at the Corner House, but due to copy deadlines a report on that will have to wait until the next FP.

The Section tools have been busy over recent weeks, borrowed by one member to sort out wheel bearings and brakes, and then by another to change a driveshaft.

Ian Gardner and I joined in with an Autumn drive around West Lancs a few weeks ago, using Ian's Normale. This was a fairly easy navigational run organised by Preston and District Vintage Car Club and even though neither Ian nor I own a vintage car, we were welcomed....and didn't get lost. The only hiccup to the day occurred in Mawdesley, when an Austin 12 Ascot in front decided to seize its brakes at a junction. A few minutes spanner action saw it back on its way again. Ian also effected a repair at the start on a Model A Ford which had a broken throttle spring.

Marvellous what can be done with a cable tie and a bit of imagination.

My own car has not really enjoyed a couple of recent short journeys on cold days and needs some kind of radiator muff so that it can actually reach a sensible running temperature. Alas the council has now started throwing salt and grit down on the major routes every time that the temperature dips towards zero, and so I am having to be a little more careful over suitable conditions and routes for longer runs. I am, however, hopeful that there will continue to be opportunities to get the car out and drive it, since a prolonged layup can be almost as damaging in some ways, as risking salt corrosion.

The National Rally in the Lakes in late June is advertised in this magazine and the booking form is bundled within the envelope, so if you are intending to come along, please don't delay and take advantage of the Early Bird offer.

I hope that Christmas and New Year have lived up to expectations.

Bryan Pullan

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

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## PEAK

Happy New Year to all the members who attend the Peak bimonthly meetings - some people attend every meeting and others when they can. I must admit John & I are happy to "research" the Inns of Derbyshire to find different venues - naturally the food and beer also has to pass our quality control test!

We had a lovely lunch at the Jug and Glass in Lea on the 1st December with 16 people all passing around their Christmas Cards. Only Alan Large ventured out in his Traction - the rest of us muttered about being too cold and too much salt on the road..

Our next meeting is on Sunday 2nd February - snow permitting...

Bev and John Oates

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

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## KENT / EAST SUSSEX

We welcome new member Peter Foreman to our section with his 1937 11BL, which sounds lovely.

We have also re-established contact with Dave Wise.

I will repeat my call of the last edition being :-

'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'



Hopefully our December Festive Lunch at Sissinghurst Castle will have passed off well.

Looking into early 2020 we have provisional plans for the following:-

- Jan/Feb lunchtime pub meet.
- A visit to Sheffield Park which may include the Bluebell Railway line.
- A visit to John Gillard's at Collier Street with a lunch at the nearby Woolpack Inn.

John Barsley

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

## LONDON

This month London section will mark the long service and friendship of Pete Simper as he hands over the section to Andy York and me. Pete will still be very much with us and we know he'll always be a first responder to rescue us from our ageing Traction.

Thank you Peter.

Pete has a small present for Andy and Karin...

Autumn has just about closed the Tractioning season but not before Ian and I visited Salisbury Hall:

It was the birthplace of the DeHavilland Mosquito, a 'plane as revolutionary in the aviation world as the Traction was in car design. They have the first prototype that, on completion, was dismantled and taken by road to Hatfield for flight testing. A lot of effort, the next 2 were flown off from a neighbouring field!

In a small shed they have a DH Dragon Rapide. Its twin is often heard and seen flying over Central London.



It's a tight fit, just room for the fuselage and one pair of wings. The work of returning it to flight is in the hands of a team of retired

aircraft technicians even older than us. And when this side is finished they'll remove the wings, turn it round and do the other side of the fuselage and the port wings. The engines are rebuilt so 'all' that will remain will be to dismantle it, roll it out of the shed, re-assemble it and fly it off from that field.



The December pub gathering is the annual mince pie and beer evening closely followed

by SH&S's riotous Christmas lunch. Christmas, but not the snow, comes early in the South.

Mike Wilcock

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

## WEST OF ENGLAND

It seems strange in mid-November to be writing that I hope you all had a jolly festive season and a Happy New Year. I expect you all ate too much. I know I did.

As the sands of time run on, it is indeed time to advise you that our annual "Christmas" lunch will again be at the Britannia Inn in Wells on the 15th of March. I will remind you nearer the time, but do put it in your diaries.

This is the season for doing "jobs" on the Traction. This year I have had the wings and tailgater repainted. They did such a lovely job that it is almost a pity to put them on the car and get them mucky.



Anyway, all is now back together, and no bits left over.

Cheers

Terence McAuley

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

## SURREY, HAMPSHIRE & SUSSEX BORDERS

Our meeting in August was at Hazel and Marcel's home for a Summer Bar-B-Que. Despite the forecast being unpredictable we had a dry afternoon and enjoyed their beautiful garden. There was a large attendance and we thank Hazel and Marcel for their hard work and many trips into the loft to find enough chairs etc. This has become an annual event and is very popular.

September saw us joining the Surrey Classic Vehicle Club at the Rural Life Centre in Tilford for a classic car show. It was a very hot day and everyone enjoyed relaxing around the cars and visiting the

# Section News

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Centre. The highlight was a fly past by a Spitfire, it was very well attended by a large selection of cars and the Tractions were much admired.

A report of our October meeting by Jim Gibson is as follows.

An 8 am start on a Sunday, but with the promise of a lift in the Allison's stunning Slough 6 the effort had to be worth it ! We picked up John Moon en route and wafled effortlessly on those fabulous leather chairs down to the south coast and our rendezvous destination chez Monsieur Treagust and the Aladdin's cave that is our club spares facility. A great welcome from Chris and Vanessa as ever and hot coffee, much needed after everybody's early morning drive. I even treated my



Normale to a new stainless rear bumper which hopefully should be a fit and forget item with no chrome to rust and peel !

We then moved on to Woodhorn Farmhouse, a very short drive away, to visit Robin and Elizabeth Hamilton

and paw over Robin's very eclectic car collection, from his steaming Stanley , through Morris Woody to an ultra rare muscle car, MG SVR. Robin had thoughtfully asked Mark Taylor, the Rolls and Bentley specialist next door to open up and let us walk around. Star car for me was his customer's early 1900s Ghost up on the ramp, our thanks to them both for entertaining us . Elizabeth meanwhile plied us with further coffee.

We were blessed with stunning blue skies but the first of the autumn chill in the air meant we were glad to move on and again, just around the corner to Chichester Yacht Club where Robin had very kindly used his membership to gain us access to their dining facility and the superb Sunday carvery lunch that was on offer. We then made use of the lovely backdrop of some 900 boats moored in the marina to walk off some of our lunch excesses before bidding our TOC friends farewell and getting back in our trusty steeds for our respective journeys home. A very full and interesting day out and one of the best turnouts for our group for some time. Let's hope this bodes well for the 2020 Season .....

Phillipe Allison

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



## WEDDING BELLS

Good morning Bryan

I thought that you might like to see our wedding invitation cards.

Well as you can see we have the Scammell and the Citroën.

My wife loves both vehicles, so I asked her which one would she like for our wedding transport and she chose the Citroën.

On the day it was blowing a gale and pouring down (nothing changed) the old girl didn't let me down and powered on.

The car that is !

Peter Scott

*You would have needed a lot of ribbon for the Scammell! Mind you, it would have cut a dash in the Registry Office car park. Glad all went well in spite of the weather. Editor*



## TRACTION OWNER ACHIEVES WORLD RECORD

Hello Bryan,

It's not very often that one gets a chance to blow your own Trumpet ( well, just a little bit ! ) so please excuse me if I send you this picture showing potential buyers browsing over my 1925 Austin Seven Chummy which I restored and sold at the Bonhams Goodwood Sale last year.

It was a delightful little car which took me two years to restore but somehow it did not quite match up to our Citroen 5hp 'Miss Buttercup 'and so was unlikely to be used all that much. I therefore decided to sell it in anticipation of our downsizing one day.

The Reserve was put on at £16K and to my utter astonishment the hammer went down at £33,000 ...a World Record for an Austin Seven. With commission the buyer paid nearly £38K... don't these Auction Houses do well?

So if I have achieved nothing else in life I do at least hold one World Record ....at least for the moment. And of course it does prove that us Traction owners can restore cars, wherever they may be, to as good a standard as anyone else.

It wasn't always the case because when Fred Annells formed the TOC all those years ago the standard of cars was pretty average, but things have improved dramatically since and on the Scottish Tour a couple of years ago I have to admit that some quite beautifully restored cars were there and well done to their owners.

We are of course ambassadors for the marque and it is good that we, as their proud owners, always present them at their very best.

So keep up the good work .

Regards, David Boyd



## WHERE IS IT NOW?

*You will be pleased to know that Mr Craig Nicholls, who wrote to us in the November/December issue of FP, asking to be put in contact with the owner of his father's old Traction, NKX 980, has been reunited with same thanks to some research by the club.*

Edito

## FOUR SPEED GEAR PLATES

If you are one of the folk who have had DS gearboxes fitted on the Roger Williams pattern, you may be interested in these gear plates I have had made up by a laser cutting outfit. They have a machine the size of a house, but seemed happy to faff about with my little request!

They are in stainless steel with the figures are cut straight through, so a little black tape works as backing. I have suppressed the top screw as it would interfere with the figures and it works quite happily with two. I have polished one up and it looks jolly smart. The centre cut-out is a little longer to accommodate the throw of the lever. More can be made up if people are interested. Cost is about £20 each including the various postages. Let me know.

Terence (contact details under West of England section)



## RADIO HEATER?!

Bryan

Probably too late for your recent articles on old car radios, but I have just dug up from the depths of my workshop shelving the Philco valve radio (picture) that was in my Light 15 when I bought it in 1966. It sat on the floor against the bulkhead. There were two tubes coming out of it and no wires so I thought it was a heater! Later I found it was a radio with the two tubes containing flexible cables operating the volume, wavelength selection (long or medium) and tuning from a small control unit (second picture) which was held under the steering column by a semi-circular bracket. It is not in its original colour having been repainted by me using a tin of paint I just happened to have from some other job.

It used to work during the summer months but the water coming in from the scuttle vent above it stopped it working each winter. Only 1500m long wave (the Light Programme) was strong enough to be heard above the engine noise but if one passed near a different station transmitter, eg Washford in Somerset, that would gradually superimpose itself on the 1500m programme.

The radio died the death some years ago and is probably not resurrectable but I would be happy to give it to any member or old radio enthusiast who wanted it. I am getting frayed around the edges, but my Light 15 is going better than ever.

Best wishes

Nigel Orchard

*There are people out there who specialise in putting new radio innards into old casings so that they can receive FM and DAB and even pair with your Smartphone, so I wouldn't give up on it. Editor*



## SILENT RUNNING

Dear Bryan,

Larry Lewis gave us a very graphic description of a typical Traction gearbox disaster in the November FP. As he says, he was lucky to have friends in the right place at the right time.

I am interested to know how he achieved a gearbox which "is totally silent at all speeds". Of the three Tractions I have had, they have all made similar transmission noises and exhibit the same characteristics. 2nd gear is the quietest, probably because it has the most direct drive-train on helical cut gears. 3rd tends to be less quiet, as I believe it has a longer drive-train and transmits more load.

Maybe Larry could give us his views on how he achieved such a silent transmission system. Which parts does he feel are critical, or is it in the settings? Is it actually the gearbox that emits the noise or the bevel gears from the differential assembly. I would like to know, as I'm a bit jealous, having never been in a really quiet traction.

Best Wishes

Tony Hodgekiss

## SPOHL

Hi Bryan,

I just thought that this may be of interest to you and TOC members as it is not like the average coach built Traction! It's a pity there isn't a photo from the front really. In my opinion, Spohl didn't really get the lights quite right as they look as if they are in the wrong position. We (my father and myself) enjoy reading the TOC magazine, as we have both a Slough built and Paris built Citroen.

Regards

Russell Phillippo

*A bit of a project by the look of things!*



**Having decided to attend to my car's interior this year, as usual I asked friends in the Club which suppliers of materials they would recommend. Having now dealt with these places, I thought I would pass on my experience and, hopefully, some of you will let me know of other places you would recommend so that I can pass the information on. Our LHD friends have an easier life here as such items as carpet sets and headlinings are available from the usual Traction Specialists.**

Replacing the headlining is probably the most daunting of the jobs at first sight. A trawl through the Club's technical archive revealed an article, originally printed in the Citroenian, entitled "Made to Measure" by Scott Pereira, (just search for "headlining" in the FP table of contents), I will not repeat what is in this very helpful and encouraging article, but just add:

- A few different methods were used in the production history (and subsequent restorations no doubt) to secure the lining above the doors. Instead of the "long hooked metal fixing strips" described in the article, mine used staples. These are covered up by so-called "Hidem banding". It has done the job so I will do the same. Andy Burnett informs me that, in addition, most small boot cars use plywood Hockey Stick shaped finishers (covered in the headlining material) instead of Hidem Banding.
- Having bought a 2nd hand domestic sewing machine using Gumtree and taught myself how to use it (not the most efficient method!), I found the most difficult part was sewing the 2 main sections (roof and the rear window surround) together, and the lessons learned are: take particular care to be accurate with the curve shapes when cutting out the mating sides of the 2 pieces and allow adequate material beyond the last seam even if the original hasn't.

I bought the headlining material (Union Melton Beige), Hidem banding, the Furflex material which goes around the doors, some vinyl material to smarten up the door cards and various odds and ends from Woolies ([www.woolies-trim.co.uk](http://www.woolies-trim.co.uk)). They were a good firm to deal with, delivered promptly and I am very happy with the goods supplied.

For the carpets, again on recommendation, I used Coverdale ([www.coverdaleuk.com](http://www.coverdaleuk.com)). They produce made to measure carpet sets at reasonable prices for a whole range of classic cars as you will see on their website. Although they list various DS models and even the SM, they do not seem to include Tractions; however, they do have patterns for several Tractions, including some LHD models. I've had a few conversations with them, including the person who actually prepares the carpet pieces, and found them very helpful, e.g. discussing your particular needs and sending samples of carpet to help you decide colour and quality level desired, together with a sketch of the actual set so you can check it.

The main differences in models (besides Light/Big of course) concern the pedal box area and boot floor so pay particular attention to these. If they do not have information on your particular model, they will make up a set using your old carpets as a pattern.

Having carried out a trial fit with my set, I'm very happy with the company.

Finally, please let me know your experience.

As always, please contact me at [slough@traction-owners.co.uk](mailto:slough@traction-owners.co.uk).

John Moon

*I have had materials from both Coverdale and Woolies and can echo your general good experiences with both companies. The article on roof lining replacement that John refers to, follows: Editor*

# Headlining Replacement

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*As noted by John Moon, the following article by Scott Pereira first appeared in the Citroenian in 1974 and now will hopefully again be of assistance. This is also a good opportunity to service your sun roof if you have one.*

Removing and later replacing the cloth headlining in a Light 15 is highly satisfying and takes a couple of gentle afternoons of work. There is nothing particularly mysterious about its construction and the only special tool required is a standard domestic sewing machine.

There are plenty of good reasons for doing the job, particularly if the car has a 'Weathershields' sun-roof, stains and wear are difficult to correct in situ, and the original material often becomes threadbare after 20 years or so. Similarly the rubber drain pipes from the sun-roof guttering eventually perish and need replacing (particularly if an unsuspecting welder sets fire to them) and this cannot be done with the headlining in place. There is no problem about using the car normally with the headlining removed, so the job need not be a mad rush in order to keep the car on the road.

Even if your headlining looks all right, it will look better after being washed. Purist considerations apart, the original material is often rather shoddy and modern cloths look virtually identical and are relatively inexpensive, running up a complete new headlining is to be recommended.

First the removal sequence. To remove the sun-roof panel from the frame, take out the screw on the underside of each front corner, insert a small spike/screwdriver through the screw hole and push the runner stop clips toward the outside edge of the roof panel. Lift the front edge of the roof and slide out. (To replace, simply reverse the procedure.) Unscrew windscreen surround. Remove both sun visors. Remove the four leather-on-wood trims (tacked on) around the sun-roof aperture and then pull out the tacks underneath to free the four edges of material. Remove interior light from ceiling, remembering that the wires are live. The front headliner panel is now only held by long hooked metal fixing strips which run above the doors and are easily unscrewed. These are hooked into the fabric, which will tear if handled roughly, but may be detached with ease after their removal from the steel frame.

The rest of the headliner (at the rear of the car) will now be seen to be hanging from three curved suspension rods which in turn are held in position by three supporting strips. The suspension rods are easily unscrewed and may then be detached from the hooks in the supporting strips. The rear window surround should next be unscrewed (mind the glass does not fall out as it is then

unsupported, if necessary you can refit the glass using an automotive glass sealant/ adhesive). All that holds the material now should be a short row of tacks hidden under the panels above each wheel arch. The panels can be unscrewed to reveal these and the whole headliner and attached suspension rods can simply be removed as one unit. It will probably be covered in rust from the inside of the roof so this is a messy operation.

The surrounds of the rear window and windscreen can now be screwed back, the interior light replaced, the sun-visor screws screwed back and the car is back in service.

Meanwhile one is confronted with a heap of musty old fabric attached to the suspension rods by loops of canvas tape.

The suspension rods can be removed with care from the loops which are invariably threadbare. The fabric can then be washed or unpicked along its seams to serve as a pattern for new material. For the Lt 15, 3.5 yards of 54in fawn wool-union headlining cloth; 20ft of 3in canvas tape and numerous assorted PK (self tapping) screws.

The cloth can easily be cut to size with the old material as a pattern. Disregard the stretching and cut exactly round the old pieces, but be generous at the holes for windscreen, rear window and sun-roof and allow plenty of spare cloth around these apertures (i.e. cut the holes small). The seams can then be sewn, with the canvas tape sewn into an attached tube along each of the three rear seams to take the suspension rods. It is then ready to install.

Before hanging the cloth, it is worthwhile preparing the interior. The inside of the roof can be wire brushed and painted.

The "Weathershields" roof and its fittings are now fully accessible and this is your chance to check it thoroughly for rust and to replace the rubber drainage pipes. The whole assembly can be easily removed by releasing four (probably seized) nuts which hold the frame to the roof. It can then be worked on more easily. As the frame is very susceptible to corrosion, it makes sense to repair and rustproof it now as necessary, and it should give many years good service.

Another preliminary to hanging the cloth is to remove and prepare the hooked metal fixing strips. Each hook should be re-opened by prising. The fixing strips can then be screwed back into place over the tack-on draught seals (furflex) around the doors.

Hanging the cloth is reasonably easy. First put the three suspension wires into their cloth tubes. Starting at the back, remove the back window surround, line up the cloth

# Headlining Replacement

over the hole and screw the window frame back to hold the margins in place. Screw each suspension rod into place in turn, slotting it into its hooks in the supporting strips. As you do so, the cloth is put under tension and stretches itself into shape. The tautness of the whole is achieved by pushing the cloth edges under the hooked metal fixing strips. The simplest method wins here is to proceed along the edge, pushing the cloth deep into the slot behind the fixing strips where the hooks catch it and hold it.

Coming forward, make the hole for the interior light in the ceiling. If there is a sun-roof frame, tack the cloth lightly around the edges. Remove the windscreen frame and screw it in again over the cloth margins. Finally screw in the two sun-visors. This can be tricky, as the screws have a fine thread which the cloth jams easily, but line them up and make holes for them in the cloth if necessary. The major effort now over, sit back and adjust the tautness all over by carefully prodding the cloth into the fixing strips at the sides. Put a cotton wool pad under the cloth above the rear wheel arches and tack the edges in to finish the job.

Scott Pereira

*Still on the topic of roofs and linings and in particular the rather unseasonal subject of Sun Roofs, here are some recent notes and images from Larry Lewis in Canada, of the fairly unique (unless you know different) sliding roof fitted to his car. (Editor)*

My car is Belgian-built and was sold new at Garage Imex in Groningen, Holland. The dealer plaque is on the boot lid. The sunroof was installed by an outside firm over there (there is a plaque on the frame around the opening) and is made of aluminium. It has a handle under the dashboard that locks and unlocks it in place at the rear and when shut, makes it flush with the roof. Operated by Bowden cables. It slides back into a box near the rear of the interior with drains at every corner. I've only ever seen one other one in this configuration and that was on a 1950's Mercedes 220S.

Best regards-Larry



Various shots of Larry's sliding roof.



## *In Committee*

Before we held our Committee Meeting we had the AGM of TOC Ltd – thank you for all those members who sent in their postal vote and the few members who attended the meeting.

The Accounts were approved - Thank you to Mike McDonald who checked the Accounts and sent them on to Companies House. Cleve Belcher and Ian Harvey were re-elected as Directors of the TOC. There will be an opportunity for members to have a further say on the running of the TOC at the annual rally in June in the Lakes.

We moved on to a discussion on 2 specific topics:-

1. The name of the Club. A suggestion was made that we should include the word "Enthusiasts" in our title to make it clearer that you do not need to own a Traction to join the TOC. It was agreed we are well known as the TOC and a change of name would make little difference.
2. A member suggested it would be a good idea for the Committee to carry out a SWOT analysis on the running of the Club. Following lots of positive comments with regards the Committee and the way it has kept abreast of new developments such as financial reporting, social media etc it was agreed we would spend time at our next Committee meeting on this issue.

### **Agenda items**

**Posts** - Bev & John Oates, Steve Reed and Chris Bailey – were all re-elected to the Committee. Chris agreed to takeover the Marketing role from Bev.

We still need a Social Secretary and someone to take over from Cleve as webmaster as he needs time to support the development of our use of the

online version of QuickBooks. John O to continue to support webmaster.

**Spares** – lots of parts being sold. Please try and pay for parts as soon as possible – a few members will be contacted with regards to outstanding payments.

**Club Tools** – Mike Wilcock recently carried out an Audit of all the Tools held by sections (thanks Mike). Any missing/broken pieces will be replaced and we will be adding a set of Rear Suspension tools to all kits.

**Social** – 22 cars are already signed up for Jersey. National rally in the Lakes booking form to go out with January FP.

Peter Simper has passed on Section Co-Ordinator role for the London Section to Mike Wilcock & Andrew York. Andrew will be custodian of the section tools. Peter was thanked for all his years as S.O. and the help he gives to others at rallies.

**Membership** – we currently have 609 members. 3 joined at the NEC this year.

**NEC** – a very successful Show with the 4 Citroen Clubs winning an Award for Best Large Stand. Thanks to Julian Pratt for organising our Stand and also thanks to all the members who "manned" the Stand.

It was agreed we will also join the other Clubs at the Restoration Show in March and have an ongoing project on the Stand.

**Next Meeting** - Sunday 16<sup>th</sup> February in Millbrook (snow permitting).

Bev Oates



# Citroen 5hp Type C "Cloverleaf" No. 72267

## Cloverleaf Rebuild

### Part 2 of Ian Harvey's Restoration of Citroen 5hp Type C "Cloverleaf" No. 72267

Getting the engine block back into the chassis had been a major step forward and I then carried on with the restoration and refurbishment of the rest of the engine components. I also mounted the fuel tank supports and the tank itself which looked as if various repairs had been made to it but when filled with petrol promptly leaked! I repaired the leaks as best I could and then used Rustbuster 'Slosh' to seal the inside. Once the re-plated grille was assembled onto the refurbished radiator, I fixed this in place and realised I did not have the stabilizer bar which set the correct distance between radiator and bulkhead.



As a major part of the body tub restoration, a new plywood bulkhead had been fitted but until such time I would be ready to fit the body onto the chassis, I felt I would need a temporary one in place in order to get much further, so I fabricated one from MDF using the remains of the original ply which was full of woodworm and partially disintegrated, but luckily most of the original bolt-holes were still intact as patterns.

I was also keen to get tyres for the repainted wheels and luckily, through the connections with the TOC and also through my brother-in-law who had worked for the racing and competition part

of Avon tyres, I was able to get a good deal from Vintage Tyres on five "Waymasters" with tubes and angled valves, fitted at their premises in the National Motor Museum at Beaulieu. The wheels had been wrapped up after painting so the first time I saw them was when the tyres were fitted, and although they were all Michelin-made wheels, four were the later dished type and only one was the earlier correct flat disc type. I have started collecting a set of the earlier ones, but with the four matching wheels on the axles and the odd one as the spare, I don't think it will look too odd. Before I could fit the rear wheels, however, the back axle needed complete restoration which seemed to take an age, particularly as I was unsure exactly how the differential should be set up.



Before



After

# Citroen 5hp Type C "Cloverleaf" No. 72267

It turns out that early 5hp's have a circular diff assembly with chevroned teeth to the crown wheel and pinion whereas the later ones, like mine, had an oval assembly and helical teeth. However, when I tried to reassemble the differential, there was far more play than I felt happy with and as such I set about fabricating as many shims as I could to try and eliminate as much as possible. Eventually, I felt I had succeeded as best I could and, having replaced all of the bearings in the axle, differential and prop shaft, I fitted the axle onto the ends of the rear springs with the best of the various pairs of brass bushes that I had available.

The gearbox seemed to be in reasonable condition from what I could tell, but I did replace the rear output shaft bearing and thoroughly cleaned up the clutch before assembling it, bolting on the gearbox, refitting the cleaned up transmission brake shoes and drum and connecting the prop shaft with a new laminated cloth coupling. The rear wheel brakes were originally operated only by the handbrake which, on a left-hand drive car as this one is, is mounted on the right-hand side of the gearbox. However, mine was on the left of the gearbox which would rather get in the way of the driver's right leg and therefore be very inconvenient. Also, with the various bits and pieces, I found what looked like a brake linkage rod with another rod on an adjustable slider attached to it. This turned out to be a period modification that was available that allowed the rear brakes to be also operated by the foot pedal which would normally only work the transmission brake.

I decided to remove all the linkages and re-fit the handbrake to the right-hand side of the gearbox and fabricate a linkage that would link the brake pedal on the left across to the hand brake on the right. After a great deal of



experimentation, I managed to get this to work, although the clearances for the linkages would mean that the aluminium floor plates would need to be raised slightly, which was a relatively straightforward modification.

By this time I was eager to see if I could get the engine to actually work

– I had prepared one of the two carburetters that I found and fabricated a throttle linkage that would probably work and mounted it onto the extension tube I also found, but had to modify the choke cable mounting to avoid the exhaust manifold studs.



I also felt I should have a silencer of some sort and after much searching found that the rear box for a 1990 Corsa was very close to the right shape and size and I could get one, free delivery for just over £20. When it arrived, I cut off the mounting straps, welded my own brackets to it and reduced the inlet pipe to fit the original down pipe. I made up a simple mounting, painted it black and fitted it.

That just left providing a spark to be dealt with and I had had no experience at all up to then of magnetos – but I did have one in the pile of bits although I had my doubts about whether it would work as there seemed very little resistance from the magnets when the shaft was rotated. I sought advice from Bernie, who confirmed that



# Citroen 5hp Type C "Cloverleaf" No. 72267

mine was indeed defunct, but he was having two spare magnetos of his own repaired and would take mine to his local expert for an assessment of the damage. Around this time I was able to borrow a working magneto from Martin and fitted this to my engine.

Then a friend came over and asked if he could help me with anything to do with the Cloverleaf and I said we could try and fire it up! So we filled



the sump with SAE 30 oil, filled the tank with fuel, I removed the plug from no. 1 cylinder and with the aid of a torch, found top dead centre and set the magneto timing to a few degrees before this (there were no marks at all on the ring gear on the flywheel!) and connected a new 6 volt battery. Full-choke and a few prods to the floor-mounted starter button and, surprise, surprise, the engine fired a few times and then stayed running!

I must admit I was extremely excited and am sure I was jumping around in sheer delight – I felt it was just too good to be true that an engine I had put together myself with a few improvised fittings here and there, would actually work and sound ok.

Now I had a rolling chassis with a working engine, so I rested the front wings in place, reassembled the bonnet with the repaired central hinge and with the aid of some planks and an old tool box, I was finally able to drive it out of the garage and into the garden under its own steam...

Ian Harvey

*Impressive progress, well done. Editor*



# National Rally 2020 - Lake District Mountains

## National Rally 2020- Lake District Mountains 26th -28th June



For those of you who have never attended a TOC rally don't be put off by the word " RALLY"

- We are a gathering of like minded Tractionists enjoying a weekend together in a different part of the UK each year.
- We do not do time trials around a set course and we avoid travelling in a convoy.
- This is a free-wheeling sort of weekend whereby you can either take part in the runs and visits, or simply chill out. We travel at our own leisurely pace, set off from the hotel at a time of our choice and feel free to stop for a coffee or take photos en route

The Lake District being such a beautiful area, it is impossible to see it all in a weekend so for those who want to arrive early or remain longer why not stay for some additional nights, to be booked direct with the Damson Dene. c/o Reception Team, **Damson Dene Hotel**, Crosthwaite, Nr Bowness-on-Windermere, LA8 8JE, Tel: 015395 68676 . **Camping or other accommodation, please view:** <https://www.visitcumbria.com/>

### THE PROGRAMME

**FRIDAY 26th June:** Welcome at The Damson Dene Hotel from 3pm followed by briefing and buffet at 7-30 pm, non residents welcome.

#### **SATURDAY 27th June:**

Since we are in an area of exceptional natural beauty, the Saturday activities are geared up towards getting everyone out into the National Park. Like many such upland areas, a lot of the most scenic roads do not lend themselves to convoy driving and so for Saturday you will be given a road book containing a series of alternative routes and destinations to choose from, all offering drives of varying lengths, with the intention that the rally will break down into smaller groups, rather than the cars being all concentrated onto one destination.

These drives all take in points of local interest, for example National Trust properties such as Wray Castle on Windermere, villages such as Grasmere, or natural features such as Aira Force near Ullswater. The runs are all very scenic and geared up towards Traction driving. For those of you who have come a long way and had enough of driving, there are shorter runs to local attractions such as the nearby Haverthwaite Steam railway, which connects with the Windermere Steamer service at Lakeside , or to stately homes such as Sizergh Castle or Levens Hall, both of which are within about 20 minutes drive.

We have also tied in a number of walks with the runs, should you wish to stretch your legs. These are not extreme, but will allow you to get away from your driving seats for an hour or so, here and there.

If you are members of the National Trust, then it is worth bringing your membership cards, and getting free access to a variety of properties, not to mention car parking facilities at key locations.

Early Saturday evening, there will be a time slot for the 'social' part of the annual AGM, the legal formalities having been taken care of on November 24th 2019 and dinner will follow at about 8.00pm followed by the raffle, and time to retire to the bar to discuss the day's events and catch up with old friends.

#### **SUNDAY 28th June:**

After breakfast, We are booked into the Lake District Car Museum at nearby Newby Bridge from 10-30 am. This has a fascinating selection of cars (including some Citroens) a staggering display of motobilia, and a separate museum dedicated to the world speed record breaking Campbells, with full size replicas of several of the Bluebird cars and boats.

We then meet up at Leighton Hall at 1.30pm for lunch and the prize giving presentations. The prizes are decided by your fellow participants.

**For pricing see booking form inserted within magazine sleeve.**

# National Rally 2020 - Lake District Mountains

## National Rally 2020- Lake District Mountains 26th -28th June



### PLEASE

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.

The total cost does not include

- \*Drinks other than complimentary wine with Saturday night dinner.
- \*Saturday lunch
- \*Entry to any venue other than those stated
- The hotel has a spa, pool and gym facilities which are free for our use but you may be asked to pay for certain extras such as massages etc.

### PAYMENT

- If you wish to pay by cheque please forward to me with your application form, cheque 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 LAKES RALLY
- PLEASE email me at the same time as the payment is made with an attached copy of the booking form.

### CONDITIONS OF ENTRY (the legal bit)

- All vehicles must be covered by a third party insurance policy
- 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 the details of the Rally, if circumstances dictate, at short notice.

### RETURNING THE BOOKING FORM

Please return the booking form by the **31st January 2020** to take advantage of the 'Early Bird offer' or by **31st March 2020** at the latest.

Return booking form and cheques to :

**Bryan Pullan  
4 Camwood Fold  
Clayton le Woods  
Chorley  
Lancashire  
PR6 7SD  
Tel 07513 362202**

or pay by BACS/ and send booking form by email to: [tocnorthern@gmail.com](mailto:tocnorthern@gmail.com)

For any queries, clarification, or notification of your BACS transfer please contact me at the above

**CONFIRMATION of receipt of Booking Form and Payment will be emailed to participants as soon as possible . Joining instructions will follow on nearer to the time of the rally.**



### Environmental bit!

We will be aiming to minimise the amount of plastic that is associated with the rally in terms of the welcome pack, etc. but there are things that you can also do. Driving a 65 year old car from one end of England to the other is not the best way of reducing one's annual carbon footprint so why not offset it? A 400 mile journey can cost as little as 50p to offset if one of the reputable schemes is used, and these generally work via some kind of carbon capture scheme such as tree planting.

<https://www.bptargetneutral.com/uk/calculate/car/economy?fuel=P> will take you to the BP Carbon Target Neutral site, but there are others also available. Make a note of your rally mileage and then complete the calculator and pay a small additional sum to neutralise the carbon emitted by your car over the weekend.

# Bailey's Banter

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Happy New Year.



Despite my best intentions I don't often get to the local TOC events but, for a change, we went to one in October. The event was centred around Chichester Harbour so we decided to start the day walking the dog on the West Wittering beach before we joined the gang. The itinerary started at the TOC Spares Emporium which gave us a chance to poke around and buy a part or two. I now have a new clutch pedal return spring – those who pay attention may recall mine went twang back in the summer. The spring is now safely installed in the glove box for when I get a moment to fit it. As I was buying it a wise man mentioned that he thought it would be an engine out job so it might stay there for some time. I've got quite used to this light clutch anyway. Thence we went to **Robin Hamilton's** place around the corner to admire his collection of vehicles which included his Big 15, Model T Ford, Stanley Steamer, 2 MGs and a Morris Minor. After a very nice cup of coffee and a demonstration of the Steamer the convoy headed off to lunch at the yacht club. Robin being a past Commodore of the yacht club got us access to a tasty carvery with a lovely view over Chichester harbour. We must try to do more of these things.

Since then the weather has been less friendly. This is the time of year when you find out if your electrics are ok. There are signs that my Traction may need a new battery. The present incumbent has been there for a good number of

years now and is well out of warranty. Twice recently it has been flat when I have tried to start it. I have a modern DAB radio fitted which may be causing a current drain. Even with the isolator that I have finally fitted the isolator (after sitting on my desk for the last year or three) the battery still drains. The bullet must be bitten. I need a new one. Perhaps that'll be my Christmas present. Meanwhile I am grateful for my Noco battery jump starter. A brilliant piece of kit. Never leave home without one - as long as you've remembered to charge it up!

More than the expense it is the physical hassle of replacing it that I am not looking forward to. If you don't have a Traction it may surprise you to know that the bonnet has to come off for this otherwise simple operation. This does of course give a decent measure of security although I



don't think that was the design reason for its location. Could that have been to allow the same bulkhead panel to be used on both left and right hand drive cars? Another question is "will Halfords consider this part of their £15 fitting service?" *"Relax in our waiting area while we do the hard work for you"* says their website. We'll see.

Gull-wing bonnets were pretty normal for cars of the 30s. But was it also normal to locate the battery under the centre hinge? Almost every car I've seen with a centre-hinged bonnet seems to locate its battery off to one side, the only

exception being some Morgans – but they set the battery quite low-down leaving room for removal. I can't believe I bother looking at old car battery locations...

I used to change the battery every 3 years or so when the car was a 6-volter. This one has been in place since I converted to 12 volts about 10 years ago.

Was there any other car that had either 6- or 12-volt electrics depending on just where it was built? We know the reason for Lucas being the electrical vendor for Slough cars – but Lucas did make 6 volts systems in the 30's. I assume a 12 volt system would have a higher cost than 6 volts so, since the Paris cars were fitted with 6 V electrics, someone in Slough must have made a positive decision to spend the extra and use 12 V on UK cars – presumably based on an expectation of improved performance?

I have a book – *Practical Automobile Engineering Illustrated*. This claims to be “a comprehensive guide for everyone connected with the automobile industry with special sections on maintenance and repair. Each chapter has been contributed from practical experience by a specialist in the trade”. It has no publication date, but someone has hand written 29/5/45 on the inside front cover. I am guessing it was published just before the war.

The book lists the battery voltage for a range of vehicles – all British, no reference to Johnny Foreigner here – not even a reference to Citroen or Renault who had factories in the UK. The list shows 6-volt electrics to be common on anything below 8 HP with everything larger having the full 12. One assumes that every one of those was fitted with Lucas equipment. So the Light 15 follows what appears to be the UK convention of being 12 volts.

In the US however, where there were no small engines, the whole industry stayed with 6-volts until the mid '50s and then changed wholesale to 12. In Germany, Mercedes was still using 6 volts in the 1950s and of course the Beetle remained so until 1967. Then of course the Trabant never got 12 volts.

It seems that, whilst Lucas may have been known as the Prince of Darkness, they do seem

to have been leading the world towards what became the universal 12-volt standard. And so, I assume, it would have been natural for the forward-thinking Citroen UK management to adopt what, in 1934, was the new 12 volt standard and expect the French to catch up. And they did – but not until 1960 when the ID / DS range got 12 volts.

Continuing on the topic of winter, I have bought some anti-freeze. The usual stuff is ethylene glycol which is toxic. One can now buy propylene glycol based antifreeze which is still inorganic additive technology (IAT) and therefore compatible with our engine materials. I bought Fernox Alphi 11 from a plumbers' merchant. Diluting to 25% will protect down to - 11 C. I hope that will be good enough. Both the Traction and the DS have been treated. It is a clear liquid so colour will no longer be an indicator of concentration. We'll see how it goes.

Recently we had the weekend of the London to Brighton Veteran Car Run. The weather on the Saturday was atrocious which may have put some people off turning up as spectators. Sunday was rather better. I met up with your 2CV correspondent **Mr Richard Morris** at Staplefield where we watched the old crocks hurtle down the hill and looked at the stuff people had parked around or on the green. Parking on the green turned out to be not such a good idea when it came to leave. I made sure I had at least a front wheel on the tarmac but still sprayed a bit of mud around when it was time to leave. Some others needed some serious pushing. Good to see another Traction there – **Michael Bullen's** very nice 1953 Light 15.



I enjoyed the NEC show, although I was only there one day. The stand looked great and deserved its award. The Tractions got a lot of attention, as did the rear wheel drive cars. A common question regarding the Tractions was "how many are there in the UK"?

The TOC has a register of cars that members have declared they own. That's some guide to how many Tractions there are in the UK but members don't always tell us when they sell their car or buy another. And then there are those non-members too who also import and export Tractions. The car that was featured in the Classics Monthly was known to us, although it is no longer owned by a TOC member and has been exported. Other cars pass through auctions that we don't know about. Whilst at the NEC I heard of another car in a collection that was not known to the TOC.

So I thought I'd take a look at how many cars were registered in the UK according to the DVLA.

My first port of call was the Howmanyleft.co.uk website which takes its data from reports on the DVLA website. There is data for many Citroen models – but the Traction Avant / Light 15 is not listed – although there is a "Model Missing" category. I then looked at the reports on the DVLA website. No Tractions there either but the DVLA have both "Model Missing" and "Model Unknown" categories. Interestingly I found 284 licenced Citroens with a 2018 manufacturing date listed as "Model Missing".

I have just combined the two categories together. Model Missing and Model Unknown must include H vans from 1947 and rear wheel drive cars up to 1939.

The total number of licensed and SORNed missing and unknown Citroen vehicles made between 1934 and 1957 is 649. That's not much more than the number of cars the TOC knows about. It's much less than I was expecting.

456 Citroens cars and 61 buses and other goods vehicles are registered with no manufacturing date. And one motorbike. They may all be Lomaxes and other 2CV derivatives on Q plates or they may include RWD cars, Tractions and H Vans.

That means the maximum possible number of Citroen cars in Britain that were made between 1934 and 1957 is 649 + 456 = 1105. And of course, we know that some of those cars are H-Vans and RWD cars. And some could be any kind of Citroen where both the manufacturing date and model type is missing. I'm prepared to assume that half the cars without manufacturing dates and 90% of the cars with dates are Tractions. That makes 812 cars. That's my estimate of how many Tractions there are in the UK based on those that are known in some way to the DVLA. That's about 0.1% of the total number manufactured. At the end of 2018 about 23% were on SORN. There will be a few other cars that the DVLA doesn't know about.

What happened to the other 99.9%? I doubt there's an easy way to find that out as they'll be either long gone or spread all over the world. The best place to start would be Traction Universelle, the French club for Traction enthusiasts. It turns out that since 1994 Pascal Berthelot has been compiling a register of Tractions and has details of 2500 so far. That's another 0.1% or so. Pascal has written a book based on the data he has collected. Volume 1 (ISBN 978-2-9568926-0-1) covers the cars up to 1941 and for 45 euros you will get 200 pages of stories and photos. If you are researching the restoration of a pre-war car I would expect this to be a very useful resource. But it also promises to be an interesting read – if you read French.

Les 7B et 7S
Les 7B et 7S 1934

### La 7A laisse sa place aux plus puissantes 7B et 7S



Les demandes de présentation des types 7B et 7S (5 pour Sport) sont arrivées au Ministère le 23 mai 1934 (la 7B présente porte le numéro de série 10 000, et la 7S porte le numéro 20 000). Les deux séries regroupent deux grands-voitures d'égale tonne 2600 kg. La petite sportive ne se différencie de la 7B que par sa motorisation plus puissante et une monte pneumatique plus générale (150x40 au lieu de 140x40).

En juin, alors que les milles 7A sont déjà sorties chassées à la cadence maximum de 250 unités par jour, on lance l'industrialisation de la 7B. Les premières 7B sont rematriculées au tour du 22 juin, et les deux modèles sentent le décoller qu'on les rematricula sur les chiffres de montage.

En juillet, c'est au tour de la version sportive de faire son entrée dans les registres immatriculatoires. Une portion de cette époque précède étonnamment que les 3 connotations de 7 se font en type Sport, "moyennant supplément". Évident, car la 7S possède son propre type Mines et sa propre nomenclature.

La 7B est équipée d'un moteur bi-cylindre 9 CV à 4 cylindres (avec remplissage d'huile sur le côté gauche) et radiateur frontal. Le carburateur est un Solex 30 BFMD, et la lubrification d'équipement passe par le joint-bonnet droit. Ce 7B4000 type 4MP778 (de 1520 cm<sup>3</sup> et 35m à 3 200 tours) est le moteur de la 7A, révisé, il permet à l'auto d'atteindre les 100 km/h, et consomme 9 litres aux 100. Pour un moteur refroidissement, le ventilateur est à 6 pales (celui de la 7A en avait 4). Sur les 2-3 premiers mètres d'échappement, la porte de raccord triangulaire du tube d'échappement est dirigée vers le haut (comme sur les premiers 7A), il sera ensuite dirigé vers le bas.

Les 7B et 7S conservent la même palette de couleurs que la 7A (rouge, bleu foncé, rouge ou gris et beige). La disposition des couleurs, la finition "toujours d'élegance" et les aménagements spécifiques des aux-carrosseries sont les mêmes que pour la 7A. Il en est de même en ce qui concerne l'intérieur ou tout l'emplACEMENT de la commande d'avance (à l'allumage à l'éclairage), la molette est maintenant double (de gauche à droite).

Les 3 modèles "7" se font "moyennant supplément" en TYPE SPORT moteur plus puissant 115 et 117 CV.

Autre variante commerciale : bien qu'ayant maintenant des puissances faibles de 9 et 11 CV, deux nouveaux Tractions ne sont pas négligeables "9" et "11" par le constructeur.

Enfin, nous avons les deux nouveaux modèles se différenciant des premiers 7A par leurs baquets d'acier.

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Les copies de ces nouveaux modèles sont reconstruites à leurs retours en "V" embarquant les 1000 de fabrication de chaque modèle de chaque côté du moteur, entre les joint-bonnet et l'avant, ainsi que les baguettes avant. Cependant, après l'arrêt de la 7A, il semble que des copies multiples, reconstruites notamment à leur absence d'inventaire en "V" sur les côtés du latier, sont employées dans la production des 7B. En outre, quelques 7A vendues sentent être reconstruites en 7B, respect une mécanique 9 CV, mais conservant toutefois certains équipements spécifiques à la série 7A (ventilateur à 4 pales, capot à volée ouvert vers l'arrière, pare-chocs enroulés sans contour, ou commande d'avance à l'éclairage sous le moteur d'ouverture du pare-brise).

La 7B, contemporaine de la 7S, partage en principe avec elle la qualité de ses composants (moteur, radiateur monté sur la boîte de vitesses, kit de suite de série généralement au moins jusqu'à la série 20 000), conjugué à radiateurs noirs, traverse arrière caisson. La production reste cependant de plus en plus limitée de la rareté des 7S survivantes...





## Les découvrables

Contrairement au réseau français, la filiale d'Amsterdam propose dès 1935 un "Cabrio-Berline" 7. Cette élégante carrosserie possédant une capote imperméable à doublure tissée, remporte le 29 juin le premier prix du Concours de carrosserie organisé par le K.N.A.C. (l'Automobile Club Royal de Hollande).



**CITROËN "7" CABRIO-BERLINE**

Avant le milieu des années 30, les grands constructeurs français produisent généralement des ensembles (châssis-moteur, et proposent à leurs clients de choisir parmi un catalogue de carrosseries aux noms évocateurs (Deauville, La Boule, Opéra ou Trianon), réalisées par des artisans plus ou moins connus (Antem, Labourdette, Manesius, SICAL...), principalement installés dans l'ouest parisien.



**LE DÉCAPOTABLE A.E.A.T.**

Les Établissements Ansat & Teisseire (A.E.A.T.) carrossent depuis les années 20 dans leurs ateliers de Neuilly, des automobiles en découvrables ou semi-découvrables.

Comme leurs confrères, ils subissent de plein fouet l'avènement des carrosseries Tout-Acier, produites de A à Z chez les grands constructeurs auto-

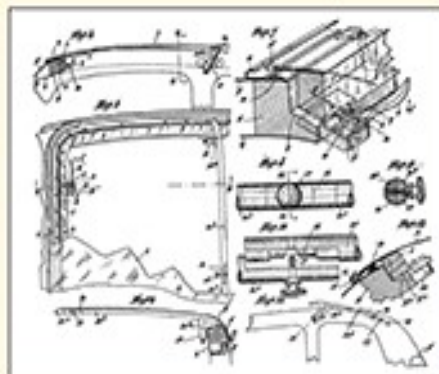
mobiles. Privés d'une partie de leur activité, ceux que l'on nomme désormais les Anciens Établissements Ansat & Teisseire s'intéressent à la monococque Citroën : ils déposent le 6 octobre 1936 un brevet visant à protéger leur transformation de la Citroën Traction en découvrable.

Pour mener à bien cette réalisation, A.E.A.T. découpe le pavillon ainsi que le panneau de lunette arrière. L'ouverture obtenue est bordée à l'avant par la traverse haute du pare-brise et le haut des panneaux de côtés (sur lesquels on a découpé les custodes), et à l'arrière par le dossier du siège arrière. La capote, qui est garnie à l'avant d'une frise de bois venant reposer sur la traverse supérieure du pare-brise, est supportée à l'arrière par un arceau constitué de 2 éléments. Des verrous solidarisent l'avant de la capote et la traverse du pare-brise, et la mettent en tension convenable. Les 2 parties de l'arceau, une fois déconnectées, peuvent se rabattre sur les côtés, lorsque la voiture est décapotée.

Afin de compenser l'affaiblissement de la caisse ainsi dé-

couplée, on fixe une ceinture de renfort en bois tout le long de l'ouverture. Des montants auxiliaires sont également disposés entre les deux portières, et une traverse reliant ces montants assure la consolidation du plancher.

Les Anciens Établissements Ansat & Teisseire feront de cette transformation leur principale activité, en communiquant sur l'ouverture de la capote en 2 minutes seulement. L'usine Citroën de Forest, en Belgique produira même des Traction découvrables sous licence A.E.A.T.



Page de gauche, en haut : vue extrême d'un document publicitaire édité en 1937 par la filiale hollandaise de Citroën.

Page de gauche, en bas : ouverture d'une brochure A.E.A.T.

Ci-contre, et ci-dessous : 7C découvrable A.E.A.T.

Les dessins techniques figurant cette page sont extraits du dépôt de brevet de perfectionnement aux carrosseries d'automobiles demandé le 6 octobre 1936 par les Anciens Établissements Ansat & Teisseire.



So Pascal has details of 2500 cars – but he hasn't got the details of mine and probably not yours either. His online form is at <http://www.recensement-tractionavant.com/>. I am going to complete it for my car, and I would ask all Traction owners to do the same for theirs.

I also googled "Citroen Traction Avant survival rate" and found a short video called "Promo Survival of the Fittest - Citroen B11 Traction Avant". It wasn't very helpful, but it showed a delightfully shabby Normale on Dutch plates being driven very spiritedly. I do like to see a shabby Traction being driven with gusto. It's probably only the shabby cars that can truly be driven with real gusto as there's no fear of picking up the odd scratch or ding. Much as I love to see the shiny cars, long live the shabby ones. Meanwhile keep a look out for the Citroen motorbike.



*We haven't heard a great deal within these pages from FBHVC in recent months, and so here verbatim, are the relevant sections of interest reproduced from Newsletter 5. The section on tyres is only of borderline interest, because it now only applies to trucks and buses etc. but it may put to rest the notion in some quarters that all tyres older than ten years are to be banned. It is, incidentally, a condition of our permission to reproduce these texts, that we do so verbatim. My apologies therefore if you find any paragraphs which are not strictly speaking, relevant to Traction ownership. If you would like to read the full transcript, then please visit the FBHVC website archive where it is reproduced in full. Editor.*

**Issue 4** announced Wayne Scott as Communications Director Designate, we welcome him into the fold and wish him the very best in adding the Federation to his ever increasing schedule.

The summer has now drawn to a close and we accept Autumn beckons. There is nothing quite like a quick trip out in our vehicles to watch the ever changing colours of the leaves and to enjoy the last remaining days before we tend to hibernate into Winter. It is also a good time to reflect on all the activities we have managed to attend throughout 2019 and to look forward to future events, whether they be the indoor shows over the colder months or planning for Spring 2020.

The Federation, and many other vehicle organisations will now be gearing up ready for the Lancaster Insurance Classic Motor Show due to commence on 8 November at NEC Birmingham. Don't forget to order your tickets with the discount code of CC4210. We look forward to seeing you there!

Please let me also remind you of a couple more dates for your diary: Club Expo 2020 due to be held on Saturday 25 January at the British Motor Museum, Gaydon and Drive it Day 2020 on Sunday 26 April. Have you started making plans? If you have or are due to commence, please don't forget to contact our Drive it Day Co-ordinator Ken Coad who would love to hear from you. He can be contacted via [coadspeed@btinternet.com](mailto:coadspeed@btinternet.com).

For the meantime, I will sign off and look forward to meeting you once again in the near future. Enjoy your read!

**Legislation & Fuels** Bob Owen

## General

This is my last column in FBHVC News as Legislation Director. I fear I hand over to my successor at a difficult time.

We face a number of both bureaucratic and existential challenges.

- a. Functionality of the DVLA historic vehicle process
- b. Clarity of definition of what is a historic vehicle
- c. Existential issues arising from climate change and air quality

## DVLA & Registration

As you will see from Ian Edmunds's piece we have little good news of any sort from DVLA. Ian has over the months set out the detail of the individual issues we have to deal with, but they seem to me to have a common cause.

We continually discuss internally why matters of registration have become more difficult, as not only the Federation but the club registrars we deal with can clearly confirm. However DVLA consistently denies that they recognise the problem.

We in the Federation do not think that DVLA means us any active harm. But conversely we see few signs that as an organisation it means us any good either. We are simply a part of the increasingly systematised approach to all vehicle licensing. It is very clearly the case that increasing systematisation, in DVLA as in any part of Government, which means fewer people taking less time to deal with the interface with those having business with them, will save expense. And it probably works for the vast majority of their activities.

But it does not seem to work for the historic vehicle community. One of the issues we have is that we really do not know the scale of our problem. Neither the Federation nor its member clubs deal directly with all applications, so we only see the problem issues.

We simply do not know how many applicants are able to meet DVLA requirements and obtain a registration at the first asking.

Only DVLA knows how many V765, age related and reconstructed classic applications they deal with and what proportion of these are rejected. DVLA say they cannot justify the cost involved in finding out and advising us. The problems have developed in two stages of major change in DVLA, both, sadly, during my tenure as Legislation Director. First, the Local Offices were shut down. The view of DVLA is that among its other benefits,

obviously mainly cost savings, the risk of incorrect decisions by these offices was obviated. This is clearly true.

But Local Offices saw actual people and knew who they were dealing with. Sometimes, although there might be imperfect supporting evidence, a vehicle was nevertheless registered because to do so would do no harm. This will only very rarely have had real adverse consequences. Who is to say these decisions were wrong when they were made?

The problem was exacerbated by what DVLA referred to as "process re-engineering". This was announced without any real advance warning at the notorious "show and share" meeting in September 2015 attended by a limited audience selected by DVLA. At that meeting, the information on change was provided, not in the form of a consolidated set of instructions we could all understand, but largely through flipchart presentations. DVLA refused to provide consolidated post-meeting notes and suggested the Federation create them itself. I was not prepared for us to do that, as I was not sure we fully understood what DVLA were telling us, a position which I consider has been amply justified by events.

What was clear was that the DVLA requirement for documents, and in particular those identifying the relationship between chassis/frame number, age and identity, was to become more rigid. This requirement followed many years, from the earliest days of the motor vehicle, during which this relationship was not seen to be necessary; registration records had been destroyed by Government fiat, surviving registration records had not been required to show the chassis/frame number, and certainly precise identification to within a single calendar year was not necessarily recorded at the outset and was often lost for quite clear historic reasons. This change in approach, which DVLA saw as procedural only, was clearly going to result in problems. And where we are now is I think, the gradual identification of those problems. Perhaps the worst aspect of this is the personal.

The Federation knows of applicants, who have spent years lovingly restoring vehicles which there was every reason to think were quite genuine, and for which they are entirely honestly seeking registration, who have found these vehicles simply cannot get registered.

And of course some of these applications will lack some or all supporting documents. They may not have been needed at the time of the commencement of the restoration.

The current DVLA system simply does not appear to see this as a problem. They apply their process and it results in registration or rejection. End of. This may be procedurally proper but it really is quite cruel.

But there does come a time when one has to ask if the process has reached a tipping point, where its effectiveness for a particular purpose has been compromised. It is the view of the Federation that this point has indeed been reached.

We think we will have to establish which way things will go; either that DVLA acknowledges that they must improve the service they provide to historic vehicle owners, or that they tell us directly that their system cannot and does not wish to deal better with registration of historic vehicles. And we might have to recognise that a solution will cost someone some money.

I need at this point to say how much help and assistance I have had from Ian in dealing with this thankless task over the last few years and to express my regret that our joint efforts have not achieved a greater level of success in improving the service the historic vehicle movement gets from DVLA

It is a task I pass on with a heavy heart.

## **Tyres**

Just at the end of my tenure I have been faced with one of the most demanding and complex issues we have dealt with; the proposal to ban tyres over ten years old on large goods vehicles, buses, coaches and minibuses.

To remind you all, this arises from a tragic coach crash in 2012, in which a coach returning home to the Liverpool area from the Bestival music festival suffered a front tyre blowout on a very old tyre and crashed, resulting in a number of lives being lost. At the inquest on the victims, HM Coroner made strong recommendations against the use of old tyres on coaches. One of the victims was a teenage boy, whose mother started a campaign to ban all tyres over ten years old on heavy vehicles.

This campaign, Tyred.co.uk was given more impetus in 2017 when a large van converted to a transporter suffered a blowout, crossed the central reservation of a motorway and caused several deaths in cars coming the other way.

DVSA both commissioned research on older tyres and instituted a fairly robust scheme, based upon recommendations as to the use of tyres over ten years old on steering axles backed up by reference to the Traffic Commissioners in respect of those on Operators Certificates. This did not include a ban as such, but anyone wishing to use such tyres would have to show that he was undertaking a proper tyre management system. The Federation thinks this process, which is very new, would serve to virtually eliminate the risk of a future event similar to these tragic accidents.

However, the campaign got the ear of the last but one Minister of State at The Department for Transport (DfT), Jesse Norman MP, and he decided to go for a ban on ten year old tyres on large vehicles.

The research when published did find some evidence of deterioration as tyres aged, but was not really able to comment upon the relationship between tyre age and tyre use, and found no evidence of delamination.

Nevertheless Michael Ellis MP, then Minister of State, decided to go ahead with the proposed ten year old ban and to extend it to minibuses.

DfT went out to Consultation on that proposal.

We are glad to be able to report that DfT chose to actually speak to a number of stakeholders and that the Federation was in fact the first they saw.

That meant we were actually able to put our concerns across to the people dealing with the Consultation, who we found to be personally able and interested.

But we then drafted a major Response, to which many members of the Legislation Committee contributed. We all owe them much thanks for their efforts and commitment. The Consultation Response is on the FBHVC website. I think you will find it interesting.

The really major issues are on the principle of a ban based upon age, and the definition of the historic exemption they are proposing.

We have stated that the introduction of a simple age related ban on any vehicle component is a major departure in principle which should not be proceeded with until there has been serious discussion of the principle.

And if a ban were to be introduced it should be based on incontrovertible evidence that simple age caused failure.

This evidence does not as far as we can see, exist.

The proposed exemption for historic vehicles is quite unclear. The Consultation document talks about an exemption for vehicles over forty years old, but then goes on to refer to the Guidance on Vehicles of Historic Interest. It rather looks as if they were for administrative simplicity going to incorporate the ban into the same Regulations (on Plating and Testing) as those covering roadworthiness testing.

That creates two major issues, one practical, one legal.

The first, practical, one is that the exemption in the Plating and Testing Regulations is not universally set at forty years old.

Indeed heavy goods vehicles have to be tested if they were built after 1960. So we have objected that this exemption should be applied to all vehicles over forty years old, even if they are not test exempt.

The legal issue is quite important to us as a principle.

As you know and as we discussed repeatedly while proceeding to the approach on roadworthiness testing, up to now the principle of what constitutes a historic vehicle has been the date of manufacture, not the originality. We had to compromise on that principle in order to enable the UK to comply with the terms of the EU Roadworthiness Testing Directive, which demanded more originality of build standard. The outcome was the VHI definition.

But to now use the more limited VHI definition, based solely on compliance with a specific EU Directive, as the bases for an exemption from an entirely domestically applied ban on tyres seems both wrong in principle and also out of sync with the times we live in. The fact that, at least for the moment, the EU itself seems to have decided that age related tyre bans are pointless from a road safety point of view merely makes it more unacceptable.

So that is where we stand. I will leave others to explain what develops.

It goes without saying of course that none of our arguments mean the Federation takes tyre safety lightly, whatever the vehicle involved. It is always an important duty of the driver of a vehicle to ensure his tyres are properly inflated, are free of visible defects on the tread, the inner or outer tyrewalls or the tyre beads and have tread of the required legal depth.

## **Environmental Issues**

Up until recently, the historic vehicle movement has felt it could rely on the public to be generally supportive of what we do, on the basis of nostalgia and recognition of our cultural, heritage and historic value. In a time when awareness of both climate change and the effects of air pollution on health is growing rapidly, and when criticising the activities of anyone whose lifestyle is not shared is becoming generally more accepted, we really cannot rely on this continuing.

We are becoming aware of a tendency, not yet general but certainly growing, for us to have to make our case more strongly. This attitude is being reflected in the reactions of some of the people actually dealing with the matters of concern, on occasions with greater emphasis than even climate change campaigners. We need to recognise this change, respect the reasons for it, and be sure we justify our activities with politeness and care.

We have quite recently had occasion to comment on a few new Clear Air or Low Emission Zones.

### *City of Leeds*

We have some good news here. When Leeds published its Order to permit the commencement of a Zone, they accepted the arguments of the "heritage" bus operators that their heritage value should be recognised and that their activities could not contribute significantly to overall pollution and created a suitable exemption for them.

### *City of Sheffield*

In our response to the Sheffield survey we asked that they consider taking the same approach to exemptions as has Leeds.

### *City of Edinburgh*

We submitted a response dealing with the issues I raised in the previous edition of FBHVC News. We await the outcome.

### *City of Birmingham*

We should note, though the Federation is providing only indirect support, that as yet Birmingham has not agreed to exempt "heritage" bus operation. This is a real issue as The Transport Museum Wythall has run a bus service to its premises on public open days, thus encouraging visitors not to use their cars. In this case the lack of sympathy from officers is marked. The Federation will keep a watching brief.

### *London ULEZ*

We are aware of a number of problems with the issue of some erroneous PCNs (Penalty Charge Notices) but we have not heard of any exempted historic vehicles being affected. If anyone knows otherwise do please let the Federation know.

Finally on LEZs, I should mention that we have heard no more about the delay I mentioned in the last Edition to their introduction of resulting from problems with the development of the "Checker" software upon which they depend.

## Roadworthiness Testing

Generally, things seem to have settled down on roadworthiness testing. Most people have established to their own satisfaction that their vehicles qualify as VHIs and, if they do, have decided whether and if so how frequently they will submit their vehicles to voluntary MOTs.

There seems to be only one outstanding matter. As yet we have not been advised that the software fix which will permit the making of an online declaration to DVLA of being a VHI at the time of annual licensing by the keepers of pre-1960 vehicles has been made. But, as I mentioned, while it is concerning not to be able to do what the Guidance says you must, it is not of any legal significance.

## Farewell

I look forward to seeing some of you at the AGM in October, at which point I shall sign off.

It has been an honour to be the Legislation Director of the Federation, though perhaps a bit more work than I had expected!

I hope I have in general met with your expectations and am sure that my successors will carry on the good work.

## DVLA Ian Edmunds

Unfortunately I am not able to report any significant progress on the various topics outlined in my last report, to the extent that the Federation felt it necessary to issue a statement covering the major points. This has appeared on the website and is repeated in this Federation News. At this stage I have no updates to that statement and can only emphasise that our efforts to understand these problems from the DVLA aspect and to find acceptable resolutions continue. It is not useful to share every step of the process but obviously any outcomes will be reported in the earliest available Federation News.

I can pass on the encouraging news that the owner of another of the vehicles registered on a Q plate and mentioned in the last edition has now reported a successful re-registration with an age-related number. Many of you probably already know, and he has made it clear in his article in this Federation News, Bob is standing down from the role of Legislation Director at the AGM on October 12th. I would like to formally record my thanks for his help and support and to say I have enjoyed working with him. I just wonder what he is going to do with all his spare time.

## Historic Vehicle Registration Difficulties

FBHVC has maintained a good working relationship with DVLA for around 30 years and has contributed to the setting up of the V765 scheme for the reissue of 'lost' registrations and the related arrangements for issuing age-related registrations. During that period a number of issues and difficulties have inevitably arisen and it has been possible to discuss them with DVLA and in many cases mutually satisfactory solutions have been found. Regrettably that situation cannot be said to exist at present. The DVLA attitude towards vehicles, or registration applications, that don't conform to the normal format has hardened and the majority of historic vehicles fall into this category. The Federation believes this change is due to a fundamentally praiseworthy drive for greater efficiency rather than overt hostility to historic vehicles. FBHVC will continue to make every effort to address these issues drawing on all the support at their disposal, particularly that of the All Party Parliamentary Historic Vehicle Group.

Meanwhile we must draw the attention of the historic vehicle community to a few specific areas of difficulty:

- First registration applications for vehicles originally supplied in CKD form will be rejected unless evidence can be supplied of the date of final assembly or first registration in the original destination country.
- First registration applications relying on a manufacture date stamped directly on the vehicle, or on a plate attached to the vehicle, even when supported by a dating statement from a relevant club are likely to be rejected.
- Satisfactory first registration applications even in a proven format may be rejected at the first attempt. Resubmission will often be successful.

## Secretarial Emma Balaam

A Warm Welcome to The Royal Automobile Club and the many Individual Supporters who have all recently joined the FBHVC. Thank you to all the Clubs and Individual Supporters who have recently renewed their memberships. We hope you all enjoy being members and supporters of the Federation over the coming year. One of the many benefits of being a member or supporter is sharing the articles in FBHVC News. However if you do, we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrow's roads.

# Badges

## Replacement Citroën Traction Avant Big 6 & 15/6 Badges

Owners of these vehicles are well aware that these badges are subject to attack from rust and corrosion as well as simple theft! The originals were made of relatively low quality material, and thus have a limited life span; the clips also frequently break. Since these badges are unique to the six-cylinder model, I decided it was worth taking the time to produce something of a higher quality, which had a longer life and projected the true presence of a great car. Using several high technology processes (that André Citroën would have enthusiastically embraced) including laser cutting, an impressive product has been created. A specification document that outlines the process in some detail has been prepared separately.

This has been an expensive adventure! I only want to recoup my costs, and bearing that in mind, I have come up with the following prices: A Big Six Badge Set (that includes the wings) costs £155, and the 15/6 set costs £170. Postage and packing (and insurance) will be extra. If you email me your requirements I will then send you a total price and payment conditions. Please contact me on:

email: [newlandmusic@outlook.com](mailto:newlandmusic@outlook.com)  
Jonathan Palmer (Bristol)  
01275 855213  
07751 690993

### Citroën Traction Avant Big 6 & 15/6 Badges Further Information

These photos are of the original badges. The first two were flattened before measuring.

#### Wings



Left over right version (See comments sheet). Hole centres: 58.5 mm



15/6 cyl

Both of the numbers '1' and '5' were raised so they would stand out.



An original Big Six badge, correctly curved and minus two of its clips.  
6 cyl

## New Citroen Traction Badges

Comments on the finished product



1. With all replication, there will inevitably be some degree of compromise. In both the original badges, the pressings had a number of three-dimensional features. On the 15/6 badge, the numbers were raised to make them stand out: I had extra numbers produced and soldered them on the top to produce the same effect, (which is why they are a bit more expensive).

2. Although these new badges are more 'flat', the brass or steel sheet I chose has a much better quality than the original. They are pre-curved to fit your car.

3. The sizes of these new ones are exactly the same as the original badges.

4. Four stainless steel clips have been attached to each one, using eight brass rivets:

5. Most of the originals used pop rivets; mine are of solid brass. In the course of the chromium plating process, these clips would also have been plated, but because they are made of stainless steel, the plating will inevitably peel off, but that is of no consequence.

6. All the original badges were designed to be easily removed, so that a starting handle could be inserted; the clips often broke. These days, the opposite is required; each of my stainless steel clips has a 2mm hole on the end so that a wire may connect it to the

car at an appropriate place on the radiator grille in order to deter removal. The best solution is to use stainless steel locking wire. These wires are not visible and they are a good way to gain security and combat theft.

7. Because the peening on the rear of each of the rivets leaves a rough edge that touches the radiator grille, a 2mm neoprene pad has been stuck to each clip to prevent possible damage/chafing and vibration. Neoprene could be used in other places where there is metal to metal contact.

8. The 'wings' are obviously separate from the badges and each one has a retaining flange

that fits the clip on the badge. Again, to avoid the 'metal on metal' contact, a neoprene pad has been added to cushion them. They each have two holes at 58.5mm centres that will line up with your radiator grille; two 3mm bolts with wing nuts are provided.

9. In the photos, the wings are of the 'left over right' version, but the 'right over left' ones can also be produced. They do vary according to year and country, and you may wish to read through "Not all Wings are Equal":

<http://btwsk.nl/citroen4/index.php/2015-04-03-06-54-43/general-interest/74-traction-avant-wings>

When ordering, you must specify which type you require.

10. In the photos, both the badges and wings appear assembled. Although they are separate items, they are a matched pair, and I intend to sell them as such.



# Gear Selector Repair

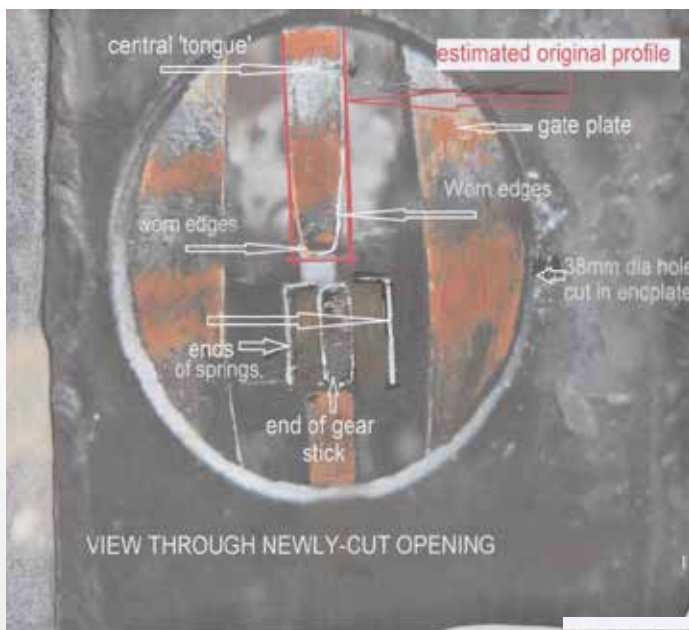
It was interesting to read of the gear selector problems in the July/August Floating Power. I'll take advantage of the Editor's invitation for further comments and experiences.

I had similar trouble with my recently acquired 1949 R.H.D. Big Six. I have repaired the gate, as outlined below, and now the gear change is as smooth as silk (well nearly!)

The most difficult part of the operation were the gymnastics required to remove the selector box from behind the dashboard and then put it back.

This was eventually successful and I got the box on the bench.

Drilled a 38mm diameter hole using a tank cutter in the front end of the box opposite the gate so I could see what was happening to the gear change.



The car is 70 years old, and so the multitude of gear shifts had worn down the upper central tongue of metal, narrowing it as it approached the gate centre and rounding the lower end (the upper part is 8mm wide, the lower 6mm as well as being rounded).

This allowed the the leaf springs to jump across into the adjacent slot and as the gear stick moved up the slot, to jam

This is how the problem was solved:-

I wanted to do the minimum amount of dismantling of the selector box, so I made a new 'T shaped upper profile from 2mm thick steel sheet( used fragment of an old steel book shelf) to what I judged to be the original profile, planted it on top of the existing gate, secured it with 684 hex-head machine screws and nuts. Araldite was applied onto the screw threads.

Two new leaf springs (Citroen Part No 515891)were obtained from De Graaf (They had to be ground down a little in height). A previous owner had made replacement springs from what I assume was a corned beef tin! Don't do that - get new springs.

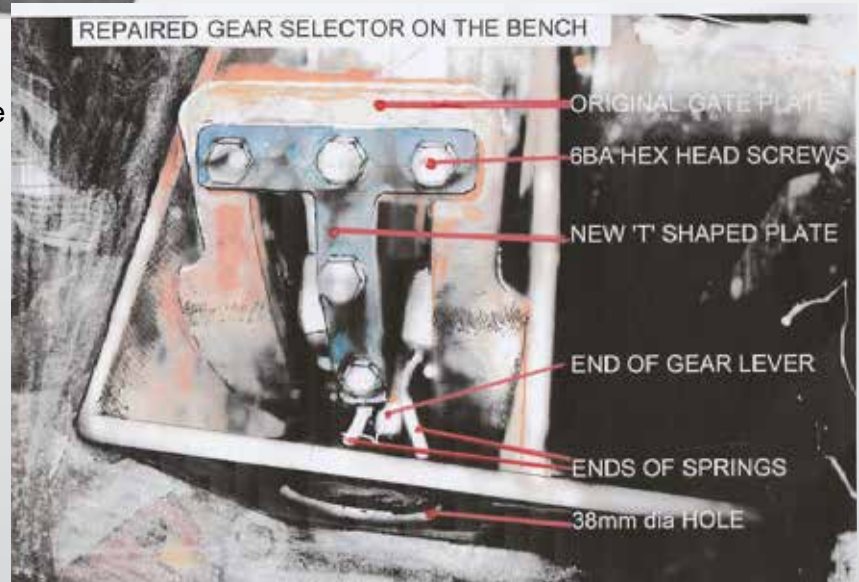
Fortunately there is plenty of 'meat' on the old gate plate and the end of the gear change lever is long enough to engage and be guided by the new plate. Checked the gear lever movement - all OK.

Then the difficult part, putting the selector box back behind the dashboard. To help, I rounded off the corners of the front fixing flange -it was still difficult. The actual adjustment of the linkage was easy. Once the mechanics of the gear selector is understood it's possible to feel the relative positions of the parts to make a successful gear shift.

Here's a question. Is my repair legitimate or a bodge? The weld buildup in David de Saxe's article is more elegant and undetectable but involves more dismantling and introducing heat with the risk of distortion.

Does this matter with a component that is never seen?

Bob Cross





## EVENTS DIARY 2020



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.

<b>2020</b>	
<b>April 26th 2020</b>	Drive it Day
<b>May 14-17 2020</b>	Jersey rally. See below for update.
<b>June 26-28 2020</b>	TOC National Rally, Lake District: see booking forms and details in this magazine
<b>July 11-14th 2020</b>	The 2020 CTAB Brittany Club Rally will be based in Upper Normandy for the four days of Saturday 11th to Tuesday 14th July. No further news at present, but if you are interested please register with Martin NICHOLSON on vicmarnic@gmail.com and I will keep you updated.

### Update: JERSEY RALLY 14th-18th May 2020

Plans for the rally are well advanced with an agreement with Condor Ferries offering us a 10 % discount on the Poole Jersey Crossing. We ask members to make their own booking on line or by phone using promotion code TOC20. This is valid for any trip within these dates including inter island transfers and any link through France on Condor.

To qualify, the bookings have to be made before the 20th February 2020.

News from Jersey Zoo is that they have just announced the birth of a gorilla, the first in 12 years at this zoo. This is now one of the highlights of the rally , the others being: the visit to St Ouens Manor, not usually open to the public, and our gala night on the Saturday with not only invited guests (at their own expense) but particularly the sponsorship of the evening by our friends at Citroën, who are paying for the wine.

Unfortunately our early bird discount has now expired but we are holding our room allocation until February 1st so there is still time to get that application form off for a rally that will go down in TOC history!

### National Rally 2020, Lake District

This 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 attractively situated Country Houses in the north of England.

Booking forms and full details are in this magazine, with the usual early bird offer. If you have any queries, please contact ; [tocnorthern@gmail.com](mailto:tocnorthern@gmail.com) .



# Classic Motor Show at the NEC November 2019

## Report from the Classic Motor Show at the NEC November 2019

The event this year called for significant preparation as it had been agreed that as 2019 represented 100 years of Citroën production, the major clubs, Traction Owners, the Citroën Car Club, 2CV GB and Citroën Specials should combine forces to display the history of Citroën cars.



Preparations started in July and a sub committee was formed headed up by Nigel Wild and this included representatives from the four Clubs. Once all the Clubs had applied for space and this had been allocated, there followed considerable discussion about how many cars could fit on this large 25 meter X 20 meter space. Models and designs were put together and finally 24 cars became the magic figure. Discussions then revolved around how many cars should come from each club. This caused some problems because of course from the TOC point of view, Traction production only covered about 25 years and was basically one model and after there was a vast range of models up to the present day. Finally, it was agreed that the TOC would present 5 cars and 2 of these would be very early models. Our President, Bernie Shaw, offered his very pretty 1925 Cloverleaf and Martin de Little his 1927 12/24 Torpedo. In addition Tim Newing with his rare 1937 Light 12, and Tim Walker with his 1939 Light 15 Roadster and Elaine Jacobs with her 1954 Normale made up the numbers. We were comfortable that we had a good range of models.

There then followed extensive discussions about the display panels that would show the various Clubs and models through the ages. Fortunately several members of the respective Clubs had

graphic design and production capabilities and between everyone some very acceptable art work was produced. There was a need for period pictures and Martin de Little produced a remarkable archive that I certainly hope the TOC have arranged to treasure and store for future members to study. It is a priceless collection.

As the show approached, Elaine Jacobs had to pull out on medical grounds and I sent out an emergency call in our Newsletter that produced 5 offers of help. Terry Ford stepped forward and was gratefully accepted. On the Wednesday Tim Walker rang to say he had torn a hamstring and could not drive. I got up at 5.30 on the morning of the 7<sup>th</sup> November to head to Birmingham to help put the stand up. This was a big operation, including laying a vast carpet, and

erecting panels to supports all the graphics.

At about 2.00pm Terry had his alternator fail on the M1 and was unable to get to the NEC, so now we were two cars down some 18 hours before the Show opened! Laurence Acher had arrived and suggested calling our Secretary, Ian Harvey, to ask him if he could bring his car at very short notice. Ian agreed at once, and we were all very grateful. Stephen Prigmore had bought the Cloverleaf and Martin de Little, and Tim Newing had also arrived and when Ian turned up in the early evening we had a virtual full set of cars, only one down! All the work that had been put in, particularly by Nigel, paid off as there was a clear plan of the design of the stand and the graphics. However, the effort required was considerable! It turned out to be a 14 hour working day, so we were all pleased to have a beer and a steak that night!

On the Friday morning the Show opened and the stand looked very impressive indeed. The message it gave was clear and it was obviously all about Citroën. We all felt the show was busier than last year with more people on all three days. By the afternoon Nigel Wild announced that as a group we were possibly in the running for some sort of award from the organisers.

# Classic Motor Show at the NEC November 2019



On Saturday it transpired that our group had won the Classic and Sports Car Magazine Club award for the Best Large Club Stand. This really was quite an achievement as there was some real competition from some very wealthy organisations, such as the Mercedes-Benz Club, Aston Martin Owners Club, Bugatti Owners Club etc., etc.



It shows what is possible when some enthusiastic people who have never really met, but who have an interest in the long term survival of a particular marque are prepared to put some effort into a worthwhile cause. Martin de Little arrived on Sunday to take pictures on behalf of the Club and these will give you all a better idea of what we achieved than my words would ever do!

There were between 4 and 6 members on the stand for the three days and we tried to establish a rota so that everyone had a chance for a break during the day. Shows this long can be very hard on the feet!

Because of the size of the stand our Club did not have a clearly defined TOC area and it was very gratifying to see members from the other Citroën Clubs bringing members of the public over to see us. There was no sign of the tribalism that is sometimes apparent at these shared events.

We probably spoke to over 100 people who showed a specific interest in Traction. It is interesting that some of them already have a classic car but are looking for a change of direction. All of them thought that these cars were more expensive than they actually are. There was also more interest this year in younger visitors who are now looking for cars that they can actually keep running themselves. This is a significant change and we should encourage this as we do need to “keep the pipe full” of prospective members.

I would like to thank everyone who helped make this event possible and in particular those who helped with the stand assembly and disassembly. Laurence, Martin, Stephen and Tina in particular had to suffer some of my mood swings! This is very hard work and your help was much appreciated. Also those who helped on the public days and who showed such enthusiasm for our cars!

Thank you

Julian Pratt

## Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

## Classified Adverts – Non Members

£20 inc VAT per insertion.

## Trade Display Adverts

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

Cost of £60 plus VAT per issue.

## Please note

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

Please email adverts to:  
[editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

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



**FOR SALE: - 1955 Traction big boot.** Slough built. black, complete. Original reg. VVT 191. Car in very good order. Garaged at my address in Boston, Lincolnshire. Replacement engine /gearbox from Steve Thompson. Previously owned by Fred Annells .needs finishing. **asking £10,000 Ono Details contact Will. on 01205 353682 or williamclifton@live.co.uk. Membership no.2697**



**FOR SALE: - CITROEN TRACTION AVANT 11B\*.** Built in Paris 1954.  
 - Purchased by me & then UK registered 5 years ago.  
 - Nearly £5000 spent (Receipts can be included in sale).  
 - Petrol, 1998cc Left hand drive.  
 -Daily use in current condition until May 2019 ( now on Sorn).  
 - Will make a 'Tres bon' example once fully restored.  
 - Purchased a 1949 Avant that has taken priority and is the reason for this sale so please only genuine enquiries.  
 - Available to view at RG7, Berks (nb car is also advertised elsewhere)  
**Tel: 07798 838887, Rebecca. \*£9990 OVNO\***



**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**

**FOR SALE: - 1949 Slough built small boot Light 15.** Needs some work underneath

but was a runner before put into dry storage. Includes a set of restored Pilote wheels to go with car.

**£6000 Vehicle situated near Redhill, Surrey.**

**bellometti.parry@gmail.com Tel: 01737 552403**



**FOR SALE: - Light 15 1955**

Slough built RHD mileage 81202, was a good runner but has been laid up for 30 years by a very negligent owner. Service history from 1984 by John Gillard. Original leather upholstery. Small restoration project. View North London. Offers.

**Details contact Angela on 07812246095 or angela171taylor@gmail.com**



## FOR SALE: - Citroën U23 truck in Bognor Regis

A rare opportunity to purchase an ex-French army truck. Made in 1939, it was eventually used by the St. Malo Fire Department. Although complete, some work will be necessary on the wings, doors etc. Offers in the region of £4000.

**daveateastlake@gmail.com**  
**07931 433 151**



## FOR SALE: - Citroen Light 15 1951, small boot, black, RHD.

In good working condition. Major work carried out by Andrew Galt in 2013 - engine rebuilt, front suspension renewed, new drive shafts, gear box replaced, fuel line and brake lines renewed, new brakes. 2014 wings repaired and repainted. Chrome is good. Factory fitted Sunroof (no leaks). Seats are leather. Annual mileage is approx 1000. Garaged and driven regularly, used for weddings. Selling to make way for a new project. OIRO £14,000.

**Contact Patrick on 01483 380045 or email pfrjones@talktalk.net**



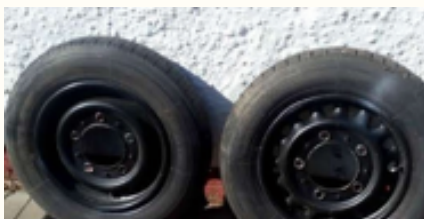
## PARTS FOR SALE

**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:

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:

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

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

**John Gilroy White**  
**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**

## FOR SALE:

**180 issues of Citroenian, magazine of the Citroen Car Club.**

1977 to 1981 and 2007 to 2019.

**Contact 07516 913710**  
**clivehoskins@yahoo.com**



## MEMBER SERVICES

**Traction bodywork and servicing/repairs** Club member. Newcastle.

**James Geddes 07783 259874**  
**james.geddes62@tiscali.co.uk**

**Traction bodywork and paintwork.**

Club member. Hull area.  
**Steve Thompson 01964 533433**  
**stevethompsonmotors@rocketmail.com**

## PARTS WANTED

**Wanted, 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**

**Wanted.** Nearside rear wing Ali spat for 1951 Slough Light 15. or pair if necessary

**Contact Ian Pratt 01892 665005**

**Wanted:** French stripe cloth for the front seats of my 1954 LHD Light 15.

**Mike Hopwood. email: hoodwop@googlemail.com**

**Wanted:** New or good second hand Peacock Drive Shaft(s) for my Commerciale.

**Please ring Mick on 01694 722350 or email mickandgill@btconnect.com.**

**Wheel Swap Required:** Does anyone have a set of wheels for a RHD Light 15 ( centre hole + 3 studs for hubcap) which I could acquire? Ideally, I would like to swap them with a set of LHD wheels (centre bar with threaded hole for hubcap), which are in very good condition. My car has the wrong wheels fitted. If no-one can do a full swap, do you have any unwanted RHD wheels which I could buy? We can talk about the tyres once I know if you have any wheels available. .

**Tony Hodgekiss**  
**tony@tofficat.uk**  
**01741 949760**  
**01243 781040**

# 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**

# DEVON TRACTIONS Classic Citroën Specialist



**fb.me/DevonTractions**  
Mark Harding 07973 192 198



# TOC SHOP

Contact Vanessa Plumpton  
for full details on  
[shop@traction-owners.co.uk](mailto:shop@traction-owners.co.uk)  
or ring 01243 511 378

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



Polo shirts with new logo:  
various sizes £15.50



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