

Floating Power

May/June 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
01629 582154
membership@traction-owners.co.uk

Be a part of Floating Power...

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

Friday, June 19th 2020

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

Cover Image

Images before and after of Ian Harvey's recently completed Cloverleaf.

Editor's Epistle

Well, as I sit here writing, it is almost the middle of April and we are in the grip of the Coronavirus pandemic, with no prospect of any classic car events for a good three months at least and possibly more.

There is also the strong possibility that I am writing this to myself, since we are unsure as I write, whether the publishers will be able to print and distribute the latest edition of Floating Power. However, let's assume that they have, and that you are able to read this.

I suspect that I attended one of the last classic events of Spring 2020, an early March pre lockdown lunchtime meet at Walton Hall near Warrington. There was a good turnout in spite of some weather uncertainty, and much mirth as we all bumped elbows after arrival. I have to confess that I took my Volvo PV544 rather than the Traction, since it was a doubtful morning weatherwise and this car has subtleties like windscreen wipers that wipe and a half decent ventilation system that doesn't require me to crank open the windscreen to demist. Oh, and a heater as well.....it was still March after all. And I got lost in Wigan on the way back in spite of my TomTom!!! All things considered, quite a jolly Sunday out.

How things then changed in just a couple of days and what is now to be done whilst we are all quarantined? You have mowed the lawn to within a few millimetres of its life and shampooed all of the carpets, are you sat there now with your glass of red wine, glued to re-runs of Great British Bake Off? Or are you diligently combing your car(s) for the various jobs that weren't essential but that you had promised yourself that you would get around to eventually. Well now is the time to grease your balljoints, have a look in the float chamber for all the rusty sediment that the E5 is stirring up out of your fuel tank, and consider getting some Waxoil on your floorpan.

Ian Harvey for one, has already made the most of his time. See the conclusion of his rebuild of his Cloverleaf in the following pages. He just needs an excuse to drive it somewhere now, in case the local police are around the corner ready to socially distance him from thirty quid of his hard earned cash. So, let's make the most of it, as Boris says, we are all in this together, so let us put the time stuck at home to some good use.

Me?

Well Charlie and I are rediscovering some forgotten local walks that don't involve a car trip, and I have tidied up the garage with a view to improving the electrics and then will be sorting out a few gremlins on the Traction such as working out why the radio keeps blowing its fuse. I might also consider doing the mod to the wipers that is detailed elsewhere in the magazine and there are a couple of minor bits of paintwork that need sorting out. Oh and I also have the front wings off the 2CV....well you have to do that to get at anything easily. Oh Citroens, I really give up!

Seriously though, now is the time to focus on the eventual return back to normal. We have managed to re-arrange the National Rally for June 2021, in the same place and the same format, hopefully something to look forwards to and there are various late Summer /early Autumn events that will hopefully prove to be possible in some shape or form, albeit I think that a proposed mass excursion in the NEC is probably going to stretch credibility a little. My own belief is that we are more likely to see an easing of travelling restrictions, which will at least allow you to go out and about in your car again(hopefully), but still limits on events and gatherings.

So, in the meantime, make sure that you all keep yourselves safe.

Oh, and incidentally, Lancaster Insurance have voted us as their Car Club of the Month for April. Well done chaps, good to be appreciated.



Oh well, see you in the Lakes next 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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Please contact the President or Chairman if you would like to take on this role.

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President's Ponderings

What interesting times we are living in. One minute we are worrying about the amount of ethanol in our fuel, and the next minute the only talking point is the lack of toilet paper in the shops - I wonder if bidet sales have increased dramatically recently? On a brighter note, I have not heard a single reference to Brexit for over two weeks and the Eurovision Song Contest is cancelled. Every cloud

With all planned events now cancelled we can only look forward to better days but there is clearly no way of telling how long we are going to be in this situation. As far as TOC rallies are concerned, all we can do is hope that some form of normality has been restored by this time next year. To that end, both the May Jersey visit and the Annual Rally in June are currently being rescheduled for the same times next year. There is no telling if events like the November Classic Car Show will be able to go ahead but we can hope. My guess is that if the Classic Car Show does take place, it will probably be on a reduced scale as many clubs will not have had time to fully prepare themselves. We shall see.

In the meantime, I hope all are keeping safe and managing to remain suitably occupied despite the difficulty of any social interaction. Maybe this is a good time to spend some time on the Forum – either responding to requests for information/help or creating your own posts seeking solutions to the little things that have been niggling away for ages. Those interested will see that I have (finally) posted information regarding the vehicle authentication service offered by L’Aventure Peugeot Citroën DS. I have started a new “Vehicle Authentication” thread in the News and Events section – but don’t get too excited because the service is currently on hold thanks to the piggin’ pandemic. Sorry!

Perhaps this could also be a good opportunity to tackle some of the jobs that have been put off for lack of time but, please note, I understand Chris Treagust may struggle to fulfill orders with his usual efficiency because some items like SS exhaust parts are currently unobtainable and, even if he has the items you want in stock, just getting parcels into the postal system is being made difficult by the lockdown.

My own sorties to the workshop have become more frequent although that is, in part, due to being tested by a friend with a foreign car. The trouble is, all my tools are metric – yes, even the screwdrivers and hammers – but the challenge is part of the fun.

Well, having surprised myself by managing to write so much about nothing in particular, I shall now stop before I find nothing else to say.

Stay safe.



NOW WASH YOUR HANDS PLEASE

New Members

Welcome to the Traction Owners Club to the following:.

2756	David Cooke	Spratton, Northampton
2757	Douglas Cherry	Waterperry, Oxfordshire
2758	Tim Turner	Sheerness, Kent
2759	Trevor Philpott	Hawkinge, Kent
2760	Tony Vincent	Waiuku, South Auckland/ NZ
2761	Mark Robinson	Cheltenham, Melbourne/ Australia
2762	Cormac McFerran	Newtown, Co. Clare
2763	Gordon Meugens	London, Ontario
2764	Adrian Ewen	Chandlers Ford, Hampshire
2765	David Hardman	Lytham St. Annes, Lancs

THIS COULD BE YOUR LAST COPY OF FLOATING POWER!

That got your attention didn't it!

It is true though, in that your membership renewal letter is enclosed with this magazine and that means that your annual subscription is now due for paymentand we wouldn't want to lose you!

Please consider using Direct Debit if you don't already do so, this cuts out a lot of work and chasing up of members who have forgotten to pay. Full payment details are in the enclosed letter.

Best wishes

John Oates, Membership Secretary



My thoughts are with all our TOC members all over the World as we are all coping with this dreaded Coronavirus. I sincerely hope you, your family, friends and neighbours all make it through this time.

One good thing through all of this is to look at the way Communities are pulling together to support each other and I hope that is the situation where you live.

Due to Government advice here and in Jersey the Committee decided to cancel both of our Rallies for this year. The good news is that both will take place on the same weekends next year. We will advertise them later in the year. We may find other members are able to attend who couldn't this year – a slight "silver lining in the clouds?"

I would like to give a HUGE thank you to Laurence Acher and Brian Follain for organising Jersey and Bryan Pullan for the Lakes – your hard work will not go to waste as hopefully life will be back to normal in 2021.

We have not held a Committee meeting recently but did manage a Conference Call on March 22nd – mainly to discuss the Rallies and to ensure the TOC is ticking over. Thank you to Chris T (and Vanessa) who is still working, hard down in Chichester, dealing with all your orders – I should imagine many of you are taking this "stay at home" period as a chance to work on your beloved Tractions. Thank you to Tony & Cleve who are keeping the finances

up to date and preparing the end of year figures. Cleve & Magi have spent many hours transferring everything over to QuickBooks so we are now fully online – well done all. Thank you also to Bryan who has hassled us all to ensure we still get Floating Power dropping on our doorsteps this month.

I need your help please.... Many of you will know John has a rare 1957 Belgian 2 CV which he has been restoring over the last 22 years. Naturally it is a stop/start project as he still has to maintain the Traction, my 1974 Sprite and the modern DS3. Anyway, at last it is coming together and looks lovely in its bluey/green paint (officially Fernmist Green). However it will never be on the road unless John can find 2 wheels (400 size). Do you know anyone who might have some stored away somewhere – anywhere in the World??? If we can buy wheels John will have no more excuses.... I'm not sure how far we will be able to travel in a 425 engined 2CV in Derbyshire but that is another story.

I thought I would bring a smile to your faces and an embarrassment to mine – this photo of me is from Floating Power January 2010 when I took on the post of Chairman first time... this time it is printed in colour. If my hairdresser stays closed my hair could look like this again but with even more grey.....

Keep well and safe.

PS: As you will have noticed your membership renewal letter has arrived with this issue of Floating Power. As most of us will probably still be self isolating at home why not complete it and pay straightaway? This makes life a lot easier for John & I. Also it saves wasting TOC funds if we don't have to send out reminders. If you live in the UK please consider Direct Debit – it is so easy and again saves time and money.

Please take the time to update your information on the letter – e.g. we know some members have more than one Traction but if you haven't told us officially we can't add it onto the TOC database of cars. You know it all makes sense... Thank you.

Bev

In Committee



Due to the current health crisis, the Committee were once again unable to meet in March, having previously cancelled the meeting due to storm conditions on the roads.

A brief meeting was held by conference call which dealt with the more significant issues, which mainly involved the cancellation of the TOC rallies in Jersey and the Lake District.











The Committee is currently researching video conferencing apps that can be used to conduct a fuller Committee

Meeting in the near future and a further Meeting date will be notified in due course.

The cancellation of the National in June, also means that the 'social' part of the AGM will not take place. This will be deferred until a future date, although the 2021 rally will retain a slot for this to take place for that year. Since it is unclear how long and in what form the lockdown will continue, we cannot at the moment advise of a date for the next AGM.

Traction Owners Clubs: Section Details

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

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

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



SOUTHERN SCOTLAND

So, in the present madness, everything cancelled for the next few months and no shows or other events to look forward to. Well, not entirely. Looking forward six months to the end of October, Robert Cunningham is still organising another 'Concrete Camping' weekend. This involves members of 2cv Ecosse and the Scottish Sections of the



CCC and TOC and the concrete bit is, thankfully, a hotel. This year we are returning to the Waverley Castle Hotel, Melrose in the Borders and an easy run up from the North of England. The weekend will include a drive or two to places of interest in the area – last time we were there in 2016 we went to Jedburgh Jail and had a gathering with reserved parking in the main square in Kelso (see photo). Add in convivial company at the hotel and it makes for a great weekend. The Waverley Castle is one of the top hotels in the Shearings group and offers excellent value whilst at the same time the facilities and surroundings are excellent. After what will have been a long layoff from all events why not come along and enjoy yourself? At the moment booking is online only but you can try the phone number if you book later on in the year.

Details: Concrete Camping October 2020

Waverley Castle, Shearings Hotel in Melrose

Friday 30th October for 2 or 3 nights on Weekend Plus basis so 4 drink vouchers on Saturday night

3 nights £125.00 pp dbb

2 nights £109.00 pp dbb



Book on line res@bayhotels.co.uk or phone 0344 824 6351 (if available) mentioning you are part of a group and the negotiated rate

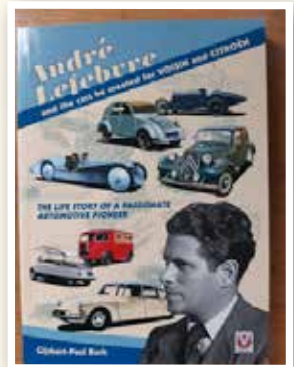
Keeping the event in October means local attractions should be open.

Please let Robert know by e mail or a telephone call if you book.

Robert Cunningham

01592 563263 - 07770 060456 - rcw.firingon2@gmail.com

For the moment, holed up in Lochwinnoch, I have amassed all the bits I think I need to replace the driveshafts on the 11B - thanks Chris - so there is no excuse now. During the current lockdown I have been reading the excellent book by Gijbert-Paul Berk – Andre Lefebvre and the cars he created for Voisin and Citroen. As the main design engineer for the traction he surely has a place in our hearts. This is an easy and fascinating read, made sweeter by being currently available through Amazon Marketplace new for £6.99 in paperback instead of the original £19.99.



Peter Fereday

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

NORTH SCOTLAND

Hi, all, well obviously, not a lot happening rally-wise at least, as all shows, meetings, concours competitions etc. are all cancelled and no idea as to when things may get back to normal, but methinks 2020 can be forgotten about in this respect! Plenty of time however to work on our Tractions. On my own Light 15, have managed to fit the new speedo drive cable, but whereas this would have been a simple job in a standard Lt 15, I had fitted my one with the 4-speed early "D" gearbox, with all the cabling and metalwork passing along hard behind the dash, with no space whatsoever to get a hand anywhere near the back of the speedometer.

Had to take off the dashboard then the instruments cluster and then found the last part of the inner speedo cable had broken into the rear of the speedo, but with a darning needle, a magnet and a bit of good luck, managed to coax out the broken bit! Now all back together and working fine. Also decided to change the radio/tape player, as the tape was playing up at times, so that is done and ready for the long roads again - whenever that may be!

Had a call from Roy Bayne from Fife - Roy is a long-time member of our sister CCC club, (2nd longest member up here after me) and was also a member of the TOC for years. Many will remember Roy when he owned 2 Light 15 Roadsters and then a beautiful DS Decap. along with various Maseratis. Roy was a brilliant and accomplished engineer in the aircraft industry before going self-employed, - he was the first person up here to convert and fit a "D" 4 speed gearbox to a Light 15,

Section News

and of course, later fitted the full DS gearbox, with gearchanges done via electrovalves controlling the hydraulics. He is still in good health and spirits, but now retired and selling off all his machines and tools. He had made a full set of all the tools needed for the Traction, all of which he now wished to sell on as a job lot, and asked me to find a buyer. As luck would have it, Richard Larter from near Helensburgh was on the phone next with an unrelated query, told him about the tools and Richard has now bought the lot! Great that we have now another set within our ranks up here - and in the hands of someone who can make full use of them too!

Smithy is still at home - no chance of visiting him in the present circumstances, but he says he is "doing fine" as normal. He still suffers from severe inner ear problems, extremely dizzy and thus difficult to walk at times, but his daughter visits him daily and he seems happy. Hope that continues, as he has been a friend for many decades now and is the type of person who would have helped anyone in need.

Finally, hope all is well with you and yours as it is with Sheila and I, - keep safe and healthy!!

Andy Burnett

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

NORTHERN SECTION

As I said in Editor's comments, the season came to a rather abrupt halt on March 15th with a late morning meeting organised by one of the Chester VIntage Car clubs at Walton Hall Gardens, just south of Warrington. Weather was not promising but the venue was indoors and around forty cars were squeezed into a barn adjacent to the café, including Traction belonging to Bill Dyke and Ian Gardner. The small cycle museum a few hundred yards away was interesting, as was the ford that had to be negotiated to get into the park itself! And it didn't rain after all!



But that was it. Lockdown followed and since then things have somewhat ground to a halt, although the

organisers at Walton Hall have promised another event later in the year. The crackdown on public gatherings has killed off both of the April breakfast meetings at the Corner House and the Mill Café, although the March events were both well attended with a variety of cars as well as a couple of Traction at each.

So not much else to report. The National Rally being organised in these parts has been postponed for twelve months (see elsewhere in this magazine) as has Drive It Day and all of the early summer shows and we are probably not going to see any action now until Autumn, unless something miraculous happens with the pandemic.

I am having some initial thoughts about doing something



in the Autumn, maybe a drive somewhere scenic and an overnight stay. Nothing concrete as yet, but if anyone has any ideas, then let me know.

So time to get the cars in good fettle and stay healthy.

Bryan Pullan

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

WEST OF ENGLAND

By the time you read this, I hope we are all still alive and kicking. I have, not surprisingly, not a lot to report. We decided to postpone our Castle of Comfort lunch until later (maybe much later) in the year. I took the Traction "shopping" the other day but felt very conspicuous on the almost empty roads. So it is now tucked away for the duration (at least it is unlikely to be requisitioned by occupying forces!).

Happy gardening.

Cheers.

Terence McAuley

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our meeting at the Fairmile on February 16th was cancelled because of the imminent arrival of Storm Dennis and moved to the following Sunday which saw a good turnout.

We surveyed our members regarding our meeting in March and most seemed keen to go ahead, however, as we got closer to the day and it became apparent that the Coronavirus was becoming a serious issue, quite a few people felt that due to pre-existing conditions it was not a good idea. That included Philippe and I due to his asthma. He is now in the high risk group and we are isolating for three months. A small group did attend so thank you to them.

Our next meeting was due to be Drive It Day in April and we would like to thank Jim Close for all his hard work in organising the event which of course has had to be cancelled. A lot of our area members always attend the rallies during the year and we are all devastated to miss them this year. We would like to send a personal message to all our area and everyone else in the U.K and around the world especially our friends in the Netherlands, we hope you are all well and staying safe, see you all at the other end for the biggest party!

Sue Allison

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

WALES

In the time that I have been responsible for the Wales section I have so far done very little! However, I have now managed to rid myself of some other time consuming voluntary involvements and have now vowed to try and

arrange at least one meeting in the north and another in the south of Wales this year. Because Wales is some 200 miles north to south and there is a serious shortage of motorway, arranging a meeting of all 20 members presents some serious logistic difficulties because of distance.

To try and resolve this I have split the membership list for this section and using Aberystwyth as the half way point and drawing an imaginary line west to east across Wales, we can split the North and South as follows:

North: 11 members- 4 type 11B, 2 type 11BL, 2 Light 15, 1 type 11C, and 1 type 11F

South: 9 members- 4 Light 15, 1 type 11BL, 1 type 7C, 1 type 7E, and 1 Big Six.

I am suggesting that we try to have a get together in each area sometime this year and am thinking of Bala area for the North Group and Brecon area for the South Group.

Time and place to be decided when we are clear of isolation!

By the time you read this, I will have hopefully contacted all of you individually to try and find out how much interest there is in this idea. Please contact me if I have not been in touch.

Regards

Julian Pratt

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

Your Letters

TRACTION MORT?

Dear Bryan & John,

I was tidying my filing cabinet the other day, as one does, & found a file card with the registration number of one of the Tractions I owned many years ago. I wonder if the car still exists & if so, is the owner a TOC member ?

The registration was MLO 750 & relates/d to either a maroon small boot Light 15 I had when a student in the late '60s or a Big 6 with twin carb conversion & faired in headlights which I sold on around 1980. Through the mists of time I can't remember which the reg refers to & multiple moves means any paperwork has long gone.

Anyway, if the car with the reg is in the club, could you give the owner my best wishes.

You will probably be aware of the recent letter in the Daily Telegraph from a Traction owner extolling the virtues of using an older car over newer models.

Best wishes,

Nicholas Brooking Clark - TOC member 1938

Hi Nicholas

It is still very much alive and according to my membership list, relates to a Big 6 in the hands of a TOC member in Suffolk. According to DVLA it is taxed and so is still 'on the road'.

Best wishes Bryan

RE: MAINTENANCE AND REPAIR COURSES FOR TRACTION OWNERS

From "Daniel Eberli, Oldtimer Taxi und Werkstatt sowie B und B" <eberlid@swissonline.ch > on 2020-03-17 08:37

Dear Tractionists,

Due to the situation with the Corona virus, I'm obliged to cancel the maintenance and repair courses this spring. Depending on the development of the situation I may try to find new dates in the autumn. If you are interested to participate, it would help if you get in contact with me to find a suitable date.

My book "Citroën Traction Avant 11 & 15 CV for beginners" could help to bridge the gap. <https://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php>

Thank you for your understanding.

Keep well!

Daniel

MORE ON SPOG 321

Dear Friends of the Traction,

I have read with special attention the pages about the Light Fifteen SPG 321, in the March issue of Floating Power, a beautiful car in its metallic grey dress.

It happens that I have known this car when it was in Graham Brice's hands, and even sat in it at the memorable meeting of Biggleswade in September 1973.

A meeting in relation with the foundation of the T.O.C. Fred Annells was there with the Coupé, and Barry as a kid, another Coupé was there too, driven by John Dodson's lady.

John designed the first covers of the Floating Power.

Anyway, SPG 321 caught my eyes to the point that the picture I made of her has been selected to appear in my 'Grand Livre de la Traction', in 1984.

I enclose a picture of the pages from the book.

Wasn't that car missing over-riders ?

Great souvenirs for me !

Best Regards.

Olivier de SERRES



PPE

Local Artist Mike Hatcher (he of the Salmson fame !) has, quite out of the blue , sent June and I this amusing and very Topical drawing of our 5 hp Citroen. 'Miss Buttercup ' showing the drivers complete with Dog Collars as protection against the dreaded Corona V .

Yes the country is definitely ' Going to the Dogs ' if you really believe the panic mode politicians.....and so here is the proof !!!

Brilliant artist .

David Boyd



LIGHT 15 ENGINE (ONLY) STOPS ON STEEP HILL!

Hi Bryan,

I thought that some of you might be interested in a strange problem I had last year and have now (hopefully) just resolved.

In June last year we went to a Citroen Car Club Rally in Clifden, County Galway Ireland. This is some distance from where we live in Wales (383 miles), but we had a comfortable journey with no problems at all. The car was most comfortable at about 65mph and I found that it responded well to being driven quite aggressively. Normally I suspect we all drive these cars cautiously, but I found that it was in fact easier and less stressful, with a bit more driving effort to keep up with everyone.

When we got to Clifden, several driving events over the following two days had been laid on over some of the beautiful, mountainous countryside. On steep, slow hills the car would pop and bang and stop. Clearly some sort of fuel starvation. But the glass on the fuel pump had fuel and after a few minutes the car would start again and run perfectly until the next hill. When the rally finished we rather nervously set off home but the car ran perfectly until we reached a steep hill near Rosslare. After a few minutes it started again. I had done some 200 miles on smooth roads and added petrol once. I decided to fill it up again, and it ran perfectly until about 50 miles from home, steep hill, and it stopped. I filled it up again it ran perfectly all the way home including many steep hills!

I convinced myself that something must have gone wrong with the fuel pick up in the tank and added this to my to do list. Last week I took the car out of the garage and it would not start-no petrol. No petrol in the pump glass. I took the fuel pipe from tank off the pump and tried sucking the fuel out. Nothing. The pipe was obviously blocked with something. I got an airline on the pipe and blew down towards the tank. There was a large eruption from the tank, and petrol started pouring out of the pipe in my hand.

I think the tank has crud in it and I am going to drain it, and see what comes out. I believe that when the tank was half full the pipe was so blocked that the pump and gravity (uphill) would not allow fuel through. If the tank was topped up the extra pressure (by weight) forced the fuel through until it got to half full and another (slow) steep hill appeared.

We will see.....

Regards

Julian Pratt

RADIATOR SHUTTER

Hi Bryan-

Reading the article in the latest FP, I should tell you that my car also has a Coenen patent radiator shutter. I repaired it many years ago using a roller for a window shade. There used to be a place that would cut them to length so I had that done to fit into its bracket. The fabric is a piece of vinyl and there are cables at either end of the roller to move it. It is attached to the upper bolts that hold the crossmember and it needs an occasional drop of light oil on either end to keep it functioning. The pull knob of ivory plastic has the Coenen logo on it and the chain is held in any position by a holding bracket on the left side of the dashboard. In the photos, I am intrigued by the 1955 Ford getting a sunroof. If that car still existed it would be a big attraction at any classic car show on this side of the pond as Ford never put sunroofs into their cars at that time. That being an export car, would have been built in Walkerville, Ontario, Canada as all export Fords were built there.

Best regards and I hope everyone is well-

Larry Lewis

Drive it Day

What Drive it Day? Here, to tide everyone over until 2021 are a small selection of memories of Drive it Days past, from up and down the country. Alas there can be no Drive it Day now until April 2021, but maybe we can do

something to get out in our cars as the current restrictions hopefully ease towards the end of the Summer.



Left: Robbie Coltrane chats to Richard Larter in Stirling on DiD 2019 (Peter Fereday)

Below: Quartet of Northern Section Tractions on DiD, near Clitheroe in 2017 (Editor)



Left: Jim Gibson's car on DiD 2019 in Hampshire. (Martin de Little)

Below: Surrey/Hants/Sussex Section out in 2018 (Martin de Little)

Do you have a DiD memory that you would like to share?. Send it in to me, the editor, with your photographs.



Car bodies types

The Nomenclature of Motor Car bodies in the late 1920's.

In idle moments I am inclined to prowl around French vintage car websites, you never know what you might find ! Recently when looking around the website " Les Amis de Delage" my eye was drawn to a short piece on "The nomenclature of motor car types" which I thought might be of passing interest to fellow Traction owners.

Sometime back in the dim and distant past, as a prospective Traction owner, it probably took you a while to master the different model details? By way of comparison, the early RWD Citroën vehicle designations are just as tricky to get to grips with.

In the image - **Below** - are the options available for one Citroën model only - the B14 (1926/27). Each model had a unique name but the names did not necessarily correspond with similar cars from other manufacturers.

A Monsieur Henri Labourdette understood this problem, but first, we should look at who he was. So far as I can tell most of M. Citroën's products were factory designed and made but some body styles, like the B2 Caddy (**Above right**) were designed and made elsewhere and in this case, by Monsieur Henri Labourdette.



Above.

A Citroën B2 Caddy (1923) - as rare as fairies these days. The body was designed by Henri Labourdette for Andre Citroën. A fine machine, it was a 1452cc side valve, 2x seater skiff probably "pitched" at the young man who had money, sporting pretensions and perhaps a boat in the river or harbour... and who amongst us didn't lead that sort of lifestyle - albeit not in the 1920's ?...

There came a period in the late 1920's when Labourdette was bemoaning the fact that the seemingly endless permutations of body styles and names were confusing everyone.

Left.

A 1924 Henri Labourdette dual cowl skiff on a Delage GL chassis.

Before Maurice Sainturat moved to Citroën (where he designed the Traction Avant engine) he worked with Labourdette and designed not only the entire chassis for the GL but the engine and running gear as well.

As he happened to be president of the French "Trade Union of Body Builders" he was particularly well positioned to initiate a rationalised system for the naming of body styles. By July 1930 his Union had established an appropriate nomenclature for French motor car bodies. Soon after, the British Standards Authority and the Automotive Engineers of New York also became involved.

Below you see the results of their efforts - you can only imagine what was it like before ! Unless I miss

my guess, the British and Americans were "encouraged" to adopt much of the French nomenclature - but never mind; at this time the French did have many more makes and models of car than anyone else so in a sense, that was their prerogative.

TYPE B 14

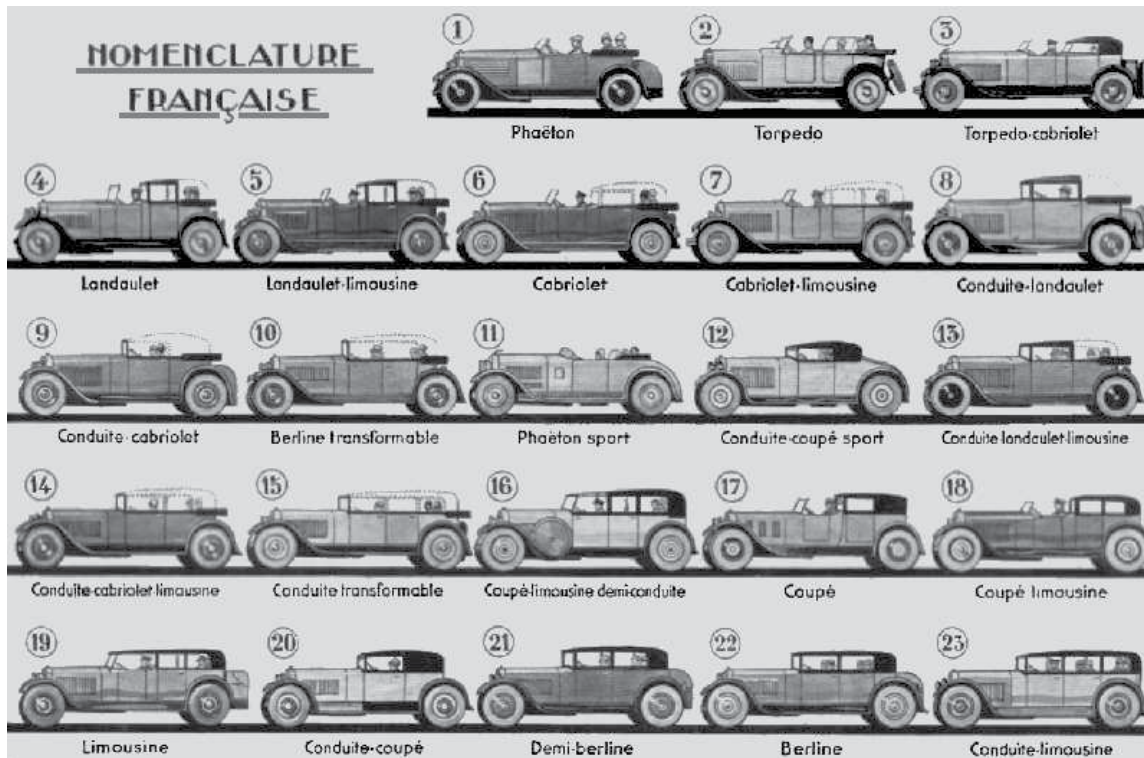
Allégé, subalésé.
Moteur plus puissant
(4 cylindres 70x100)
sans augmentation
de la consommation.
Equilibrage rigoureux
de tous les organes
en mouvement.
Nouveau radiateur
à grande surface
de refroidissement.
Freinage sur les
4 roues par
servo-frein CITROËN
(licence Westinghouse)
Suspension
par ressorts entiers.
Vitesse 80^{km} à l'heure.
Planche de bord
lumineuse.

octobre 1926

SERIE 23.500 LUXE 25.000	SERIE 25.000 LUXE 30.000	SERIE 25.000 LUXE 30.000
PREX : 29.000	PREX : 29.000	PREX : 29.500
PREX : 29.500	PREX : 40.000	PREX : 25.000
PREX 29.500 LUXE 33.000	PREX 29.500 LUXE 33.000	PREX : 24.000

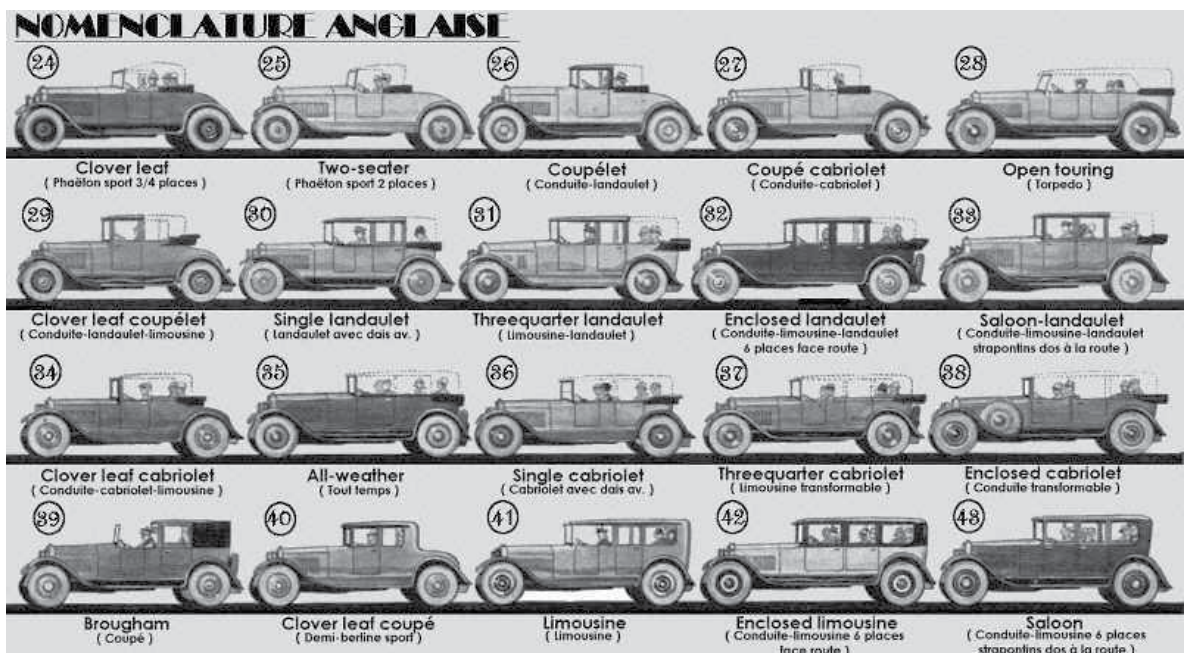


Car bodies types

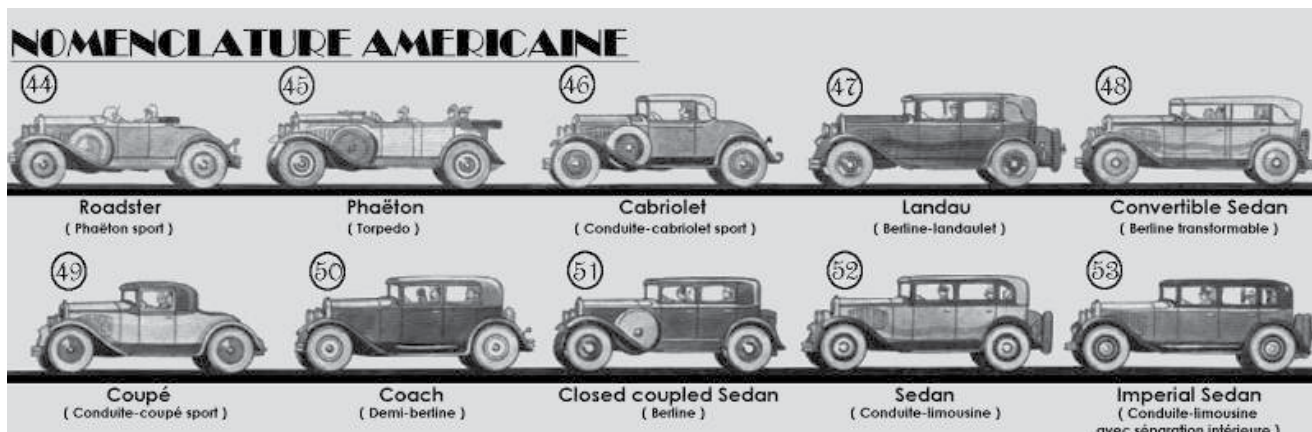


Looking at these illustrations, the discussions must have been très difficile" as French, Brits and Americans tried to resolve the minutiae of endless styles with a name (or two) acceptable to all. Even then it would have been a work in progress as body styles were continually evolving and changing.

After the Great Depression (late 1929 to early 1933) the number of automobile manufacturers and carrosserie thinned dramatically, so and with perhaps a sense of relief, a familiarity with all these style variations became of lesser importance and inevitably the names were rationalised.



Mdel.



Citroen 5hp Type C “Cloverleaf” Rebuild

Citroen 5hp Type C “Cloverleaf”

No. 72267 A Restoration Story by Ian Harvey

The Final Chapter (for the moment).

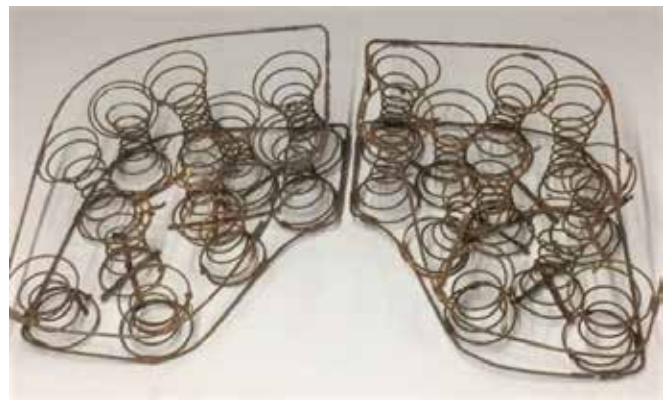
The main things left to be done now were the seats, interior trim panels and the roof.

The original seats had largely disintegrated – the driver and passenger seat bases were simply rusty springs loosely held together, although the rear seat base was just about salvageable, but the seat backs were just the bare metal shells. The rather primitive leathercloth covers were very worn and ripped but indicated how the seats had been upholstered and would serve as a guide for new ones. The interior panels were also beyond repair but would serve as patterns for new ones.

I started with plywood panels cut to the shape of the seat bases and was able to purchase 11 new springs for each front seat and bent steel rod to the outline of the bases and welded them together to form a frame for the springs, which I wired together and fixed to the ply bases. The two front seats have a large cut out to provide

space for the legs of the rear seat passenger and also the seat backs also are similarly cut away .

Original front seat bases



New front seat bases



Citroen 5hp Type C "Cloverleaf" Rebuild



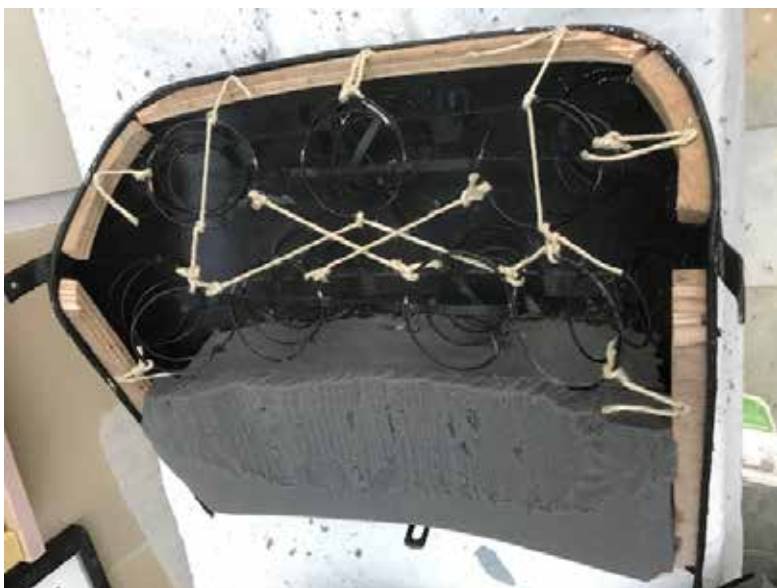
I then covered the spring frames for all three seats with canvas and sewed twine across to hold the horse hair which would form the basis of the padding. Once this was in place I covered the whole thing in calico.

Having cleaned up and repainted the seat back shells, I was able to start forming the padding for these using layers of foam glued on and cut to shape with a hacksaw blade. The front two seat backs had strips of ply around the inside edge but the rear seat back did not so I fabricated new strips and screwed them on. Once the backs were the right thickness and shape, I covered them in canvas and so all three seat bases and all three seat backs were ready for re-covering.



Searching for the appropriate material to use, I came across some re-cycled leather available in a dark brown colour very similar to the colour of the original leathercloth and it was on special offer from an online fabric supplier, thus 6 metres, enough to cover all three seats and all the interior panels cost £29 including postage.

I copied the way the pleating had been formed on the original seats and prepared the various pieces required to form the new covers and managed to find some piping in a slightly paler brown. My wife, Liz, is an accomplished seamstress and so she was able to machine the pleats and form the various covers to suit, while I formed new interior panels and covered them in thin



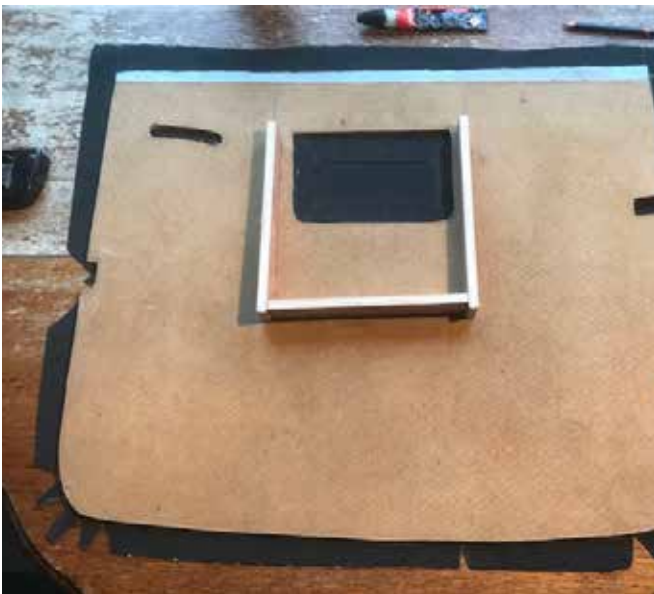
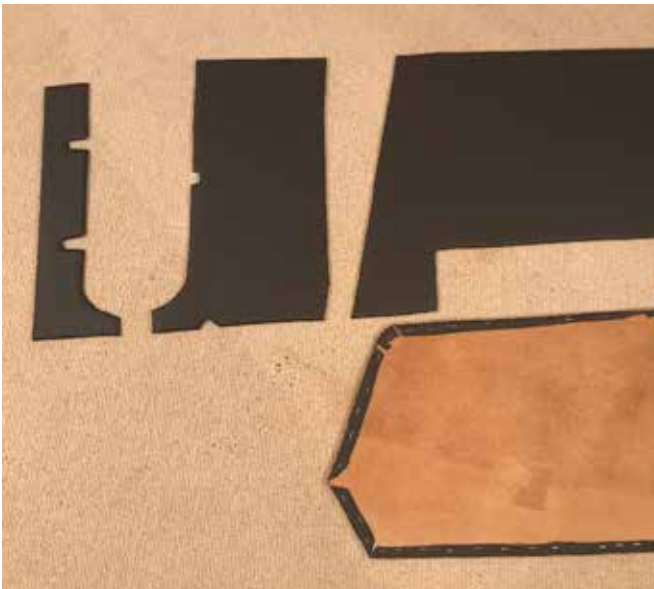
Citroen 5hp Type C “Cloverleaf” Rebuild

wadding before the final recycled leather was glued and stapled on.

The interior panels were then installed into the car, a carpet cut for the floor and the seats were installed so that apart from the roof, it was pretty much finished!



Citroen 5hp Type C "Cloverleaf" Rebuild



Citroen 5hp Type C “Cloverleaf” Rebuild



pieces but these were in poor condition. I carefully unbolted them and was able to re-glue and salvage the rear strip, but had to fabricate new front ones which involved steaming them to achieve the curves at either side.

As I write this, I am, like the rest of humanity, confined to my home and having to find

My attention was then focused on the roof and the original hood frame was set up on a wooden former to the correct relative dimensions taken from the car and the ripped fabric was carefully removed and the metalwork cleaned and de-rusted. At the front and rear, the fabric was pinned to ply strips bolted to the metal cross

activities to occupy the days, weeks and possibly months ahead. Thus I have decided to make the new hood myself and have just had 3 metres of double-duck fabric delivered together with some strapping, some fasteners and the ‘hidem’ banding to cover the fixings of fabric to the ply cross strips.

Finally, having no actual paperwork with the car when I bought it, I have prepared a strong case



Citroen 5hp Type C “Cloverleaf” Rebuild

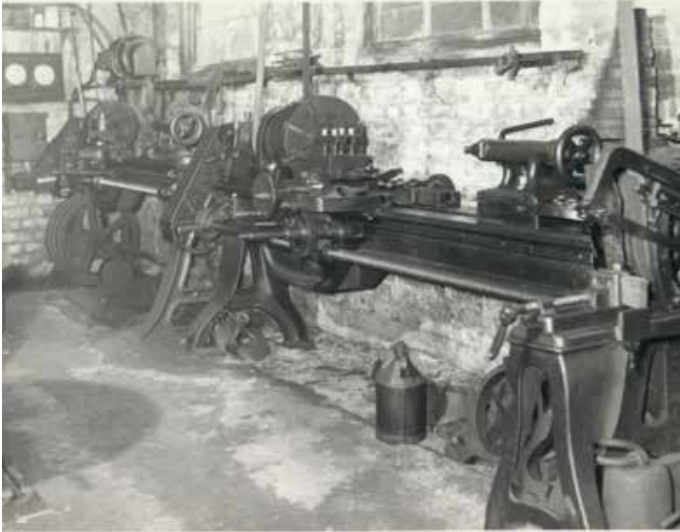


for its provenance, dealt with the NOVA certification and, with the help of two TOC committee members who have authenticated the car, I have succeeded in obtaining a registration number from DVLA, so it is now insured and road-legal, although I cannot really go anywhere (except for essential food and medical supplies).

So that is the end of the story, but there may well be a post-script once I am able to road test the car and perhaps, even put a hood up if it rains.

A lovely project, hopefully it will not be too long before you can get it out for a proper drive....and that it doesn't rain! Ed

Tools Explained



DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

DROP SAW: A cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for setting fire to various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering a car to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the rubbish bin after you cut on the wrong side of the line.

ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS OR POZIDRIVE SCREWDRIVER: Normally used to stab the seals under lids or for opening oil cans and splashing oil on your shirt. Can also be used to strip out screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

CROWBAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 pence part.

PIPE CUTTER: A tool used to make pipes too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object you are trying to hit.

STANLEY KNIFE: Used to open and slice through the contents of cardboard boxes delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, rare magazines, refund cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE SPANNER: aka "another hammer" or "the Swedish nut lathe". Commonly used as a one

size fits all spanner, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in bruised knuckles, swear words and multiple threats to any inanimate objects within the immediate vicinity.

by John Ogborne

This rather large hammer was actually stolen in 2018, from a community centre in the US. There is a \$1000 reward if you have seen it! Ed



The British Motor Show

The London Motor Show had hoped to be reborn this August following a long absence.

It was to be held on August 20-23 at the facilities used for the Farnborough Air Show – so not in London. This Show would break the motor show model as it would feature the past, present and a glimpse into the future.

Alas, the facility is one of those currently being converted into a temporary hospital and the show will now be staged in April 2021. If lockdown is eased in time, a large outdoor CARnival may be held, with proceeds to the NHS.

Jim Gibson, a member of the TOC, is our link to the organisers.

They would like the TOC to be present and have a Club Stand – another opportunity for us to promote the Club and the joys of owning a Traction. We will be in an indoor hall with daily driven parades.

Is there anyone who lives in the area who will be willing to show their Traction at this Show please? Also anyone prepared to coordinate the Stand for us?

Please email me for further information and with any offers of help.

Thank you

Bev:

chairman@traction-owners.co.uk



Obituary: Mike Tennant

As we were going to print I heard of the sad death of Mike Tennant. Mike was a very early member of the TOC (membership number 167) and only left in 2018 due to failing health.

Mike attended lots of the rallies with his friend, Pat, in his 1952 Light 15 NOD 226.

Many people knew Mike as "Noddy" due to his reg. Mike was a happy go lucky character and for many years worked as a Traffic Warden in the Ross on Wye

area. I remember him often telling me he hated giving out tickets and would try and get drivers to move before it was necessary - Mike always had a good tale to tell of the excuses he heard for flouting the rules!

Mike was also known among TOC members as the "rubber man" as he was responsible for sourcing many of the bits of rubber our Tractions need.

Bev Oates

Bailey's Banter

As I write Spring has sprung and winter is behind us which is excellent, and I can get on with a few jobs on the Normale (including that battery swap). However, it's hard to know how to use a Traction Avant in the current circumstances. I'm working from home most of the time but do go in to work a couple of times a week. I also signed up to the NHS Volunteer scheme although, as yet, I have not been asked to do anything. I am a little concerned that driving an old car may attract the attention of the authorities who might think I am out joyriding. And it's hard to deny because driving a Traction is always joyriding. So, I have a letter from my employer in my pocket to explain that I have a legitimate reason for being out and about.

The NHS website didn't ask about such things as seatbelts and MOTs. I wonder if they'll mind that I have neither.

In its day the Light 15 and its cousins were a more normal means of transport. The global crisis facing the world then was war. I found this photo of a wartime Traction lying around on the internet. It's clearly been called up for military service to support the medics – but I don't know on which side. I wonder if it survived.



Plenty of real shortages meant rationing – including of petrol. Then you also needed a reason to be on the road and if you couldn't get the fuel you were not going anywhere. In the UK car owners were allocated petrol rations according to their power rating – enough for about 150 miles a month which is not a lot and not quite as much as I'm doing even now. If you needed your car for professional or business purposes you could apply for a supplementary ration. And if you were running a commercial

vehicle you would be allowed to have red petrol which was not rationed in the same way. There were severe penalties for anyone who removed the red dye and put it in a car, although I'm sure many people tried.

Thankfully we don't have a petrol shortage today, far from it. The price is lower than we've seen for years.

It's a bit surreal reading magazines promoting upcoming events you know have been cancelled. Just as the weather's improving too. Frustrating. First world problems eh? Meanwhile we have on-line pub quizzes and the TV to keep us amused.

I found myself watching an episode of Poirot that was set in France (the one with Elliot Gould and featuring the Blue Train) and suddenly noticed a Traction. So what? Of course there would be a



Traction! It's France. But this one was a hatchback – but not a Commerciale. It was a pre-war Normale with a very neat conversion. I



took a photo off the screen with my phone – not the best. The registration is 699 BA 4 if that means anything at all. The tailgate is split in 2 halves, just like the pre-war factory built

commerciales were, but the design is different. The Poirot Normale used the original bootlid with the rounded top profile and a slightly coke-bottle shape to the aperture, whereas the factory car used a straight topped lower boot lid with parallel sides to the opening. This gives me a reason to show one of my favourite Traction publicity photos of a 1936 Commerciale prototype. I love the idea of loading cattle into a car although I guess what happens to the cattle at the other end is a bit grim.



There is always a discussion about how all cars look the same. I remember discussing this with my brother in the 70s and probably every decade since. Car styles change from decade to decade but it seems to be true that, with a few exceptions, most cars made at any given time look quite similar to each other. In my opinion anyway.



The exceptions are either out and out oddballs like the Chrysler Airflow, or those that are either ahead of their time or out of date. Unlike the DS, the Traction Avant was never an odd ball but it was in production for so long it was both of the other things.

Well I say that but is it true? There is no doubt the style was long in the tooth at the end of the Traction's life. Who else was still offering cars with headlamps stuck on top of the mudguards in the 50s? The only examples that I can think of are Ford's sit-up-and-beg Ford 103E Popular and of course the 2CV.



The Ford Popular was already old fashioned when it was introduced in 1953 as it used the outgoing version of the Anglia's body when the 100E replacement was introduced. In fact the Popular's body can be traced back to the 1932 Model Y.

The Ford Pop was a budget and basic car intended to appeal to much the same kind of buyer as the 2CV. Over its 6-year life it found 155,000 buyers who were happy to overlook its pre-war looks whereas Citroen shifted four times as many 2CVs in the same period. Ford were also offering the modern three-box 100E Anglia and Prefect for those who had more money to spend and whereas Citroen had nothing else. Where am I going with this? 600,000 people chose Ford's 100E over the Popular between 1953 and 1959. If you were offered a choice and could afford it, you would choose to pay extra for modern looks.

In the 50s the outdated Traction similarly lost sales to modern three-box saloons from rivals Peugeot and Renault in France and maybe the



Bailey's Banter

Auntie Rovers or Sunbeam Talbots in the UK. So, there's no doubt the Traction Avant looked old fashioned in its later years. But you knew that already.

Was its styling ahead of its time in 1934? Whilst it was a very well balanced design, especially in



the Legere / Light 12 form the shape was not much different than most other cars introduced into the market in the early thirties. Streamlining and Art Deco were becoming the thing and, whilst the Traction Avant was smooth, others



were smoother, some with faired in rear wheels and headlamps. Renault's 1934 range included a rather fancy looking Viva Grand Sport, described as "Hyperaerodynamic". In 1935 Peugeot's 402 hid the headlamps behind the grille. Panhard's 1936 Dynamic was a weird looking thing. I find it interesting that the V8 22CV version of the Traction Avant had its headlamps integrated into the wings. Whilst the lenses were a funky oval shape which may have cost a bit more to make, a round lensed integrated headlamp pod would have been no more costly than the separate pods of the production car.



And yet even though its shape was fairly conventional for the thirties, the Traction Avant shape that Flaminio Bertoni created has a distinctive look and certainly does stand out from the crowd. The torsion bar suspension allowed the wheels to be placed at each corner. The front wheel drive and chassis-less construction allowed the body to sit lower. Subtle, but effective.

In other news, I am concerned to read that we are going to be seeing an accelerated move to E10 petrol. It's good for the environment but not so good for the older car. Some would say the driving old cars off the road is also good for the environment.

According to the ACEA website all petrol engine Citroens made since 2000 are compatible with E10 fuel. That's good but what about those made between 1934 and 1957? E10 is already



common in Europe so it's not an unknown quantity. We can expect some fuel leaks. An easy thing to do to prevent leaks would be to replace the flexible fuel lines. Less easy are the carburettor and fuel pump gaskets and the metal bodies of those components themselves. I recommend taking this seriously, especially under the bonnet as leaks here can cause fires. Less seriously, we may see reduced power from E10 fuel but also more rust in the fuel tanks as ethanol is more hygroscopic than regular petrol. I'm not sure what we can do about the power

loss but there are a range of additives available which claim to prevent water absorption and increase octane. Using the car more would help too. I already use a lead replacement additive because I haven't bothered to change any of my cars' valve seats for unleaded fuel. Can you / should you use both types of additive together?

The date when petrol and diesel powered cars can no longer be sold in the UK may be brought forward to 2035. At some point getting hold of petrol will become harder as more forecourt space is turned over to charging stations. If you have an old car, what's your plan? I've mentioned before that mine is to convert to hydrogen. Burning hydrogen produces no carbon by-products which is good – but it does produce NOx which is not. Luckily I work with some smart people who know how to solve the NOx problem so I'm not too bothered about that. I reckon I've got about 10 years to do it but I don't think I should wait that long. However, if I got my Normale converted now I'd have a bit of trouble on the ICCCR trip. There are enough hydrogen fuel stations to allow me to get to Torun – just. But there's nowhere to fill up there and I'd be 300 miles from the nearest hydrogen filling station. So I won't be converting this year! In fact it'll probably be about 5 years before I really focus on this. That's my plan – what's yours?

In the short term, tomorrow's weather forecast is good so I'm going to change the oil, grease the grease points and finally fit a new battery!

Photos credits: –

Chrysler Airflow By Randy Stern - Flickr, CC BY 2.0,
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Adler Trumpf junior Limousine By Lars-Göran Lindgren Sweden - Own work, CC BY-SA 4.0,
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Chris Bailey

Editor Postscript:

There was at the time of writing a consultation out on the subject of E10, concluding on April 19. There follows an extract from the FHBVC newsletter:

The same day as the consultation was announced, FBHVC Chairman David Whale attended a meeting at the House of Commons with the All Party Parliamentary Historic Vehicles Group, chaired by Sir Greg Knight, to reinforce the concerns of the Federation's members directly with MPs.

The following question was posed to the Secretary of State for Transport by Sir Greg Knight, Conservative MP for East Yorkshire: "To ask the Secretary of State for Transport, what assessment he has made of the potential effect of the use of E10 fuel on older vehicles?" Which received the following response from Rachel Maclean, Parliamentary Under-Secretary (Department for Transport):

"Increasing the share of bioethanol in petrol by blending up to 10 per cent, known as E10, could provide significant carbon savings, helping us meet our climate change commitments. One of the main barriers to introducing E10 has been vehicle compatibility. Currently, around 95% of petrol cars used in the UK can use E10, but around 700,000 are not warranted by their manufacturers to use E10. This number is expected to decrease as vehicles come to the end of their life. However, some classic and cherished vehicles that are not advised to use E10 will remain in use.

The prolonged use of E10 fuel in those older and classic vehicles not under manufacturer warranty can cause corrosion of some rubbers and alloys used in the engine and fuel systems. For those vehicles, the Department remains committed to ensuring that E5 is retained as a protection grade, if E10 is introduced."

The FBHVC will be consulting with all interested parties and our member organisations prior to making our submission to the E10 consultation by the deadline.

1919...and all that

It's a hot summer's day, the 18th July 2019. We motor for several kilometres along a dead straight country road in Northern France heading south from Verneuil, confused by the lack of welcoming notices. There are no bends or turnings and no signs other than simply for the village of la Ferte Vidame. Several Citroen cars of wildly different eras pass us in both directions, which is to be expected since we should be approaching our destination, the site designated for the Centenaire celebrations of Andre Citroen's unique cars. A tight formation of French Tractions passes in the opposite direction, black, fast, and certain. Two Legeres and two Normales, their engines on song as they roar by with a definite air of purpose, I slow and look for clues to where we should be going, the village is very close now. Suddenly there is a hand written sign on a steel barrel and some cars parked on the verge, we turn and after a few hundred metres I stop at the end of a queue. For a moment of surreal disbelief we look out at two elderly women sitting on bright canvas chairs in the garden of a brick bungalow behind a low chain-link fence. One is knitting, the other is shelling peas and they nod and smile at us as if they had been expecting company.

And they certainly do have company. In front of us a 15/6 is murmuring impressively, its Swiss plates and insignia shining through a film of road dust. The owner jumps out, "I might be Swiss, but I can't afford to leave this engine running," he jokes to us. Behind us two lads climb out of a ripple bonnet 2CV, cups of tea in hand. "We could be here some time, fancy a brew?" the driver says, Fonzie cool. I turn off the engine of our 1953 Slough Light 15 which I have owned for forty eight years, and in the quiet the rise and fall of excited voices laces the warm summer air with friendship. We have arrived.

To get our car to this nameless country lane has been a long journey. In many ways it had begun six months earlier in January because our Light 15 had been neglected for ten years. It had been a difficult time for us so the car unavoidably slipped down the list of priorities, although it had been a source of fun most of my driving life. In fact over the years I have absorbed so much Traction oil and later LHM through grazed knuckles whilst wielding spanners that I often

sing `I've got you under my skin` in the garage. Once I learned that there would be a 100 year party organised by Citroën, my fate was set, it was the call of the chevron.

When I started work on my Light 15 I found that the engine still ran well but the brakes were seized. My first job was to strip and skim the brake drums and then, inevitably, renew all the wheel cylinders and brake pipes. February was cold, so I fitted a plastic tube to the exhaust so that I could run the engine safely in the garage while I battled with shaping and fitting the new cunifer pipes. Lying under the car one afternoon I felt tugging on my legs, someone was dragging me out. Wiping brake fluid from my face I found two Jehovah's Witness's shaking their heads and looking in despair from me to the tube coming from the exhaust pipe. Ah well, I thought, perhaps Andre himself is looking down on us. Later, while struggling with various brake shoe rivets, I was more seriously tempted by that fuming tube.

Six months sounded like enough time to prepare a car but weeks pass quicker than usual when each detail becomes an engaging task. I remade all the earth connections and found the original rubber insulators in the number plate light unit had perished. Then the lighting multi-switch was faulty, when I opened it up to clean the contacts a tiny spring flew out and pierced my right ear. Lucky it's fashionable for old blokes to have an ear stud, but a curl of rusty metal is a bit punk. Then the windscreen shattered one night, and the fuel filter in the tank blocked, and the head-lining fell, and the tyres were found to date from last century, and the water pump started to leak, and the exhaust downpipe developed a blow. And then it was two weeks before we were due to leave for France. Time enough, I thought, to get some miles in to settle everything down, but first time out after sixty miles of gentle driving there was a misfire. It got worse, something odd between number two and three cylinders, so distributor changed and changed again, then carburettor off, cleaned, then changed. One week to go, no better so off with its head, which had been skimmed and fitted with new valve guides, and on with a grotty old head from the barn. It purred into life and ticked over as if it had always been there,

no oil or water leaks and plenty of power. I can't ever thank Mike Tebbett and Derek Magrath enough for their unfailing support and David Boyd for his endless enthusiasm and supply of parts. There might not be a local TOC section here, but true amity abounds.

Back in the French queue, and after a couple of hours of being part of a moving village of Citroen owners it became the real beginning of the celebrations. Once we had been processed we were soon set up in a well organised camping field. Amazingly Andrew York found us, one of the few British tractionists we saw over the weekend. It was good to share the experience with an old pal. We spent the evening wandering around the town, stunned by the growing atmosphere of friendship and fun as more and more vehicles arrived. Ferte Vidame main street had been firmly closed off by a lorry parked across its entrance and the pedestrianised high street was lined with food and produce stalls. It led on to the grand gated entrance of a ruined chateau, where the main events would take place. The next day I spent a pleasant half hour over breakfast sitting by our car in the camp site with a hot bacon sarnie and fresh coffee, watching every type of Citroen pass by. Sleek DSs and silent SMs floated along but the most amusing was a 2CV with suspension which creaked like a sad donkey as it bounced slowly along the track. Perhaps there was a basket of donkey eggs on the back seat.

Everything Citroen was to be found at the main arena. With subtle symbolism the huge display of cars was arranged in date order with the earliest vehicles closest to the ruined chateau, echoing the emergence of the Citroen brand from the destruction of France during the First World War. I had come with a faint hope of finding information on Kegresse Citroens, perhaps even seeing one moving. On the Saturday we found five of the tracked cars on display, each with a different drive system to learn from. The owners were generous with their time and information, and seemed interested in the photographs I had brought for comparison. That afternoon when they passed us in convoy, the lead car stopped beside us and kindly insisted we sat up front to experience the full joy of Kegresse transport. It was total immersion in French culture of the time, casque colonial hat and

all. Experiencing how the vehicles drove made me wonder if moving the rear axle forwards to power the front pulleys as opposed to the rear ones of the early cars might have inspired Citroen to explore front wheel drive in the 1930s. For the tracked cars it meant that there was a shorter drive train, weight is moved to the centre of the wheel base and the driven pulley is raised and can better attack obstacles. As we passed through the cheering crowds, every face reflected the fascination these cars inspire, even people who aren't aware of the great Citroen journeys appreciate the silent way their tracks are laid. With their twin speed rear axles, locking differentials, and radiators adapted for water conservation, Citroen had given the engineers Kegresse and Hinstin the chance to create a mobile laboratory to push the boundaries of traction and metallurgy. And, of course, to have some adventurous fun.

Yet, despite this and all the wonderful ranks of varied Tractions, for me it was a different moment which epitomised the weekend and will stay in my mind with the perfect simplicity of a Toulouse Lautrec print. We were on the grassy avenue which led through decades of vehicles when a black 5HP with a wonderfully upright saloon body bounced past at a lively pace. Hunched over the steering wheel, his face gripped with concentration, a monsieur with a top hat, frock coat, and neat pointed beard hurtled back through time towards 1919. Behind him lay the sleek CXs, SMs, and DSs, around him were groups of innovative Tractions bracketing the war years, and in front the Années Folles, or crazy years, which were his destination, Perhaps he had seen the future and was now intent on getting back to the optimism and opportunities of his own era when the talented Josephine Baker sang for Andre Citroen and jazz flowed through the rowdy American style bars of Paris. The little 5HP hurried back home from our time, tracing the extraordinary trajectory of Andre's dream and its voyage through time was the happy measure of the Citroen Centenaire weekend. It was worth all the effort for that one image.

Anthony Buxton

Kegresse

We ran a picture of a nicely restored Kegresse in the last copy of FP, with a very short piece about the type. In support of Anthony Buxton's adventure in a Kegresse, here is a section with a little more information on the wider use of the Kegresse system.

Adolphe Kégresse, born 1879, in Héricourt, Haute-Saône was a French military engineer who invented the half-track and dual clutch transmission. Unlike the heavier articulated metal systems latterly used on tanks, the Kegresse system was a rubber belt track which could be retro fitted to a standard vehicle to enable it to perform on snow or other loose or soft surfaces.

Educated in Montbéliard, he moved in 1905 to Saint Petersburg, Russia to work for the Russian Tsar Nicholas II. To improve the mobility of the imperial car park, he used the Kégresse track to modify normal motor vehicles including Rolls Royce and Packard cars, into half-tracks. He was also a personal chauffeur of Tsar Nicholas II and the Head of the Mechanical Department of the Russian Imperial Garage at Tsarskoye Selo.



After World War I and the upheavals in Russia, Kégresse was forced to return to his home country,

In 1920 André Citroën acquired the rights for the invention and created a separate company to allow Kégresse to further develop and market his ideas for the Autochenille, or caterpillar car. Much publicity was generated using Citroën Kégresse vehicles on a series of ambitious overland expeditions across Africa and Asia. Production vehicles proved popular with the military and, in particular, found use throughout Europe in farming and forestry roles.

In the UK, the Citroën Kégresse became a popular choice for transport on the grouse moors of Scotland and Northern England. The National Motor Museum's example originally served with the French Army before passing into the ownership of the Duke of Buccleuch and used on his estate at Drumlanrig Castle in Dumfriesshire. It changed hands a number of times between the 1930s and 1950s, eventually coming to Beaulieu in 1959. Since then, it has been displayed at various locations and may now be seen at its former home at Drumlanrig.

Not all Kegresses were Citroens. The British War Office issued a specification for half-tracked vehicles in 1923 and ran a competition in 1925. Crossley signed a licensing agreement with Citroën-Kégresse on 19 January 1925 and entered a BGT with Kégresse tracks at the trials which were held in February. Crossley came out best in the trials and orders were placed for 15-20 cwt and 3 ton chassis. 115 in total were ordered by the British Army and RAF, 55 of which were for the 15-20 cwt models. An unknown but small number were also sold privately. Only a couple of these vehicles actually survive.



Amongst their many more unusual roles, Citroën Kégresse flatbeds were used to tow aircraft at Croydon airport in the 1930's, being the ideal vehicle to move heavy commercial aeroplanes about on a wet grass aerodrome.



After leaving the Citroën company Kégresse developed in 1935 the AutoServe gearbox-transmission system.

In 1939 he pioneered the development of modern small guided tracked bombs.

Kégresse died in 1943 at Croissy-sur-Seine.

Editor

EVENTS DIARY 2020

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.



Although the header to this page remains intact, as you will be aware, the current lockdown means that there is nothing to enter here for the moment. There is talk of re-running the Practical Classics Restoration Show in the Autumn, but obviously there must be question marks still over both this and the FJ Classic Car Show at the NEC in November. Although one would hope that restrictions will have eased before then, there may still be some resistance to such massive gatherings.

FBHVC are not going to arrange a formal Drive it Day in 2020, so watch out for late April 2021. However, I suspect that there will be something of a mass outpouring of old cars at the end of the lockdown, so maybe as TOC Sections, we can all arrange our own Drive it Days later in the year.

Most of you will know already that both the Jersey and the National rallies have now been cancelled, due to Government rules, again as a result of the current pandemic of Corona virus.

As well as those of you looking forwards to participating, this is particularly disappointing for those of us who have put a lot of effort into organising the two rallies, especially at this late stage.

In both cases you should already have been contacted by the club and been advised of your options with regard to either retaining your booking until 2021 or claiming a refund. If you haven't received an email, then please contact either myself for the National Rally, or Chairman, Bev Oates, if you were booked in for Jersey.

In terms of the National Rally, this has been put back to the weekend of June 25th 2021, at the same venue with the same destinations, etc. proposed. We had 42 cars before everything was closed down and most of you thus far have opted to keep your booking transferred to 2021.

Booking will be re-opened later in the year, so anyone who isn't already booked in will have a

chance to make a booking, and hopefully some of you who have had a refund will decide to rejoin us in the Lake District after all.

Jersey has also suffered the same fate as the Lake District rally, postponed until Thursday 13th May – Monday 17th. 2021. At the moment there are quarantine requirements and straightforward transport to the island is only available to essential travellers and island residents. Since the rally was only scheduled for May and would have been a mere six weeks away at the time of writing, we did not feel that there was any option other than to postpone. Please note that you must cancel any ferry bookings direct with providers, these not having been made via the club.

With regard to the Lakes, you will need to cancel any additional days booked into the hotel which have been made direct by yourselves.

At the moment the lockdown of most European countries seems likely to be the death knell of any similar events, particularly those in France. At the time of writing CTAB have just cancelled the Brittany Rally, so if you have booked into any accommodation or ferry crossings associated with this, then you will need to make cancellations direct. The rally will be "re-run" in 2021, same venue; same dates, 11 -14 July. Email vicmarnic@gmail.com for further details.

As far as other events on the continent this summer are concerned, you will need to keep a close eye on things and stay in touch with the organisers.

It seems likely, in the UK at least, that most events will be postponed at least until the end of the Summer, but there may be some opportunities to get out and about in late August and September. We will obviously keep you posted via Floating Power, the Newsletter and the Section Reps as to any further developments.

In the meantime, please follow the Government guidelines and stay safe.

Coronavirus and your car insurance

For many, spring signifies starting the engine of our classics and looking forward to the season ahead. This year, however, we understand enthusiasts will be unsure when they'll be able to do this.

We've been receiving a lot of queries from club members during this time, so Andrew Evanson, Senior Operations Manager at **Lancaster Insurance**, answers a number of these questions below:

Following the restrictions the government has put in place, what impact does this have on my classic car insurance?

At Lancaster Insurance our opinion is that, even though you might not be using your classic in the same way as usual, we'd encourage you to still make sure it is safeguarded. None of us can be sure how the current situation will end but one option the government has is to enforce intermittent periods of restricted movement. Adventures may be postponed for now, but by making sure you're continuously insured means you'll be ready to get out on the road as soon as restrictions are lifted. The single biggest risk to your classic car is theft so it's important to maintain insurance cover and be extra vigilant when it comes to your vehicle security, including ensuring your vehicle is left in a secure place. The government has said that travel to the supermarket and pharmacy are permitted so wouldn't it be great to see our classics used for these essential trips. It would help keep them ticking over and certainly put a smile on many faces!

I won't be using my classic car as frequently during the lockdown, are there any savings I can make?

Lancaster Insurance policies offer a number of benefits, including a discount of up to 25% for car club members and a number of limited mileage options. If you think your mileage is going to be reduced significantly for the foreseeable future, you can lower your predicted annual mileage. When you are looking for new insurance, talk directly to us so we can fully understand your circumstances and provide a tailored quote.

To help further, Lancaster Insurance is offering members a £15 discount on all new policies, by simply quoting DISC15 when speaking to an agent or getting a quote online. (T&Cs apply*).

During this time, I plan to spend some time working on my classic in my garage. Do I still need to insure my car?

You will need some protection in place should the worst happen. At Lancaster Insurance we can arrange a specialist laid up policy which will cover for Accidental Damage, Fire and Theft.

The cover will protect your vehicle, its parts and accessories. So, should your vehicle be stolen, lost as a result of a fire, or a rogue toolbox falls from a shelf and bashes your bonnet, a laid up policy will offer you peace of mind in even the most unanticipated of situations.

I've volunteered my time to help the NHS in the fight against coronavirus - do I need to add anything to my existing insurance?

We have been overwhelmed by the generosity of people who have volunteered to support the NHS. For our Lancaster Insurance policyholders, we're pleased to confirm that if you use your classic to volunteer during this time, whether that is picking up supermarket shopping for those less able, delivering medicine or transporting patients to routine medical appointments, we will extend your cover at no additional cost. You do not need to call us to let us know you are volunteering, cover will be extended automatically.

How is Lancaster Insurance dealing with the current situation? Can we still contact you?

We have now arranged for most of our specialist staff to work from home. If you do need to get in touch with us our phone lines remain open (01480 400 927) and our team is on hand to help with all of your insurance needs. We're striving to achieve our usual high service levels and we'd encourage customers where possible to use the self-service portal to renew (<https://renewals.lancasterinsurance.co.uk>) or for more general enquiries please email customerservice@lancasterinsurance.co.uk - we are here to support you.

*T&Cs can be found at <https://www.lancasterinsurance.co.uk/15-off-your-classic-car-insurance/>

Please note, apart from negotiation of club member discounts, there is no commercial relationship between TOC and Lancaster Insurance and other Classic Car insurers are available.

It's a Miracle. ~. "Modern Wipers" in a Traction. – yes really!!

As the owner of a 1953 BL I have been long suffering the issue of wipers that are, let's be frank, "rubbish".

The original style round arms and skinny blades simply do not do anything aside from flap around making little or no contact with the screen. I have tried sets from all over with no improvement so getting caught out in a shower or on a wet road with spray was entertaining to say the least.

But there IS a solution from RENEL. The arms are nicely sprung and the clip on modern chrome blades work an absolute treat. Old ones removed and I took the step of running the wipers without arms on for a couple of minutes while squirting some WD40 onto the spindles to ease off any binding or corrosion.

When fitted the new wipers work well. And to prove it I went out on a Sunday only to get caught in a downpour! They work well and strongly at a good speed too. And they clear the screen perfectly.

Once you get past the slightly difficult guy at Renel the parts are a fair €36 inc TVA and the part numbers are

- 2 x arms CI 00816
- 2x blades RE 03880

Happy Days!!

Chris Holm



Big 6 Downunder

With hopefully bushfires and other issues behind him, Kevin Taylor presses on with his Australian 6 cylinder Oddysey.

March:

For once something worked first time. Previously I mentioned that I needed to install the front bearings. I was told that they are just a tight fit and gentle persuasion is all that is needed. This did not work on my car so I put the bearing in the freezer overnight and the driver's side slipped home with hardly any effort at all. The passenger side needed a few taps with the rubber hammer. I covered everything in copper grease to stop any rusting after the bearings thawed out.

Fitting the drums however was impossible. I have stripped the brakes down several times making sure everything is loose. I adjusted the brake adjusters and the two posts that hold the cylinders as these also have a cam that allows for closing or opening the gap. I eventually went to a brake centre initially to see if I could buy some new brake springs and the owner said that the shoes need radius grinding. This is something I guess should have been done by the original brake centre that had the shoes relined. It means a trip to Batemans Bay tomorrow as they have the equipment necessary. Even after being radius ground they still proved to be a tight fit. I managed to fit the driver's side drum using a makeshift tool to pull the drum on to the bearing. The outer nut is meant to have 216 pounds of pressure but my torque wrench only goes up to 100. Out came the scaffold bar and with

my wife trapping the inner drive shaft I managed to tighten the nut sufficiently. When I did the same on the passenger side it seemed to go to easily until I realised the thread on the locking nut had stripped.

While I order a new lock nut I replaced the front wheels so that I can move the car outside to clean out the interior. Originally I was hoping to put the engine back but without the front wheel being complete I was not willing to take the risk. So the plan is to remove the head lining as looking at the holes



something has been living there in the past.

As you can see from the photos I have started to put a few things back and replaced the brake lines. So far I have been able to re-use all of the brake pipe cover spring mesh that surrounds the brake pipe. On the passenger side one of the three way junctions needs replacing as just one of the fittings is locked solid. Fitting the new brake pipes has been relatively easy but boy is it fiddly. Getting the male nuts to line up has been a challenge but it is starting to come together.

Big 6 Downunder



I cannot emphasise the need to take as many photos as possible. I thought I had taken hundreds but when it came to finding them, I struggled until I realised they were on an old computer. Phew, crisis averted. Recently I visited a local muffler centre (exhaust centre) to get a replacement pipe made up as the original had seen better days. Sprayed and ready to go.



Big 6 Downunder

Before I am deluged with letters and emails, Kevin assures me that he will do up the front hubs properly with a torque wrench before he hits the road. Editor

Who said that working on cars that are almost 70 years old was glamorous? I decided today to push the car completely out of the garage so that I could remove the headlining.

I knew that the headlining had several holes and suspected it had housed something in the past. It proved to be a job I will not be rushing to repeat and I am glad to say that the interior is now completely empty. The plan is to use the old headlining as a pattern. I'm informed that the material is pure wool lined and camel in colour. Looking at the original it uses approximately 2.5 metres of material.

April:

It is now the first week in April and like Europe, Australia is in voluntary lockdown. As I wait for spares I decided to remove the rear wheel arch. It is held on by several captive nuts which is fine until they refuse to hold. Two of the bolts could not be undone so they were both hacksawed off and the nut extracted from inside. Looking for things to do, I also started to strip one of the door cards. Getting the window winder and door handle off means pushing the metal inwards and drifting out the small pin.



It's a straight - forward job and means that the door card can be removed.

Most of the fittings were loose and the cardboard was warped but it is a good template.



Big 6 Downunder

The interior looks a mess but now I have a relatively clean space in which to work.

Today I decided to strip the paint from both the front inner wing and the rear wing. The inner wing is in good condition but the rear wing needed a repair. It looked as if the light fitting had been pushed in and had caused a split in the metal. I removed a triangular piece and let in a repair using the mig welder set as low as possible. Paint stripper is messy but a couple of applications removed the top coat and weakened the base coat. It's not a perfect method but a few hours sanding will have it back to bare metal.



Excellent stuff. I gather that you are currently waiting longer for parts due to the reduction in cargo flights across the world as a result of the Corona Virus lockdown. Hopefully things will start to get back towards normal before too long. Editor

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE: - 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



Two Cars For sale.

Car 1: 1939 Light 15 Roadster. Slough built, dark blue, original registration FOF 899.

I have owned this car since 2002, and had it restored by John Gillard. It's blue with a matching Bridge of Weir leather interior. I'm about the tenth owner, although the last driver sold it, having driven it to Cannes, in 1966, to a gentleman on Clapham Common for £5. It has been owned by Fred Annells, and after that it was in a heated storage barn in Newcastle for fifteen years, the body fully restored, but unpainted.

I zeroed the odometer, upon delivery, and it's covered 13640 miles since then.

This Roadster is exceptionally rare, the last came up ten years ago and the previous one was mine, in 2002. The price is £90000.

Car 2. 1957 Onze Normale. Sold on 1/10/1957, so it's the very last. Faded black, refurbished interior. British registration VSU 502.

I bought this car in March 2008, and took it to France where I had a house. It's been under cover for most of the time since then, only coming out when the sun is shining! It's very faded black, and it has five inertia reel seatbelts in it, being the only alteration to it. However, it goes and stops, and has a new MOT. It was Paris registered originally, and I had it registered in France as 5659 XE 50. It's done 72271km, or about 46000 miles, which is not warranted!
I want £8750 for the car.

Tim Walker (mem no 1319)

FOR SALE:
Citroën Traction Avant 11B Normale
I've known Simone since 1992 when she was only 35 years old. Born in 1957, she was one of the last Traction to leave the Quai de Javel, Paris.
She is an original car with 11D engine, stainless steel exhaust, new clutch and in

good condition throughout. Original interior with factory fitted covers over grey striped cloth door panels and armrests.
Less than 75000 km recorded and believed to be true.

Price: £8900.00

Location to view: Worcester
Contact: bcplant8@gmail.com
Membership no.: 1112



FOR SALE:
Further reduction -
"CITROEN TRACTION AVANT 11B" -
Paris built in 1954.

****£8750 ONO****

- Purchased & registered in UK six years ago by us.
- Approx £5k spent (many receipts can be included)
- Petrol, 1998cc LHD.
- Used daily until placed on SORN 2019.
- Will be a 'Tres Bon' example with a little more TLC.
- Another Avant taken priority hence space needed. (N.B Roof rack in pic now on other vehicle)
- Genuine viewings welcome at our convenience in Berkshire.

TEL; Rebecca 07798 838887



FOR SALE: 1952 Citroen Light 15,
small boot, right hand drive 12 volt electrics, excellent body work, re-furbished tan leather seats, new roof lining and carpets, new Michelin tyres, S/S exhaust, cylinder head converted to run on unleaded petrol, new battery, radiator, drive-shafts, shock absorbers, complete brake re-build, 123 electronic ignition system, new complete clutch assembly, dynaltec, (alternator), timing chain, fuel-pump, rear seat belts, lights etc. Superb condition throughout.
£25,000

T 07800549263 or email hot.house@btopenworld.com (Herefordshire)

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:

180 issues of Citroenian, magazine of the Citroen Car Club.
 1977 to 1981 and 2007 to 2019.
Contact 07516 913710
clivehoskins@yahoo.com



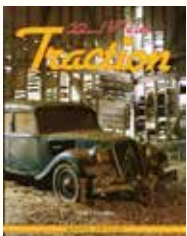
FOR SALE:

The widow of the late Mark Wearing from Devon has asked me if I could try to sell his books on the Traction.

Attached is a list of these books, together with a suggested value (my research on the internet)

Whilst these are suggested prices, any reasonable offer will be considered. All these books are with me; so please contact me directly on the TOC Helpline if you are interested.

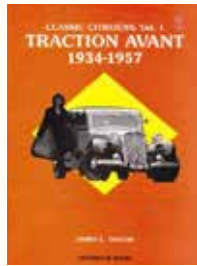
I also have his original Citroen Workshop Manual which is for sale at £ 35.00.



22...! V'la'les Traction
 by Fabien Sabates
 £ 20.00

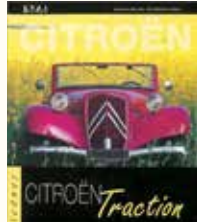


Traction – un fabuleux destin – by Serge Defradat.
 £ 15.00



Traction Avant 1934 – 1957 – by James L Taylor
 Apparently, this is now a very rare book, had only a very short print-run.
 Amazon has it listed at £58.00 for S/H copy and £400.00 for a new one.

Offers around £ 40.00 accepted



ETAI Citroen Traction by Dominique Belliere & Eric Massiet Du Biest
 £ 35.00



Traction Avant – Le Grand Livre by Olivier De Serres
 The ultimate reference book for the Traction
 Amazon have two S/H listed at £ 115.00 each
 Best offer around £ 100.00
 Steve Reed

Books for Sale



condition. I have two copies so one is for sale. £20 inc p&p.

Rare Revue Technique Workshop Manual for the Traction – covers all models including 11D engine and 6 cylinder. Published by EPA in 1979. In French but well illustrated with photos and original Citroen diagrams. Acceptable useable



mint condition. Only selling because I can't possibly afford one...Much cheaper than Amazon £25 inc p&p.
 Peter Fereday 07788 403489 or peterfereday@googlemail.com

Traction Avant – coupe, cabriolet, decouvrable. Book by Olivier de Serres 2010. The ultimate book on the roadster and variations. In French but profusely illustrated – photos on virtually every page. In absolutely

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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

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 Bob Shackley
Member 2355

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 Graham Kench Membership No 2689
grahamkench@gmail.com

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

Please note, a full spares list

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