



Floating Power

September/October 2020

Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Floating Power is the official magazine
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Missing Magazine?

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

Be a part of Floating Power...

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

Sunday, October 11th 2020

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

Cover Image

Editor's Lt 15 and George Halsall's
Légère at a recent socially distanced
breakfast meet

Editor's Epistle

I hope that you are all well.

Here goes with another forty odd pages of magazine. Thanks to all of you who have submitted material, anyone who hasn't made it into this magazine will be included in November/December's FP.

In August, there has been a minor opening up of the car scene locally, with a single breakfast event held by a local pub. But that is pretty well it, although a couple of the big shows up here such as Tatton Park, have started to offer dates tentatively in September. Whether they will actually take place is open to conjecture, and all events need to be considered as provisional, I would suggest, for the moment. Our events page has more on this elsewhere in the magazine.

The easing of the lockdown has, as I write this, ground to a halt nationally and has taken a few knocks here and there, especially up here in the north west where the high density housing in areas such as Greater Manchester are taking a beating and have had some additional lockdowns imposed.

For many of us, therefore, a car related event probably remains tantalisingly out of reach and many organisers are deferring even Autumn events until 2021, so in many areas the horizon appears to be receding in terms of opportunities to get your car out.

Of course there is no reason why you should not use your Traction for errands around the place. That at least exercises the machine, even if it isn't actually that inspiring. I have dug my own Light 15 out of temporary hibernation for a couple of trips in the last few days. Leaving cars unused is definitely not a good plan, and initially, my own car was rather reluctant, nothing serious, but what one might describe in automotive terms as being a little short on enthusiasm. It was still on some old petrol of course. I filled it up on one of its last substantial trips out on a rare sunny, dry day in January. Most advice on fuel shelf life that I could find does not really address the situation for fuel 'in a car', and certainly not a vented to atmosphere antique fuel system. Not surprising I suppose, given that most motorists probably buy fresh fuel for their modern cars at least a couple of times a month.

BP's 'Life of Petrol' fact sheet says: "*The storage life of petrol is one year when stored under shelter in a sealed container.*" So, I think that we could all infer that destabilization of the fuel in our timescale is not really a big thing. But they're talking about some hypothetical 'sealed container', whatever that is. Probably not your Halfords plastic 5 litre fuel container and certainly not your average sixty odd year old car system, vented to air by a hole in the filler cap.

The company, however, goes on: "*The storage life of petrol in equipment fuel tanks is one month* (eg: your lawn mower, which has a similarly primitive fuel system). *This can be extended by topping up with one third of fresh fuel, which restores the volatile components that have evaporated.*"

So after over 5 months, assuming that you haven't used your car sufficiently since lockdown to warrant a top up, and didn't use a fuel stabiliser additive, much of the bang has now gone out of the petrol in your traditionally vented fuel tank. You may be able to reinvigorate it to a degree with a fresh top up, preferably using one of the better grades, and BP suggest above that at least 30% is needed to bring it back to life. If your tank was full, you probably need to drain off a third of it at least, to make room for a refreshing dose of new unleaded.

Apparently, to add to the complications, summer fuel has slightly different constituents to winter fuel. So, if your car is not its former cheerful self when you take it out after a long time sitting unused, then try some fresh gas in the tank before you start pulling it apart!

In this magazine: Kegresses in the Antarctic, as used by Admiral Richard Byrd USN. car ride heights, ignition matters, a couple of pieces on how members became Traction enthusiasts and an item by Martin de Little on his excellent Delage as part of our ongoing 'What else do you have in your garage?' feature.

Plus most of the regulars (but alas no rally reports).

Enjoy and stay safe.



Editor's Epistle	2	Roadster Rebuild	26
Contents / Committee	3	Diary of a Besotted Young man	27
President's Ponderings	4	Why a Traction?	28
Chairman's Chat	5	Big 6 Downunder	29
Section Details	6	Odette	30
Your Letters	11	Photo Competition	31
Classic Motor Show	12	Traction Owners Club Ltd Accounts	32
Antartic Kegree	13	In Committee	34
What Else Do You Have in Your Garage?	16	Events	35
Ignition Matters	18	Classified Advertisements	36
Bailey's Banter	20	Display Advertisements	38
Ride Height	25		

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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Volunteer sought

Please contact the President or Chairman if you would like to take on this role.

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Because of nuisance phone calls, if you are ringing from outside the UK or you are ringing from an undisclosed telephone number, I will monitor the call and will only answer if you start to leave a message

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President's Ponderings



We now have a little more information about this year's Classic Car Show and, although there is still much to be clarified, I am pleased to confirm the TOC does intend to exhibit. Meanwhile, I refer you to the link in my ramblings in the last issue for those wanting updates and/or tickets.

Both the Annual Rally and the Jersey meeting are rescheduled for the same weekends in 2021 but, as no Condor timetables are currently available for May, it is still not possible to rebook ferry crossings for the latter. The 2021 CTAB (Brittany) Rally will also follow the itinerary originally planned for this year, about 10 miles west of Rouen based at a campsite in the Boucle de la Seine Natural Park.

I have continued to play in the garage and, further to the last report, I am now a lot happier with the alignment of the wings, bonnet and grille on the 6. While the wings are off, I have also taken the opportunity to degrease, clean and paint the front suspension and underside of the wings – all of which should have been done when I first bought the car but then I was just desperate to rebuild the “dead” engine and to get on the road to Scotland.

The bike is finished too, but there are still plenty of other unfinished (and several more unstarted) projects lurking out there. So, even though I am not yet free to venture beyond the end of the drive, there seems little chance of my dying of boredom in the foreseeable future.

On that note, I shall now stop because I would not like to be responsible for anybody else dying of boredom even if I don't.

Keep safe.

New Members

Welcome to the Traction Owners Club to the following:.

2779	Mr P J Anderson	Deloraine, Tasmania
2780	Mr P Brammer	Yeovil, Somerset
2781	Mr E Foster	Victoria, Australia
2782	Mr M P Hearn	Blandford, Dorset
2783	Mr W van Zyl	Swindon, Wiltshire
2784	Mr W D C Carr	Rignac, France
2785	Mr J Sjontoft	Gentofte, Denmark
2786	Mr G Sinclair	Littlehampton, Sussex

Have another 2 months passed already? I am still on furlough from my job at Haddon Hall and don't understand why time is going so quickly when I have less to do. Are you all having this problem?

John & I are still doing lots of walking in the lovely Derbyshire countryside and trying to get fitter. In September we are walking the Peak Pilgrimage Way in support of John's cousin-in-law, Tony Walker, who is currently the High Sheriff of Derbyshire. It is 40 miles but we are walking it over 4 separate days so we should be okay!! Tony is also a classic car lover and has a MG TD, MGA and a Daimler. We haven't persuaded him to buy a Traction – yet!

I have had to work hard over the last 2 months to still see my glass as half full and keep my optimistic attitude. Why? Well in the last issue of FP I asked you all what you thought of your Club and listed a number of areas to consider. I was saddened to only receive 4 replies – all of which were very positive – Thank you. So - if I am being optimistic the other 600+ members are all happy and didn't feel they need to write OR what should I think?

Thanks to all of you that paid your renewals after receiving the reminder – we lost around 60 members which is roughly the same number every year.



On the social side we are still hoping our trip to Jersey and the annual rally in the Lake District will go ahead in 2021 so if you are not already signed up and think you may wish to attend either or both events then please let Bryan and me know.

Have you some lovely photographs of your beloved Traction? Then please share them with Martin as he needs contributions for the 2021 calendar.

I will hopefully see some of you at the Classic Car Show in November.

Beu

Club Events and Coronavirus

At the moment there are no club events planned for 2020, and all events proposed for 2021 are, obviously, subject to the status of the pandemic at that time in the areas concerned.

At Section level, given that in many areas lockdown measures are now considerably eased, it may be possible in what remains of the year, to organise local events, or to attend events organised by others. If organising something, please ensure that all measures are in place in line with local recommendations as regards hygiene, social distancing, etc. and particularly ensure that you are familiar with and comply with the law, especially if you are near an area which is in some form of local lockdown and may attract visitors from that area, who should not, strictly speaking, attend. Make sure that you also fully comply with the requirements of Track and Trace in terms of recording contact details of all attendees.











If attending an event, make sure that you comply with the organiser's safety measures and if you feel that these are inadequate, then you should consider not remaining at that event.

In terms of overseas events, you are recommended to heed all government warnings regarding travel to the areas concerned.

It is regrettable that the club has to take a view over these matters, but we are keen to promote the well being of our members and also to ensure that no club or club related activities contravene the law. Much of what is required is common sense and we urge all members to keep safe and obey the law and follow the guidelines.

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.



TOOLS
Club tools
available for loan:

SOUTHERN SCOTLAND

So, managed to escape from Scotland just as travel was allowed at the beginning of July and tunnelled to France on the Shuttle. Tractionwise, very little to report, my car is still in Scotland and I have only seen one here in five weeks – an immaculate 11B at a local car bodyshop.

I was contacted by new member Neil Reid who is now seriously looking for a traction to purchase. Took him through the various options and perhaps, by now, he has managed to source one.

There have obviously been no social gatherings recently, save for the TOC/CCC Scotland/2CV/Ecosse meetings continuing very successfully and enjoyably on line on the last Thursday of each month. For the foreseeable future they will stay like this although, hopefully, they will become real before the end of the year.

I have been talking with Richard Larter about progress with the major works and modifications on his Light 15. He has had a few setbacks including sorting the brake unions and crankshaft end float. Some of the changes to his car will be of great general interest so he has promised to give us full details in the next FP. In the meantime, here are some pics of his fully floating brake mod, a very smart gearbox/alternator assembly awaiting installation, and, for something totally different, the view from his workshop. Yes, that is a nuclear submarine – Richard lives on Gare Loch near Faslane



Peter Fereday

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

Brake, Gearbox and Submarine Pictures by Richard Larter



Finally Peter says: "As an antidote to all the Velosolexes previously shown, is my 1967 Motobecane Cady moped, recently restored and now working well. In the old days this could be ridden by any 14+ year old in France and no insurance or tax was required. Nowadays it would have to be registered, number plated, and insured, so far I haven't bothered so it is only used off road!!!"



NORTH SCOTLAND

Hi, all, hope you have kept clear of the virus and are able to do something with the Traction. Absolutely nothing to report this time around, not a squeak or question from anybody! Good news or bad news?? - not sure! My own Light 15 has been fully serviced and polished, ready for its next outing, rally or long trip, but I think it will not happen this year! No local rallies nor autojumbles either, all cancelled until 2021, so we all just have to make the best of it! Smithy still doing "OK" he says and still in lockdown so cannot even visit him at the moment! Ach well, can still get a bit of golf meantime!!

Keep safe!!

Andy Burnett

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

NORTHERN SECTION

Things are waking up a little, but as has been recorded in the Events section, many of the larger shows are progressively being relocated back into 2021.

Nevertheless we have had a presence at a couple of events that have squeezed under the fence at the last minute. An informal drive around the southern end of the county for a few cars in July was followed by a breakfast meet at The Corner House on August 2nd, which was quite well attended by a variety of cars, including three Northern Section Traction, mine, and the cars of George Halsall and Ian Gardner.



Nice Fiat at the Corner House.

Section News

George's car was on its first trip out of any length since suffering from the mysterious unplugging at the gearbox end, of a new driveshaft, whilst negotiating a sharp left hand turn. Much head scratching followed, was the drive shaft manufactured too short? The solution ultimately proved simple. The engine was tilted to the left and not aligned with the centre line of the car. This had put the CV joint at the limit of its ability to extend and when subject to full lock, had allowed the balls to wear out the end of their retaining grooves and eventually, after only fifty miles or so, to jump out.

Why was the engine tilted? The volute springs had some time ago been swapped for a home grown metallastic engine mounting which had obviously not been properly adjusted. The old style drive shafts could cope with the unequal extension, but when changed to modern CV joints, then things had gone wrong.

Mike McDonald has also had some ongoing problems, and is awaiting the return of his car from James Geddes, having had an end of life diagnosis on his engine. We have now seen a video of the rebuilt engine being run on a test rig, so hopefully car and owner will be re-united fairly soon.

I was hoping that the Hoghton Tower event in September would survive long enough for me to attend, but alas Mark Woodward events have now cancelled everything remaining in 2020 until next year. So it is curtains for that and I am not confident that there will be any further opening up now, certainly until the year end and possibly beyond if we get a winter second wave. The Corner House at Wrightington is, however, currently planning to continue events on the first Sunday of the month.

Bryan Pullan

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

WEST OF ENGLAND

A brief note for the W of E section:

It is said that the entry in Louis XVI's diary for the day the Bastille was stormed read simply "Rien". This is not as surprising as it might appear, as the Bastille had largely fallen into disuse as a prison by this time and contained only seven prisoners of whom two were lunatics. So perhaps not the headline news as was later billed. Anyway, I have to confess that my report has some similarities to the King's entry as regards recent section activities. One day we will get together again.

This is not to say that I have been entirely idle on the Traction front. My latest toy is an electric bike, which is a joy and wonder when it comes to steep hills. To explore further afield, the bike carrier on the back of the Traction works a treat:



Terence McAuley

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

IRELAND

I would like to inform my section members, that we have a Traction expert in County Antrim, Northern Ireland.

Dessie Gillespie Citroen Car Dealer, service and Repair Centre, 37 Carmagrim Road, Portglenone, Phone 028 2582 1093.

Dessie is Citroen trained (In France) and is an expert on the Traction Avant, a long term member of the TOC, and well used to working with the Traction Avant Special Tools. I can personally recommend Dessie, as he has carried out work on my own Traction Avant, and also on many other TOC members cars.

Norman Moore was the first elected Representative for the newly formed TOC Ireland Section in the early 1980s. Norman owned a 1938 Traction Avant "Twelve" registration number ECV 516. Some 40 years later the owner of ECV 516 (purchased from Norman's family after his sad passing) is honoured and privileged to repeat history and represent the same Section in 2020.

Davy Selfridge.

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

Short but sweet!!

Sadly our Tractions have not seen the light of day recently.

We are keeping in contact with our members through 'What's going on in your Garage?' and 'phone a Traction Friend'.

However, on Sunday 16th August our TOC group returned to some semblance of normality with mini BBQ's held by different members in small groups and with social



distancing of course. We spent a very pleasant afternoon, mostly rain free, in the company of Martin and Annette de Little and David and Margaret Kerr. Many thanks to Martin and Annette for hosting the event, for providing delicious salads and sweets, for manning the BBQ and for giving Marcel and myself a break from the usual August BBQ. The looming rain clouds were not our worry this year!

Finally, Cobham Heritage day has been re-vamped as Classics in Cobham and is to go ahead. Only the cars and motorbikes will be attending so it will have a very different feel this year.

Best wishes to all our members.

Sue Allison

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

KENT / EAST SUSSEX

As reported last time it was hoped the Great British Picnic at Lynx Park, Goudhurst would go ahead and indeed it did on 26th July, held in memory of our late host Andrew Frost.

5 Tractions turned up to a socially distanced, small & discreet event.

A beautiful weather day saw Peter & Tracey Foreman who joined the TOC last October arrive first in their beautiful 1937 11 Legere YWG 186, in two tone grey wearing big Michelin tyres, it was delivered new to North Africa.

Next was our Big 15, WKX 153 for its first serious outing of the year.

Ron and Sue Herival soon showed up in their 11 Normale, sporting new drive shafts!

Chris, Christine &



Max Bailey made the journey from West Sussex in their 11 Normale, staying over in Rye the night before.

It was also good to see John Gillard in a red Big 6, now a local to this part of Kent.

Many reunions were made that day, in particular that of founder TOC members Graham Brice and John Gillard who had not seen each other for many a year.

Andrew Frost's successor, Andrew Streek at Lynx Park intends to continue this annual event in aid of the local 'Hospice in the Weald' and hopefully it will be on next year's calendar of events.

Otherwise what else can we hopefully look forward to? If the National Trust are able to repeat their excellent Festive Lunch at Sissinghurst as per last Christmas that would be a good event to look forward to.

Keep safe everyone.

John Barsley

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

LONDON

We live in interesting times stumbling forward, half of us in masks the other half holding 'go out in style parties'. London's first(!) rally of the year is in September at the De Havilland Museum, Salisbury Hall just inside the north section of the M25. If you live in the Home Counties, the Midlands or East Anglia, come and join us:

Salisbury Hall, Sunday, 20th September. Near Colney, AL2 1BU. You need to book an e-ticket in advance and arrive in time for lunch.

Bertel joined a socially distanced classic car rally safely spaced



Section News



along the Holloway Road and has subsequently been down to Mark Harding in Devon for a carb and distributor overhaul, so that's one Traction that will easily finish the rally.

Martin made his regular monthly trip in his magnificent Delage to the VSCC gathering at the Dial Post Crown, Sussex, a lovely drive from Guildford and fascinating to follow watching the tight line through the lanes of a 90 year old car. A pint sitting at either end of a 2m bench on the green and a gathering of Bugattis, Lagondas and Alvises, but sadly no Tractions, completed a sunny afternoon's isolation.

I've started making visits to deliver tools to Joe Ambaye who has restarted work on his 1950 Legere. It has not been on the road for 15 years and is still on French plates. It started almost first turn and ran very smoothly. Joe has now overhauled the front end and changed the drive shafts so he's making substantial progress.

Another trip up to Suffolk to check painting progress, furlough has slowed the work and it looks like they will shortly close down, another Covid casualty. It also means that I have to find a new home for the remains of my wrecked first Traction. It was ample compensation to call on Ian, busy as always building a trailer for his 5hp. We've both suffered binding brakes following the long lay up, in Ian's case overheating a bearing and melting the cylinder dust covers; be warned.



I'm stepping up my training for the Air Ambulance abseil as mentioned in the last FP, thanks to fellow Tractionnists

who've sponsored me, do have a look at the link, we need your support.

This is **Twin Team aTraction** with our parents, as you see my younger twin brother is happily letting me go first.

Have a look at the link:

<http://fundraising.londonairambulance.org.uk/fundraisers/mikewilcock>

Mike Wilcock

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

PEAK

Nothing is happening here at present. I recently emailed everyone in our Section to ask what they have been doing so will be sending out a "newsletter" soon to all to keep us in touch with each other until we can meet again.

I am keeping my eye, like everyone else, on numbers that are allowed to meet so will arrange a meeting as soon as Boris says it is safe to do so.

Bev Oates

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

EASTERN

Regular Social Meet Up

We are resuming our regular social meet ups for those that are comfortable to do so. Both The Angel and The Compasses are working within Covid recommendations, this may limit how many of us end up sitting together or with nearby tables. If a meal is required I suggest giving the pub a call so they are prepared.

Looking forward to seeing you all soon!

The Angel, Larling, Norfolk, NR16 2QU,
22nd September, 3rd November, 15th December.

The Compasses, Little Green, Essex, CM3 1BU,
1st September, 13th October, 24th November.

Wishing you all the best.

Jasmin Gagen

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

ELECTRONIC IGNITION

Hi Bryan et al....

I shall say simply that the 123 system has always worked for me. I had one on my MGB for very many years (at least 20 or so years) and 11 years on our Normale. Always works, never, ever any trouble whatsoever. On occasions when I have helped folk with their 123 ignition, the claimed faults have been: difficult starting, iffy idling and even a propensity for the engine to judder under load (with the clutch being blamed). In each and every case the problem was resolved by using copper cored HT leads and plug caps with the standard 5K resistor within.

Carbon cored plug leads eventually break down and the HT voltage declines accordingly. Unless the decline of the cables is really serious (in which case you will see blue flashes within the cables with the engine running on a dark night) my very best advice to all Traction owners would be - dump the carbon cored cables as soon as you can and install copper cored HT leads including - of course- the feed from coil to distributor cap.

Martin de Little

LOCKDOWN HEROES

Ronald and H el ene Knoth, the owners of this classic car, wanted to pay a surprise visit, from afar, to a retirement home in Buisson-de-Cadouin (Dordogne).

Friday April 17 around 4 p.m., the residents and the nursing staff of the accommodation establishment for dependant elderly people (Ehpad) of Buisson-de-Cadouin, in Dordogne, had a shining surprise!

Ronald Knoth and his wife H el ene had come to greet them from afar with their Traction. The sound of a horn brought residents out of the nursing home on the terrace and put a little cheerfulness in their daily confines, necessitated by the coronavirus epidemic.

While keeping the precautionary distances with the elders, the Knoth spouses were able to exchange a few words with them. Ronald and H el ene Knoth are part of the P etrac D ecouvertes association. They regularly invite those residents of the Ehpad du Buisson who can to their various events organized in the village. This was the case in the summer of 2019, for the commemoration of the 75th anniversary of the parachuting of American soldiers on the night of August 11 to 12, 1944.

By courtesy of Sudouest.fr with Nicole Thabaraud



Ronald and H el ene Knoth in front of the Buisson-de-Cadouin Ehpad, with their Traction and an evocative message.   Photo credit: DR

SID TROON

Dear Bryan

I thought I would share this with the older club members that can remember Sid Troon.

My friend and former Traction owner Clive Warner drew a series of cartoons 26+ years ago (I can't believe it was that long ago)!

He sent me a birthday card in July which I would like to share with you, thanks Clive.

I'm sure you will all be glad that good old Sid is still around. I'm not sure if Clive will do any more cartoons for the mag though, shame. The mag in those days was of course all mono.

By the way Medlars was a very famous scrap yard near Norwich. Lenny Medlar had at least one of everything. I remember it was the first time I saw a Six (Slough small boot) and was a bit annoyed that it was so different to a 'Four', so I couldn't get much from it for my Lt15, plus it was in a very bad state. Typical of Medlar, all the cars of interest were too far gone. He hated selling anything and even denied having any "Citruns" in the yard.

As a matter of interest Clive now has a rare Renault Ondine (posh Dauphine) that was owned by the French embassy in London. He has had to do a ground up restoration and the car now looks great but it still has a few reliability issues.

Tom Evans



S O PAULO BRAZIL

Hi Bryan

These photos might be of interest?

Found this car at a Sunday get together just outside S o Paulo Brazil in early 1995.

The lady spoke less English than I spoke Portuguese, but did establish it was RWD with a large locally produced 4 cyl Chevrolet engine (despite the registration). No boot space to talk of as fuel tank had to be shifted to make space for differential.

VBR
Jonathan Marten-Hale



The Lancaster Insurance Classic Motor Show

The Lancaster Insurance Classic Motor Show, with Discovery 2020

13th – 15th November 2020

As a result of relaxation of some Covid19 restrictions, the Government has announced that from October 1st certain exhibitions will be allowed to reopen subject to many Covid19 related safety precautions.

We have studied these safety precautions and to our mind they seem very well thought out with many more aisles than normal and a one way visitor system. However, visiting is a personal decision. The Traction Owners Club will be there with 4 cars subject to restrictions at that time!

More information is available on <https://www.necclassicmotorshow.com/>

The Show is open from 13th – 15th November and by buying in advance using our own special Code CC360, a significant discount is available.

We need your car and yourself!

We are looking for members who would like to display their car at the Classic Motor Show at the NEC between 13th – 15th November 2020. Be aware that the car would have to be presented around 9.00am on Thursday 12th November and has to be removed on the evening Sunday 15th November.

Volunteers are also needed to help on the stand for any of those 4 days. If you are interested please send me details of your car and if you are volunteering, the days you would be available.

Julian Pratt

Mob: 07824 313541

Email: julianpratt@gmail.com

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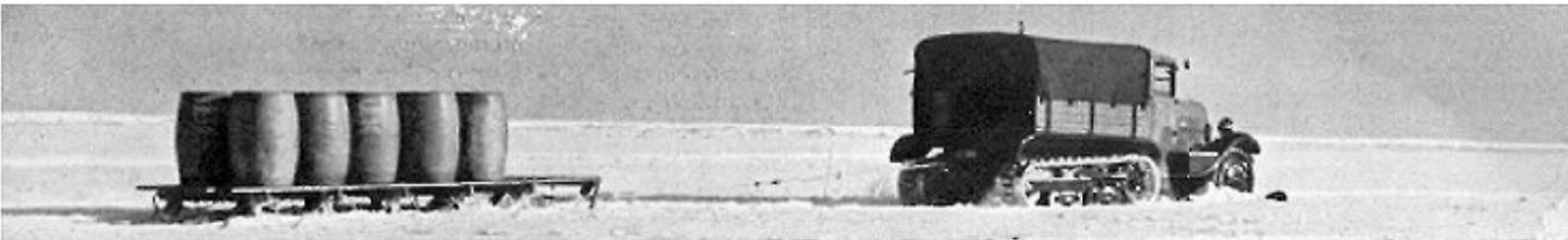
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Antarctic Kégresse.

In addition to their highly publicised African and Asian adventures, three Citroën Kégresse half tracks were also used to good effect in an Antarctic expedition in the 1930's, by Rear Admiral Richard Byrd, USN. [HERE](#)

Richard Byrd was an interesting character, a graduate of the United States Naval Academy in Annapolis who served in the US Navy from 1912 to 1927. During his service, he learned to fly, and in 1926, he and pilot Floyd Bennett were credited with having flown over the North Pole, Byrd acting as navigator. He also attempted a flight across the Atlantic, but a crash damaged his aircraft while on a test flight, and while it was being repaired, Charles Lindbergh took the record.



Although as a result of some discrepancies between navigational readings taken in his diary, and the readings actually published in the official report, it is now debated whether he actually got as far as the Pole (it is thought that he was probably some 80 miles short) he was credited at the time with the achievement and became something of a national hero in the USA.

In 1928 he began his first expedition to the Antarctic taking two ships and three aircraft. He constructed a base which he named "Little America" on the Ross Ice Shelf, and undertook scientific expeditions into the interior. On 28 November 1929, he and three others overflowed the South Pole. He returned to the US on 18 June 1930.

Byrd almost immediately started to fund raise for his second expedition, which, like his first expedition would be privately financed. He had heard of Citroën's half-tracks, and on September 1933 Andre Citroën received a letter from Byrd's staff, explaining Admiral Byrd's proposed Antarctic Expedition. (In the 1920s, the U.S. Army had

purchased several Citroën-Kégresse vehicles for evaluation followed by a licence to produce them. This resulted in the Army Ordnance Department building a prototype in 1939. In December 1942, it went into production with the M2 Half Track Car and M3 Half-track versions.)

Byrd's PA, a Mr. Bendix, wrote of the publicity that the expedition would give to the Citroën brand and listed the honours that might be made to a generous donor, including the possibility that he might have a mountain or a stretch of land named after him. Citroën was also promised "reports almost daily on radio and in print." Mr. Bendix stressed that all equipment for the expedition was to be provided by voluntary contribution, and requested one vehicle be donated.

On 14 September 1933, André Citroën informed Vincent Bendix that he would put a car at the disposal of Admiral Byrd. He said he would supply spare parts, and even suggested that a mechanic specialist accompany the shipment. Byrd immediately replied by thanking the French manufacturer for the assistance but declined the offer of a mechanic. On 18 September Citroën issued an internal memorandum with a set of specifications for the half-track. The same day Citroën decided to provide a second vehicle as well as a replacement engine. The cars were painted in the Citroën colours - red with yellow stripes. The addition of a heater was also required.

Admiral Byrd dispatched a reply to Citroën stating: ".....Decided to use your tractor to cross Antarctica. I am convinced that thanks to them we will make geographic

history. We would be very grateful if you could provide an additional vehicle....."

Citroën promptly dispatched a third vehicle on a freighter bound for New Zealand, where the ships bound for the Antarctic were loading.

André Citroën sent a letter to Admiral Byrd on 5 December 1933, roughly translated as follows:

"Admiral,

When you undertake this new cruise to the South Pole you will gain experience with our half-tracks on the polar ice. I want to confirm what interest we will have in France in the efforts of your mission and the results you get with our cars ... Films and photos of this daring expedition are analogous with the travels of our half-tracks in other continents. "The White Cruise" will be for all living testimony of your progress in a severe country. Regarding the photographs, I'd be happy to receive as much as

Antarctic Kegreeesse

possible, particularly on the progress of our half-tracks. They would allow me to place them in major French newspapers and in my briefing room at the Museum. As for movies, they will be presented at the "Cinema trips" that I create at the museum and meetings with the elite of the Parisian Society of politics, literature and science. Admiral, before your departure, we wish the best of health to you and your employees for the proper operation of your expedition and for its success.

André Citroën

PS: I enclose a copy of "The Yellow Cruise" just published and will send you a copy later with a dedication."

Since motorized transportation still had not proved itself in the Antarctic, 153 sledge dogs were collected from Alaska to Labrador to be taken to the Antarctic. Scott, in his attempt to get to the pole, being reluctant to use dogs, had attempted to use some motorised transport in the form of two Wolseley Motor Sleds, which were to go forwards and establish supply dumps en route. These had however proven inadequate for the task and had both been abandoned after breaking down irreparably. Shackleton too, had attempted to use a motor vehicle, but although successful on the ice, it had proved useless once on the softer snow. Amundsen had used sled dogs with great success.

The Citroëns had the front wheels adapted with skis, albeit the pictures of the vehicles in use show them with the wheels still fitted on top of the skids. Adolphe Kégresse had foreseen the need for skis on his machines, and in the late 1920's he had obtained patents in several countries, for ski attachments for his machines.

Admiral Byrd had also obtained a Cletrac crawler, and two Ford Snowmobiles. It isn't clear from photographs what exactly these latter vehicles were, but Ford and others produced several conversions on Model A chassis for winter use in the US, and it is likely that they were derivatives of such vehicles.

On the 17th of January 1934, the Jacob Ruppert anchored in the Bay of Whales, near the site of Little America, and began to unload. Two Citroën half-tracks, the Cletrac, and 16 teams of nine dogs each were used to transport several hundred tons of supplies from the landing to the new base camp called Little America II which was established near Little America. The second supply ship arrived later, and the third Citroën was unloaded and also put to use. Most illustrations from the expedition show the Citroëns been used as tractors to haul sleds laden with supplies. They

were, however, fitted with a truck body with a canvas tilt and would no doubt also have been used as personnel carriers and to carry lighter loads by themselves.



After the ships were unloaded and departed for New Zealand, the tractors set about establishing supply depots for the next summer's season. 56 men were left to overwinter. An advance base, 100 miles from the base camp, was established, as well as other supply depots. Admiral Byrd manned the advanced camp by himself. Unknown to him, vents iced up, and he began to suffer from carbon monoxide poisoning. He tried to hide the poisoning, but the base camp crew became increasingly concerned, and set out to rescue him. The first two attempts failed, but the third, using Citroën number 3, reached the advanced camp on August 10. Byrd's physical condition was too poor for the return journey, and the doctor, who had travelled in the rescue mission treated Byrd until October 12, when one of the pilots was able to fly in and remove Byrd to the base camp. The others returned by half-track.

Throughout the trips to and from Little America, the tractor party was plagued by water condensing and freezing in the fuel lines. They frequently stopped to disconnect the lines and blow the ice out. It is surprising that the rubber tracks were useable at the temperatures they encountered. However, Kégresse had developed his designs in converting cars for the Tsar of Russia, a country which knows a thing or two about the cold and had no doubt catered for the low temperatures in the specification. The Cletrac and the Fords both appear to have had articulated metal tracks.

Expedition records note that: "Engine trouble halted the plateau party on their way to an eastern trail. The compass did not function properly aboard the leading car because of the iron motor and parts, so the magnetic needle was mounted on a sledge towed behind. Here a straight course was hard to steer in cloudy weather because snow and sky blended on the horizon and there were no landmarks."

The first voices were transmitted from Little America on 1 February 1934 and later a weekly broadcast was carried by the Columbia Broadcasting System in the United States. The broadcasts proved to be very popular with the public.

During their stay in the Antarctic, the Citroën half-tracks travelled hundreds of miles, laying out supply depots, carrying tons of supplies on sledges, and carrying scientists on exploratory trips. One caught fire and was abandoned, but the other two continued in service.



The supply ships returned during January of 1935, and began loading cargo. All the equipment was recovered apart from Citroën No.2, two snowmobiles and a small amount of various supplies. Also on board, headed for the Ford Museum in Dearborn, Michigan, was the Floyd Bennett, a Ford Tri-Motor aircraft in which the Admiral had flown to the pole in 1929. (this was presumably why there was no room for the snowmobiles and the remaining Citroën)The two ships left the Bay of Whales on the afternoon of 5 February 1935.

In August 1935 Admiral Byrd sent the following telegram to André Citroën:

"Your tractors are landmarks in the history of the Antarctic, their last success was to cross 275 miles in temperatures from -20 to -70 degrees."

That was the only communication André Citroën received from Admiral Byrd following his return.

André Citroën later cynically noted that there was a mountain in Antarctica named after a car manufacturer but it was named after the son of Henry Ford - Edsel Ford. In fairness, Edsel Ford did make a significant financial contribution to the Expedition.

Admiral Byrd himself is an interesting character, and this was not his last expedition to the South Pole. He returned again in 1939-40 on the first US Government expedition, and then again in 1946-47 when a military Armada was led to survey much of the uncharted continent. A sudden finish to proceedings and something of a freeze on information about aspects of the findings of that expedition and some rather enigmatic statements and diary notes about what was actually seen and discovered have led the conspiracy theorists to have a field day, and speculation continues to this day about why aspects of the expedition were hushed up. Byrd, after one more expedition in 1956 to establish permanent US bases on Antarctica, died of a heart complaint in 1957.

It is unclear what exactly became of the surviving Citroën, although it appears to have been returned at least as far as New Zealand. Citroën would have liked to have had one of the half-tracks back for inspection by his engineers, and no doubt also to put in his museum. It has however disappeared off the records, and it is now uncertain as to whether it has ultimately survived.

One must also assume that the abandoned Citroën, for which there was not room on the returning ship, is now at the bottom of the sea since the various Little America bases were constructed on an ice sheet that has now broken up and been lost at sea.



The use of speciality vehicles obviously stuck in Byrd's mind and a snow cruiser was commissioned for one of the later expeditions. This monster vehicle was designed to carry an aircraft and was diesel electrically propelled. Alas it failed dismally in use, the smooth tyres failing to either grip or support the vehicle adequately on soft snow, and only working reliably in reverse. It was abandoned in 1940 when the base was de-commissioned upon the US entry into WW2 and probably has now met the same fate as the abandoned Kegresse. All subsequent snow vehicles such as the famous Snow Cat, have been, like the Citroën Kegresse, crawler based.

Bibliography:

I am indebted to the Traction Avant Danmark/ Creeper Track Society, for their website article on the subject and their kind permission to use the material and images contained therein. I also acknowledge the original research which led to the publication of their own article, by Robert Grauman on the Practical Machinist Forum, in 2010, to which I have added my own subsequent research.

If you are interested in the Citroën Kegresse, the Creeper Society website at <http://www.kegresse.dk/> is well worth a visit.

For those with a taste for more eccentric transport, fuller information on the snow cruiser can be found on <https://orangebeanindiana.com/2019/12/06/no-one-saw-the-snow-cruiser-again/>

Additional material on Admiral Byrd and Antarctica was also used from Wikipedia, the British Antarctic Survey website, and <https://www.virginiahistory.org/collections-and-resources/virginia-history-explorer/richard-e-byrd>



Cletrac tractor. (Cleveland Tractor Co.)

What else do you have in your garage?

What else do you have in your garage?

Martin de Little's 1923 Delage DI Dual Cowl Skiff - 14/40-

The Roaring Twenties may be roughly dated as the period between the end of the flu pandemic (post WW1) and The Great Depression - beginning in 1929. This car is, so speak, an automotive snapshot of those "good times".

In 1874, Pierre Louis Adolphe Delage, was born in Cognac, the son of a "watchman." At the age of sixteen, young Delage had been accepted into the Ecole de Arts & Metiers at Angers and graduated three years later with a degree in Engineering. By the time he was 35, he had founded an automobile assembly company.



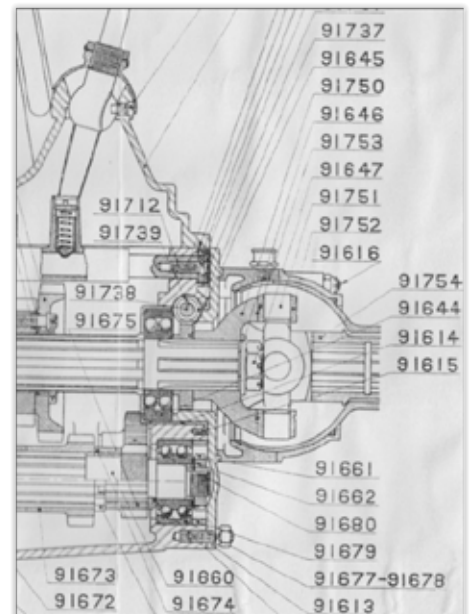
His factory was located in Paris at Courbevoie (close to other motor car manufacturers like; Citroën, Renault etc) and the company strap line was : **Delàge- la belle voiture française.** (Delage - the beautiful car of France).

Louis Delàge liked racing his cars. He understood how racing cars generated sales (a la; "win on Sunday sell on Monday") and he needed sales to subsidise his racing cars ! One of his racing cars won the very first GPs at Brooklands in 1926 and 1927 and that particular car may be seen today at Brooklands Museum in Weybridge Surrey. Typical of the "everyday car" that Delage was manufacturing was this one. They were cars with a formidable racing pedigree, beautifully engineered and expensive.

The previous Delage model was a solid looking 3 litre side valve but it was this model (the DI), the first Delage for several things that caught the attention of many a young chap. There was an emerging fashion in France for cars to be bodied with two passenger compartments, and a rear end shaped and decked like a boat's bow. Thus a young swell, almost certainly with access to a private income, perhaps with sporting pretensions and a boat in the river or harbour, would have the carrosserie make up a body like this.



'Interestingly this model uses pistons that are of exactly the same dimensions as those in our Tractions'



What else do you have in your garage?

This Delage model will cruise quite happily at around 50 - 60 mph. It has: 4x cylinders is 2.120 cc with OHV. There is a 5x bearing crank shaft, full flow pressurised oil delivery with cartridge oil filter, roller cam followers, automatic advance and retard in the magneto, multiplate dry clutch, 4x speed gearbox. It also has shock absorbers all round and 4x wheel - compensated – braking, using M. Henri Perrot's invention, the front wheel braking mechanism.

There is an economy function on the carburettor, and when a lever on the dash is moved to the "pauvre" (literally "poor") position, the mixture is leaned out a little for cruising. A typical consumption rate in that mode will be about 26 mpg.

For a specific example of the engineering in the car see the sectioned drawing of the gearbox and propshaft UV (and replicated at the other end). The entire UV joint is sealed and it runs in 90 SAE oil. It is a very similar arrangement to that found on a 4 x 4 tractor or Series Land Rover.

M. Delage struggled through The Great Depression but by 1934 it was all over, no one had the money to buy such wonderful motor cars. Delage merged with Delahaye, and Delahaye continued to make cars with the Delage badge because brand associations in the minds of the public continued to sell cars. After a few years M. Delage played only a very minor role in the factory.

Delahaye's end came in 1954 when that company folded and the factory was sold to a white goods manufacturer. In recent times a prestigious shoe maker appropriated the Delage name for themselves.

The French Delage owner's club; "Les Amis de Delage" have been fighting, and recently won, a long and expensive court battle to see this pretender off. Louis had a good life with plenty of money. However with the factory gone and precious little in the way of a pension, the money gradually ran out. In 1947 and nearly impoverished he died at the age of 73. He is interred in the cemetery in [Le Pecq](#) – a suburb of Paris.

Martin de Little

...and John Ogborne's Motorcycle

Dear Bryan,

The sad fact is that I don't have a Traction any more. Idiotically, I sold it a few years ago and have regretted it ever since. Let that be a lesson to all other TOC members! I don't know if this counts but I did need a project, and that's what 'else' is in my garage. It was a total wreck of a 1963 Royal Enfield Crusader which had been brutally converted for endurance racing during the 1970s and left to rot in a shed since 1983. A year or so and a small fortune later, and it is more or less as it left the factory in Redditch. Please note the (grubby) Citroens in the picture – a Relay camper van, a C1 and C3 Picasso.

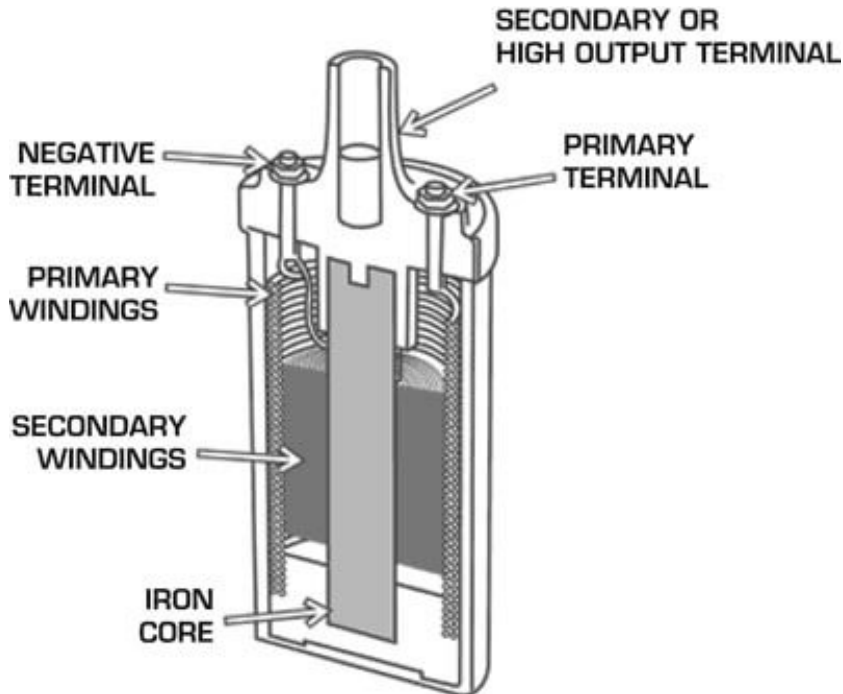
Who knows, one day perhaps.....John Ogborne



Ignition Matters

Recently I serviced the ignition system and began to look into the wider issue of ignition, and reviewed the possibility of an electronic ignition 'upgrade'.

Back to Front? Whilst researching this, I began to find references to coils being wired the wrong way, a possibility which had never really occurred to me. If your car has had a conversion to negative earth (as many have), then there is a strong possibility that your coil is now wired back to front, since this is often not on the list of things to do when polarities are changed to accommodate, say, an alternator conversion.



Simple section through ignition coil.

If your coil is original, (or an old replacement) then it will be marked SW (ignition switch) and CB (contact breaker). Obviously somebody thought that polarity matters otherwise why mark the terminals at all? Are coils different for positive and negative earth cars or should converted to negative earth cars connect the SW terminal to the distributor? It seems that there is a good reason why ignition coils are wound the way they are. Positive and negative ground coils have their windings wound in different directions in relationship to each other and are always wound in such a manner so that the high tension connection on the coil goes negative when the distributor points open. This means that the rising potential at the spark plug is also negative. Why would one want an operating condition where the rising pulse from the spark coil is negative?

The centre electrode in a spark plug runs hotter than its grounded electrode. Since electrons can be stripped off of a hot

electrode more readily than a cold electrode, the centre electrode is always made the negative electrode. The result of this is that the arc across the spark plug electrodes can be initiated at a slightly lower potential when the centre electrode is the negative electrode. In layman's terms, you will get a fatter spark, albeit your Citroën will run with either a negative output or a positive output from the coil. However, if the coil is wired back to front, then the plug will not be producing its best optimum spark, since it will not be running as designed.

So, if you have an original coil, it will probably have terminals marked SW and CB, the latter being the connection to the contact breaker in the distributor. Modern coils are marked plus and minus (+ and -). So, regardless of which battery connection is earthed, it is obvious with a modern coil which way round the coil must be connected - for example, if you have negative earth, the - connection goes to the contact breaker and the + to the ignition switch; if you have kept to the original positive earthing arrangement, the + connection goes to the contact breaker and the - to the ignition switch. If you know that your car has had a polarity change, and the original coil is still present with CB/SW terminals having not been switched, then it is worth considering swapping them over. You should get an improved spark, which may help your cold starting and general efficiency in running.

Coil Leads:

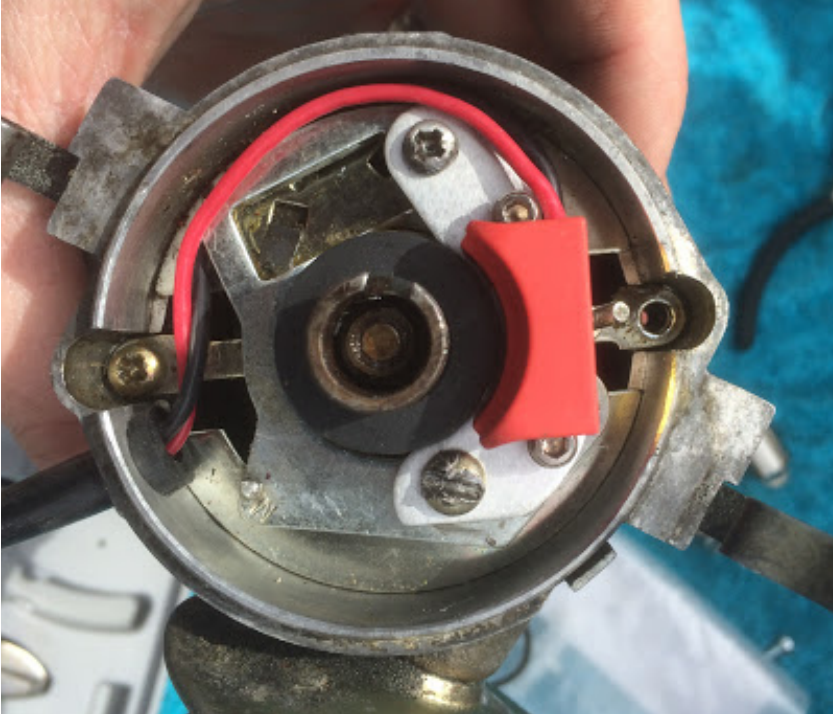
How long does a coil last? Generally reckoned to be about 100K miles, so, given that your car is at least 60 odd years old, then an original coil may be getting past its best. Heat is the coil's enemy, and a frequent cause of regular coil failure is the degradation of the ignition leads, in particular the one between coil and distributor. A bad spark plug ignition cable will have a much higher than normal resistance. This excessive voltage creates a high amount of heat which over time can also overheat and start to degrade the coil's internal insulation. Hence sometimes a car will perform normally when cool, but when hot, may start to misfire, or backfire as the insulation in the coil is further compromised. The 2CV owners amongst you, will certainly have experienced this. So, although I am a great believer in the old mantra that you 'don't fix wot ain't broke', a new set of copper cored ignition leads is a worthwhile investment, as my correspondent, Mr De Little says elsewhere in this magazine, and you might also consider a new coil as well, at least as a spare in the box of bits in the boot.

Incidentally, if you opt to fit electronic ignition, then look at the manufacturers recommendations. Some do recommend carbon based leads rather than copper cored.

Electronic Ignition:

A favourite upgrade, there are various options for this.

Easiest and cheapest are the various optical or magnetic sensors that replace the CB points in the distributor. These have the advantage of retaining the original look of the engine bay, but all require engine retiming, which is awkward, given that static timing is now advised to be 12 degrees BTDC, rather than the 8 degrees that locking the flywheel with a rod achieves, and may involve starting at 8 and then fiddling with the distributor until things seem to be running well....not terribly scientific. If anyone has a foolproof way of setting up timing marks without



Typical electro- magnetic conversion in a Lucas distributor

having to have an assistant lying on their back under the car with a strobe light, then I would be pleased to hear from you.

Next step up is a complete replacement distributor from the likes of 123, which although expensive, is also a fix for a worn distributor, as well as conveying the benefits of almost zero maintenance and (possibly) improved performance. I say possibly, since the consensus is that the electronic distributor, albeit it may smooth things out a little under certain conditions, is not actually a performance boost unless you start fiddling about with one of the re-programmable versions. Many of the perceived improvements may simply be the result of getting rid of an old worn out distributor!

Are electronic ignitions reliable? Well the majority of users seem to think so, but as ever, if you look at feedback reports, there are also quite a number of those who have had bad experiences. Electronics generally speaking, either work perfectly or don't

work at all, and if the latter is the case, then replacement with new is the only option. So, converting from conventional may well lead you to feel it prudent to carry a set of points etc. or your old distributor in the boot, just in case you are marooned somewhere.

Heat is also an issue, and Distributor Doctor, regarded by most in the classic car community as the guru of ignition components, no longer recommend optical systems, (which trigger the spark via a light source and an interrupter ring) due to their potential heat sensitivity.

A possible solution is a slight compromise, in that there are points assisted systems, which retain the CB points, but reduce their function to that of a low voltage switch and hence avoid the erosion that usually spells the end of a new set of points in a standard system after 12k or so miles. These systems therefore reduce the need to replace points at regular intervals and offer many of the benefits of electronic ignition, and also have the advantage that in the event of failure, there is usually a switch that converts back to conventional ignition, thus avoiding the nagging fear at the back of the mind of anyone with an electronic ignition conversion, that if it fails at 11.0 clock at night on a country road, then you are well and truly snookered!

Finally, if you have timing problems, then a simpler and more efficient (and much cheaper) solution may be a replacement conventional points and condenser distributor, This may offer the sort of transformation that many attribute to replacing a worn distributor with something like a 123, at a fraction of the cost.

Worth considering.

Editor

Bailey's Banter

Previously I mentioned that, of all the variants of Traction Avant, the one that Citroen never made was the version that I would most like to have. Maybe if they had made it, I wouldn't actually want it – and maybe they knew nobody else would either.

My ideal fantasy Traction would be a short-but-wide bodied 4-cylinder, hydro-pneumatically suspended Traction with the Commerciale-style hatchback. Being Légère in length and Normale in width, Citroen had almost all the parts but, I suspect, the reason they never made this is because it is an illogical combination. If the interior width of the Normale is of value, then surely the added room in the back would be wanted as well. And why on earth would anyone want a hatchback on the shortest car when it wasn't even available on the Normale? When I decided which real model of Traction Avant I wanted, the Normale's rear leg room was a key attraction and I decided to ignore the dumpy look of the C-pillar to get it.

But practicality isn't everything as Citroen acknowledged when they made the Faux Coupe.

Since Citroen didn't make this short but wide version, if I really want one I will have to make it myself (or engage someone with skills to do it for me). If I was to let myself imagine having the



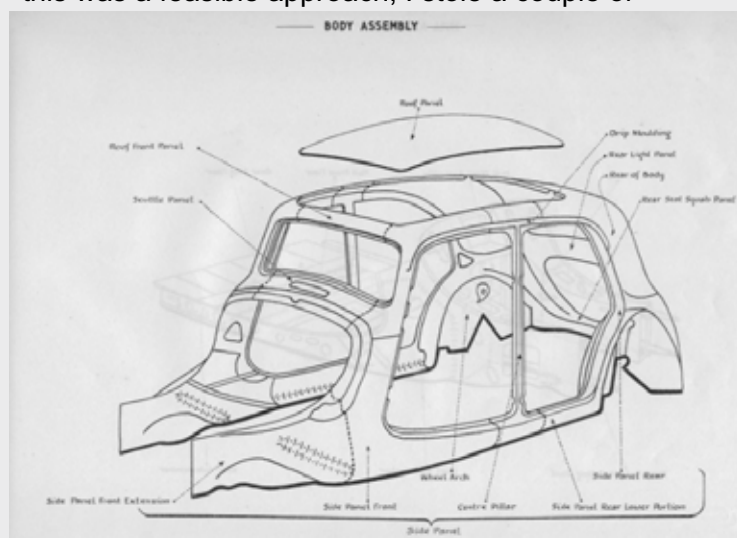
time, money and space for such a project I would have to decide how it would be accomplished.

The difference in width is about 120mm. The difference in length is 200mm. Fundamentally, there are two options. Start with a Légère and

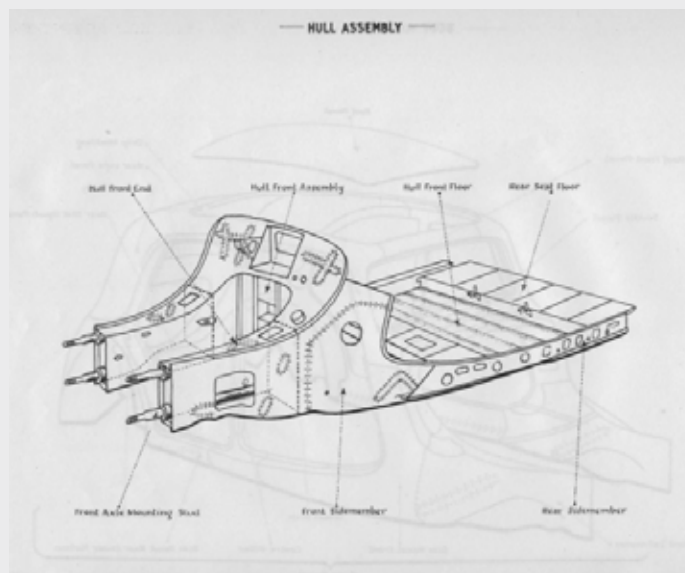
make it wider or start with a Normale and make it shorter.

Making a Normale shorter is not such an easy thing. One cannot just chop 200mm out and weld it up because the C-pillar and shape of the rear door opening are quite different between the two models. The only way I can think of to achieve a decent end result taking this approach would be to chop up a Légère as well to obtain its rear three quarters, as well as cutting the back off a Normale. This seems like a lot of work and uses two cars.

Just to illustrate the point, and to convince me this was a feasible approach, I stole a couple of



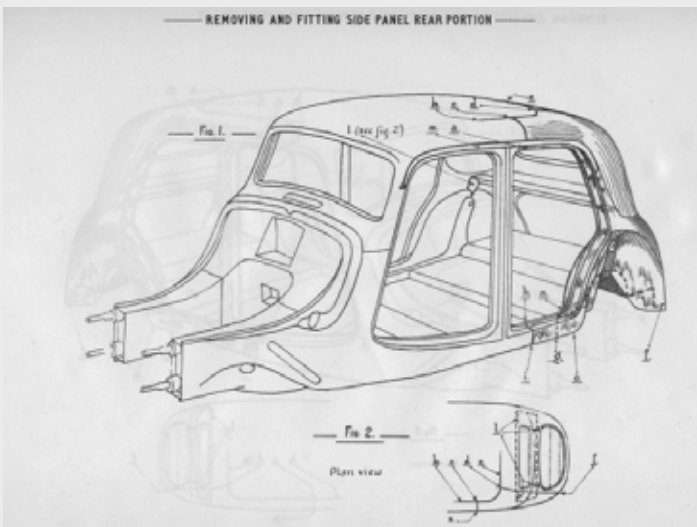
photos from a trader's web site. They had offered two cars – a Légère and a 15/6 – and photographed them from almost the same vantage point. You can clearly see the difference in back door shape and C-pillar design. I stuck the back of the Légère over the 15/6 and it does indeed fit. Actually, the resultant



picture is the 6-cylinder version of my fantasy car – another one they never made but, oddly, not the one I would want.

Making a Légère wider seems initially to be a bit more daunting – slicing one down the middle from scuttle to rear apron is a long way. But almost all the complicated fabrication remains intact. The floor and box section under the seats looks like a simple construction. There are, however, some challenges which would require that the welder was not a complete novice. The roof panel is not flat in either direction so the material that was let in would need to be sympathetically formed.

More complications will come with the scuttle.



The positions of the pedals, steering column and instrument cluster would need repositioning closer to the centre of the car. The battery box and of course the rear engine mount would need to be properly located on the centre line. These are the big issues as far as I can see. There are probably a host of other details like seat mounting positions to think about. I have a copy of the 1951 bodywork repair manual from which I have taken the drawings. This contains all the dimensions one would need to check when stitching the two halves together and placing the steering column. There are several illustrations showing where to cut to remove and replace sections, even a drawing showing "Removing and Fitting Side Panel Rear Portion". There is no drawing for slicing the car down the middle.

And then the other two features on my specification sheet which need addressing,

irrespective of the above choices: the hatchback and the hydropneumatics suspension.

I think the hatchback would need a cheque book and a skilled bodyshop both to fashion the opening and the upper and lower door panels. I would not expect to be able to source an original commerciale tail gate. I just had a search on Leboncoin and found nothing. There were a few complete big-boot Commerciales for sale but no small-boots, complete or otherwise.

And then there's the suspension. For the rear end, there are two options from which to choose. One is a verbatim copy of the 6H's rear end, in which case it would be a case of searching for spare parts and having the unobtainable items made from whatever information is available. The alternative would be to look at a design based on more modern parts, for example using a BX rear subframe. The former sounds more attractive with the latter being Plan B.



What about the front end? The 6-H has significantly softer torsion bars at the front and I would need to achieve something similar on this car. That would probably mean having some special torsion bars made. Why not put spheres on all 4 corners? It's an option, I suppose, but somehow is not appealing in my particular fantasy, probably because it goes beyond where Citroen got to with the Traction.

I doubt any of this will happen. The lottery win that would be needed to fund it is unlikely since I never buy a lottery ticket. I would not want to cut up a decent car, so I would have to find a small boot Légère / Light 15 that was damaged, but not terminally so.

Bailey's Banter



I am grateful to **Andrew Cox** who had spotted at La Ferte Vidame a 4-cylinder Traction with hydropneumatic rear suspension – a 4-H one might say. It's a Légere and has not been widened so is not quite my ideal car. Even so, it shows what can be done. It looks like it has a BX rear subframe which would be my pragmatic plan B. With the subframe comes a pair of disc brakes – and yes there are two more up front. As it still has telescopic dampers, I assume the front end continues to be held up by torsion bars. I can see an antiroll bar as well, suggesting the front springs may be softer than standard, even though they do not look longer than standard.

At long last we have made a proper trip in the Traction. Not a big international one, but we did



cover four counties - count them – four! (including the one we live in).

The Great British Picnic is an annual event to which **John and Bev Barsley** invite the local Traction contingent. We are nearly local and had been meaning to go for several years. Previously I have always been away and never

made it but this year that wasn't a problem and so we went.

What is this Great British Picnic? It's a gathering of old cars in a field near Goudhurst, Kent. Not having been before I can't really compare it to previous years. The instructions were to bring your own picnic, chairs and so on. We loaded 3 chairs and a gazebo into the back of the car together with overnight bags and off we went. This was not just a picnic – this was a weekend



away! We did not pack an actual picnic though.

Ever since the TOC's 40th Anniversary National Rally in 2016, we've been taken with the Romney Marshes area around Rye and Dungeness, so we decided to spend Saturday there and take in the picnic on the way back on the Sunday.

The weather forecast for the Saturday was not great but Sunday was expected to be good. Saturday was, indeed, not great. Dungeness is, according to some reports, a desert, the only one in the UK. Ironically, I read this as we were sitting in the Traction sheltering from some seriously heavy rain. We used the time to watch a YouTube video about Citroen's new glass-floored concept car (search for Supercar Blondie's channel). There was a time when being able to see the ground through the car's floor was an unfortunate effect of its age rather than a selling point. How times change.

Before the rain started, we wandered around on the beach by the power station and the lighthouses and had a look at the railway carriage houses and at the narrow gauge railway. It's a unique place. Apparently, there are species of wildlife found there that are unique to the Romney Marshes. And then, when it was clear the rain was not stopping, we drove

off in search of the experimental Sound Mirrors that were built in the 20s and 30s to detect approaching aircraft. They didn't work but the real practical outcome of that was Radar. They are on an island which you can only visit on open days – all of which are cancelled this year. But we could just about see them through the rain.

We then headed back to find our hotel in Rye. On such a wet day we should have been glad of decent wipers – if we had them. Those on a Traction can be ok, or they can be terrible. Mine used to be ok but no longer. The key problem is that whilst the wiper blade and the glass are both supposed to be flat and therefore mutually compatible, it turns out that neither of them are. Nor are the blades compliant enough to take up the gaps. In my opinion, a spray of Rain-X (other brands are available) does a far better job. My family are not satisfied with this approach and demanded that I fit functional wipers. Not unreasonable, just not possible at that time.

And so, we reached the hotel – almost. Actually, we ran out of petrol about 20 metres short of the entrance. My gauge only reads when the tank is half full; even then it probably reads wrong. Otherwise it indicates empty. I can normally rely on the Traction to do at least 220 km before I start to look for a petrol station. The trip counter was showing only 210km. I had last filled it up at the beginning of lockdown so I assume a substantial amount had evaporated in the meantime. No matter, we had a few litres in a can in the boot, so I poured that in, and we finished the journey. My family suggested this is not a proper way to arrive at a hotel. I was just glad we had the spare can.

The next day was sunny and we headed off to the picnic site – via the nearest petrol station. After one more stop to buy our lunch, we arrived at the farm hosting the picnic where three Traction were already lined up. Another would arrive later making five including mine. Traction and Morris Minors were the most popular cars there.

One car I had seen before, not in the metal but on the silver screen. This was the two-tone 1937 Legere that Brad Pitt drove in the movie *Allied*. It now belongs to **Tracy and Pete** who also own a



few Citroën trucks which they described to me. I'm not as enthralled by trucks as I am by cars. I was recalling that in the film, Mr Pitt jumps into the car without apparently ever having driven a Traction before and starts the car by just turning the key – no adjusting the advance and pulling out knobs with a letter D on them for him. He masters the gearchange, clutch interlock and all, and zooms off. All this within minutes of arriving in Morocco from America. It was tempting to ask to sit in the car, but such things are not done these days so I didn't.

For the film, the car had its dashboard clock covered over. Why? It would have been in full view during one scene so it was presumably covered so that there wouldn't be any continuity gaffes to be added to the (quite considerable) list on IMDB.com.



Most Traction one sees wear Michelin X radials tyres. Since they were introduced in 1946 they would not look right in a wartime movie so this car is fitted with Michelin Superconfort S tyres. The Superconfort was a "low pressure" tyre designed to smooth out the bumpy roads and

Bailey's Banter

was also apparently very good in the wet, compared to contemporary rubber.

Another Traction at the picnic was sporting a new set of wipers which caught my attention as such things were still a topic of conversation. I didn't take a photo but learnt they were sold by Renel. At one end the arms clamp onto the 5mm spindles – whilst the other has the bayonet fitting to attach more modern blades. I resolved to get me some of them.

We had a lovely time at the picnic but soon it was time to go home. As we reached the M25 the rain returned along with more discussion about the efficacy of the wipers and, once home, I went straight to Renel's website. There were the wiper arms and blades but – oh dear, the arms were not in stock. I checked CTA and a couple of other suppliers who did not list this item at all. Back to Renel then. Instead of the clamp type of arm I ordered a pair of spline adaptors and splined arms, along with a pair of bayonet fitting blades. I don't think these look as good as the clamp type, but they will work just as well which is the main thing. They are very easy to fit.

distracts me from doing useful things – I saw someone had posted a period advert for the Turbo Visor. If my new wipers don't show up I could always fit something like that. Graham Hill seemed to like it and if it was good enough for him... The Turbo Visor is wind driven by little aerofoils, but an electric motor could also be used. I can't imagine what my passengers would make of that – on second thoughts I can, so I do hope my package is delivered soon.



Driving around in the warm weather is finally giving me a chance to test the Fernox Alphii 11 that I'm using as antifreeze. The advantage is that it is not toxic and can be disposed down a normal drain. On the other hand its boiling point is a bit lower than the normal blue stuff. I've put this in both the DS and the Traction. The Traction's cooling system is not pressurised so that will be the one to boil first if there's a problem. So far so good.

Chris Bailey

9 APRIL 1944

MOTOR CYCLE

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THE NEW REVOLUTIONARY TURBO-VISOR

Lets you SEE in rain!

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I came across an alternative whilst browsing AutosHITE - that disreputable website that

I recently purchased, on eBay, copies of the Citroënian (Citroën Car Club magazine) for the year 1955. They make quite fascinating reading with contemporary comments on everyday use of Citroën cars, especially Tractions.

One item was regarding suspension heights.

The following is copied from the technical forum of February 1955:

“Several Members have written complaining of a bumping sensation at the rear of their cars, particularly on the later type. This noise is almost certainly due to the fact that the torsion bars have settled and they have, no doubt, not been reset.

Unfortunately the factory has not informed Agents of the new height-setting for the cars with the larger boot. I have, however, made enquiries and have printed below a copy of a letter from the Factory on this subject.

Therefore, if any of you who have written to me will contact your local Agents and give them this information, they will then be in a position to reset your torsion bars, which I am sure will stop the bumping.

Dear Sir,

In answer to your enquiry, we can advise you that the torsion heights are as follows:-

FOR 1952 SERIES CARS AND ONWARDS:

Light 15 –

287-292 mm front 303-313 mm rear

Big Fifteen –

303-313 mm front 313-323 mm rear

Big Six-

313-323 mm front 325 -337 mm rear

These limits are -

Front : Ground to centre line of torsion bar.

Rear : Ground to underside of rear tubular crossmember.”

The only maintenance manual that I have (1938 to 1950) gives different figures, dependent on the tyre type, “STOP” tyres or “PILOTE” tyres. From the sizes and other comments in the magazines, I assume that “Pilote” tyres are Michelin radial tyres and the “Stop” tyres are UK cross ply tyres. Michelin X tyres were, apparently, only available in the UK from 1954 and it would appear that they were viewed with some suspicion at that time.

Light 15 –

Pilote 275 (+5 -0) mm front 264 (+10 -0) mm rear

Stop 295 (+5 -0) mm front 285 (+10 -0) mm rear

Big Fifteen –

Pilote 275 (+5 -0) mm front 274 (+10 -0) mm rear

Stop 295 (+5 -0) mm front 295 (+10 -0) mm rear

The Big Six is not listed in my manual (12 and 15 models).

These heights are measured as follows:

Front : Ground to centre line of torsion bar.

Rear : Ground to underside hull rear floor. I am not sure whether this is effectively the same as “the underside of rear tubular crossmember”.

Based on the comparative figures, I assume that the factory figures quoted were for the “Stop” (cross ply) tyres. It would appear that front height was increased by 8 mm and rear height by 13 mm for both the Light 15 and Big 15 on the introduction of the big boot.

Was a similar height increase specified for radial tyres?

Roger Grix

Roadster Rebuild

Hello Bryan,

I hope this finds you and yours well.

Doing what a lot of people have been during lockdown I have been sorting through cabinets of stored paperwork that related to my Traction ownership history.

One stood out as I had just read Nicholas Brooking Clark's letter, (May/June Floating Power), re Slough Big 6 MLO 750 . I bought the car from him and collected it by transporter from a lockup in the Epping area if I remember. I had the car in the Arch at Waterloo where I worked with John and sold it to Nick, (FP letters July/ August), about 35 years ago.

I sold the car to progress the body work on my roadster FOF 899 which I bought from Gerry Malins, (a story in itself), which was Mick Peacock's major entry into Roadster builds, see attached flyer. The body was displayed on his stand at the ICCCR Knebworth in 1984. As I had acquired a 1937 Roadster EJJ 922 ,with narrow wings, I sold FOF with all its relevant parts to assemble to Peter Stenner to finance the restoration of EJJ 922 .

Some of the other paperwork I found was an early 1976 membership list and a receipt for my purchase of a large quantity of spares and cars from Mick Coughlan in Wandsworth. This was moved by the efforts of John Dodson, Reg Winstone, John Watson, Roy Webb, John Gillard and myself and helped in the founding of the magazine. If any of the paperwork is of interest as archive material let me know.

As I now own only one Traction , a 1937 Paris built RHD 11B, I think it is time I reduced my store of parts. As I have a considerable number of parts would be possible to put an entry into Parts for Sale section listing Gearboxes, Gaskets, Grilles, U/J's, carbs, bumpers, points, plugs etc. Just email your requirements to bryndhughes@yahoo.co.uk

Regards


Bryn Hughes

Bryn's ad is also in the classifieds at the rear of the magazine.


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After Structural Repairs
The above Citroen Light 12 undergoing final preparation to painting.

These are some restorations of Classic Cars today. Many of them are in London or big cities where they have the resulting benefit of traffic which obviously has to be limited on its own customers. Many more cars have and some of the best restorations themselves, but unfortunately they are often being neglected and losing their original parts.

Peacock Engineering is situated in an area of historic buildings, which means we can offer our customers and value for money. It is a relatively small company, with all our work done in-house, the restoration of each car is the customer's own. Every part of the car is restored to the original requirements of that car, every part of our work is done and with the greatest care and attention.

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Diary of a Besotted Young man

It all started about 1964. I had thought my first love was Hayley Mills, (in 'Whistle down the Wind') but with the knowledge that comes with age I now realise there was a far more meaningful relationship taking shape...

For years I had seen the mundane cars that inhabited the streets in my hometown of Gillingham. Every other Saturday our street would be lined with the cars of people who had gone to the 3.00 kick off at the Priestfield stadium to watch the football, and all the cars, Morris, Ford, Austin, Triumph; the odd Rover, Riley or MG, were all very similar. But it was our English teacher who, one Wednesday afternoon gave three others and me a lift in his car to the afternoon hockey match. Wamba, as we called him, had a very unusual car, very, very different to the rest. It was green with a white roof, which in 1964 was, I suppose, at least a bit unusual; but what was really unusual was its shape. Of course, as you have probably guessed, it was a DS, and though it was so different it didn't really occur to me the significance of that fact until many years later. But that shape had taken hold of me – at least as far as my subconscious was concerned. Only when I started to drive and got my first car, a Morris Traveller, did the interest/obsession with Citroens really begin to take hold.

I had always been interested in engineering and design, even from the early age when I unscrewed the locks and handles from various doors in the house, and had to be persuaded to put them back so people could get out of the room.

In '67 I went to college in London to study design, drove the Traveller sideways round Hyde Park corner at 25 mph, yes 25 mph though it was wet! Then, by mistake, over a traffic island whilst driving my then girlfriend back to Blackheath, which resulted in half the back axle coming through the floor! I decided there must be more to life than this and when I went back home for Easter. That was when one of the front trunnions went and left me stranded on the A2, (I didn't in those days have breakdown insurance, just friends). When I got home my neighbour was selling something that looked like it had just rolled out of a Maudit film. A Slough built 1953 'Big Boot' in black, **TPA 948** was mine for £35.00, complete with a spare 'breathed on' engine and a workshop manual so I could, at my leisure, effect a swap. In the twinkling of an eye the Morris disappeared!

So, I swooped round London, impressed my girlfriend, (still the same one), negotiated Hyde Park Corner at much higher speeds than before, and without any drama. Except for the brakes that is. I could not understand why 12"/10" brake drums required such a heavy shove on the pedal even for such a large car. On dismantling them I discovered that the slave cylinders were just pouring out fluid onto the linings! New seals and a long boiling of the shoes in strong detergent and washing soda worked a treat and the brakes were then, well, very impressive. I spent many hours swapping the engines over in the hope of improving the performance to match that of the brakes. In my defence, I was young and idealistic! All was going well until I enlisted the help of a friend to help me finish her off. (By this time I had developed that unfortunate habit of all those obsessed by cars and given this inanimate object a gender so the car, she, had been given the name 'Angelique' from the novels of Anne and Serge Golon; the name even appeared along the edge of the bonnet in 'Letraset' – how sad!!)



Neither my friend nor I were very familiar with the installation of distributors. My friend, a F**d enthusiast, certainly wasn't and he found it necessary to use a hammer to get the drive on the bottom of the distributor to mesh with the bit driven by the camshaft. We didn't think there was a problem because the rotor arm still went on OK! I spent a fruitless day being towed round the streets of Mottingham, nr. Bromley, by my father in a Rover 2000

(wish I'd kept that one as well as the Rover 2200 he later had), before working out that said friend had got the distributor in 180 degrees out - which of course was why it wouldn't start and why jets of flame came out of the carburettor intake! Once fixed I had a great time, more swooping, lots more impressing, lots, lots more negotiating of corners - until the driveshaft went! And one thing the 'experts' don't tell you about these older Citroens is that they often need special tools. As a student I certainly couldn't afford to get the repairs done at the dealer and they were not about to lend/hire tools to scruffy, longhaired students, especially ones that didn't wear shoes. (Yes, but remember it was the '60s and no shoes was only part of it man!) Luckily, the workshop manual had drawings of the special tools, so I made them in the college workshop. Only in mild steel though so they didn't last long before bending or breaking but they did the job and enabled me to keep swooping, impressing, cornering etc.

For some strange reason this car would only manage about 25mpg round London so it had to go, (to a guy in Poplar) for a more economical model. Looking back, for a 2-litre car of such age 25mpg was actually very good, and yes of course I rue the day I ever sold her! (If anyone knows of her whereabouts or what happened to her after 1970 I'd be glad to hear – **TPA 948** remember.)

Day to day driving continued with various Citroens but never that DS that started it all. And having been a member of the Citroen Car Club for many years I finally gave up on Citroens when they went 'normal'. Currently my 'toy' is a fwd Lotus Elan M100 but maybe it won't be too long before I return to the TA fold, space in the garage permitting.

Actually, having a fwd Lotus and a TA has many attractions, and I'm not the first, not least the continuity of 'Function over Form'. I just need a bigger garage!

And then of course is the reason I haven't forgotten this car – it is without doubt an icon of the 20th Century and only surpassed by the car that followed it, the ID/DS; but the Lotus does go round corners a might quicker!

And separately, what do I know about my old TA, **TPA 948**. I sold it to a chap in East London around 1970/71. The spare gearbox I gave to another teacher in Gravesend. Beyond this I know little but would love to know what happened to **TPA 948**. The most I have been able to discover is from the gov.uk website that says the car is Red, and it's last MOT expired 10th August 2007; when I sold it, it was black. I attach a couple of very poor photos and would be pleased to see this last para in the magazine.

Graham Syms

Alas nothing that I can see in club records. Does anyone know if this car is still around? Editor

Why a Traction?

Well I'm bored to tears with this lock down. It's raining, windy and cold for May and I've read my FP from cover to cover. So, I thought I'd bore you and tell you a little story about how I got to loving Traction's.

The year is 1965 and I was at Teacher Training College in Englefield Green near Slough specialising in handicrafts. No student loans in those days but yes free accommodations and tutorial fees. Just a small grant from your local authority. As an example I remember having £12 10 shillings to last me one term. Funds were tight but we were young and carefree.

A group of 4 of us decided we needed transport, fed up of hitch hiking, decided to club together to buy a car. But what car? We didn't know.

Ian's father was in the RAF (doing night flights taking pictures over Russia) and he came back after one weekend and said his Dad suggested we try looking at these French Light 15s cos they were a good drive and made in Slough near our college.

So we bought the Exchange and Mart and scoured through the ads but could find nothing nearby. After a couple of weeks one came up in Uxbridge for £15. So off we all went one afternoon and yes liked the look of it. Much better than Ford Prefects, Anglias, Standard Vanguards etc. So we bought it and off we went back to College. On College grounds out came the bucket, water and scrubbed it up. To hell with the rust! Tyres were ok. It hung together and boy did it hold the road and we learnt how to do handbrake turns. It didn't need much but we soon found the nearest scrap yards and which had old Light15s. Parts were easy to get and we spent most free time climbing over old rusty cars, spanners in hand, to get that bit we needed.

Humph and I were northerners cos we lived in Nottingham. Half term came and we went north in our pride and joy up the M1. Now this was the new first motorway. Started in Watford and went to Watford Gap Service Station near Northampton. No speed limit, so flat out at 60. I hadn't passed my test but "L" plates on front and back allowed me to drive with Humph sitting next to me as the qualified driver. Great fun.

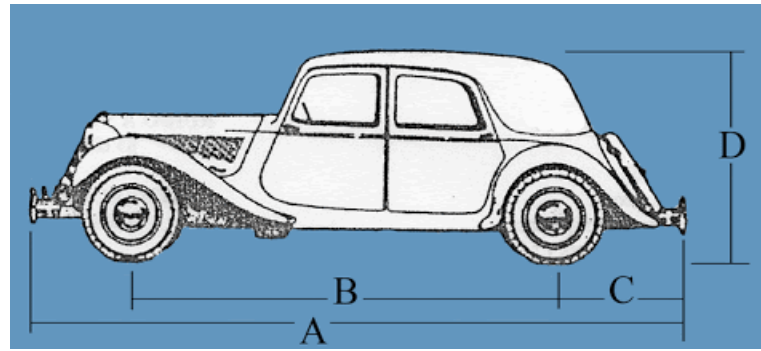
But disaster struck. One day, Humph was showing off his driving ability and the road holding ability to his girlfriend on a country lane near Loughbrough when it left the road landing in a hedge in a ditch. Do I need to tell you what was broken?

It was towed by his Dad on the back of his car to the scrap yard. No gearboxes available and we scrapped it.

Oh well back to hitch hiking!!

No insurance pay out because we could only afford Third Party but undaunted, we wanted another. Back to Exchange and Mart. Now I don't remember where the next one came from because Humph went off and bought it, feeling guilty he'd broken our first one. It was enormous. Must have been a Familiale because at over 6 feet I could stretch my legs out in the back.

"OK then let's go into Soho tonight" All four of us piled into the car, picked up two girl friends on the way and parked in Leicester Square. It was a proper square then and you could drive round it. Great night but 2 o'clock came and we thought we'd head back. So we all got in the car and it wouldn't start! So out we got. Lifted the bonnet and started to tinker. Then a rather smart car pulled up by our side.



The window lowered. "Is this your car?" Said a rather gruff looking man.

Oh no I thought this is a Police Q Car!

Then, as luck would have it the radio sparked and told them to go to Shaftesbury Avenue. They disappeared fast.

Yep, the car started. We all piled back in. "Just a sec, that back wheel is grounding." A puncture. "OK let's get the Jack and put the spare on." Humph quietly said "It doesn't have a Jack. I only got the car today and there wasn't one in it" I won't say what was said then.

"So what are we going to do?"

"Look, there's the AA offices across the square and the lights are on, perhaps they can help"

So two guys marched across leaving the rest of us sitting in the car. Five minutes later they came back to say it was just their HO and no mechanics. But another guy had broken down on another side of the square and they had called one of their men to help him. Within a few minutes an AA motorcyclist turned up. We dashed to him for help. He reluctantly said he'd get the other car going and then see what he could do. He came. Out came our spare. He looked at us and said this also had a puncture but he would blow it up and see. It had a slow puncture. He changed wheels. We clubbed together and gave him what money we had. We spaced ourselves around the car so less weight was on the faulty wheel. I was lucky I got the two girls on my knee.

Now Central London to Egham is 30 miles. No motorway. Just the A4. Flat out we went. Then the sound of a police siren coming up fast behind us. A police motorbike pulled us over. Humph quick thinking said to him.

"Please, don't stop us we've got a slow puncture and trying to get back to College near Egham before it goes flat"

Unbelievably, he retorted "OK sir follow me". So with full siren on we ran after him all the way to Egham. He waved us goodbye and we drove up Coopers Hill back to College.

So began my escapades in a Traction. I went on to buy my own light15. Stripped the perfo engine down on the vehicle. Replaced the shell bearings on the cam and pistons. No TOC spares then and no MOT to worry about.

I went on to pass my driving test in it. Fell in love with them but put my passion to one side to raise a family.

So how did you first come across Traction's and what made you buy yours? Tell us your story and cheer us up in this depressing time.

David Faulkner

Yes, send us your own stories in please, telling us why you first were attracted to a Traction Avant: Editor

Why do some of the simplest jobs often require gymnastics? The rubber on the inside of the gear selector had perished. I unscrewed the three small screws on the dash but the plate holding the rubber was solid. To gain access means taking the whole gear selector out from inside.



There are two bolts that hold the mounting plate on the passenger side of the battery box and two on the inside of the dash. To gain access to the last two nuts means hanging upside down under the dash. Luckily with the seats out of the way it is manageable. Once the gear selector is out there are four small screws that hold the closing plate. With these removed the closing plate can be cleaned and the new rubber installed.



I have had problems getting the front drum seated and managed to strip the thread on the large castellated nut. Thanks to Bob and his mechanic Patrick the problem was fixed. The brake adjuster was not fully aligned and I suspect the thread on the stub axle had been cross-threaded



sometime in the past as the two nuts were badly mauled. Yesterday with the help of my wife I managed to get both the engine back in and the gearbox.

I was disappointed when I tried to fit the thrust bearing on the clutch. I bought a replacement some time ago along with a new fastening spring that holds it in place. The holes on the original thrust bearing go all the way through but the new one was only about 5mm deep. Both the old clip and the new one were too long and would not sit in the dimple behind the bearing cross shaft. I thought of drilling the hole through but decided to reduce the length of the clips instead.

When I bought the car it only had the two rear door cards, so I have had to make new ones. Using 3mm ply I formed the backing and as I did not have the originals, I had to improvise using Christmas tree clips to fix the card to the door frame. I ordered the clips online as I managed to get 25 clips for the same price that my local auto centre was charging for 5 and as the door needs 21 it was a good saving.



I hope to get the wooden moulding for the top of the door when I next go through to Canberra. I have also found someone who has a torque wrench that allows me



to tighten the front hubs to 215 lbs. He owns a Big 15 and lives about 60 kms away in the Bay.

It's now August and following a quick trip to Canberra I managed to pick up the two front door mouldings, (thanks again Bob) and a modified clock.

I've ordered a new distributor cap, points, rotor and condenser from the UK and bought a new set of spark plugs in Canberra.



Kevin Taylor

ODETTE

July of 2019 saw me finally achieve an ambition of nearly 70 years and become an owner of a classic Citroen.

The story starts during the second world war in French North Africa where my father met and married my mother who worked with the British Army as an "Interpreter".

After the war they settled in Warwick, a bit of a shock for mother who had spent 21 years on the southern shores of The Mediterranean, I turned up in 1947.

As a family we spent a lot of time visiting relatives in France, especially with my Uncle Riquet who was the Station Master of The Gare du L'Est in Paris and had a huge apartment in the 12th Arrondissement.



And it was there that I fell in love with the big black Citroen, I was too young to realise that there were several models, my Uncle had one in which we used to regularly zoom around the streets of Paris. But they were everywhere, and I decided that one day I would have one.

Over the years I owned many Citroens, though all modern ones. I persuaded my company to provide me with a 2CV Dolly as a company car in 1987, I still have it, and my current everyday car is a C4 Cactus.

In the 1980s a local garage had a light 15 on its forecourt, the price was just £750 but it was at a time of my life that I would have struggled to find £7.50 never mind the full price.

I had a lot of advice from Chris Goffey, well known traction owner who drove the Mobile Library that visited my village fortnightly.

I joined the TOC at the Classic Car Show a couple of years back and started looking in earnest at the adverts, I viewed one or two vehicles but there was something about them that didn't give me confidence. Then a friend spotted an advert for an auction by South Western Vehicle Auctions in Poole, indicating that they had a Paris Built 11b for Auction on July 26th last year. Time and other commitments did not allow me to view, but Chris Holmes their Chief Executive and auctioneer, gave me a very honest opinion and appraisal and I made the arrangements to bid by phone.

The big day arrived, and I will never forget it for a couple of reasons.

On my drive was an Aston Martin which I had hired for my birthday week, sadly I had damaged the splitter on a piece of North Oxfordshire and the rental company were assessing the cost of repair.

Meanwhile I am on the phone to Poole and despite having set a limit got carried away until the hammer fell and the car was mine.

Tears were pouring down my face, whether this was because I had achieved a lifetime ambition or I had just been told that the repairs to the Aston were going to cost me £3,600 I am not certain.

The car was delivered to me a few days later and was I lucky, absolutely immaculate inside and out and mechanically 100%. The previous owner had lavished much care and attention on it. It came with reams of paperwork and the history of the car right back to its Paris days, when it was owned by a famous photographer, coincidentally what I do for a living.

I have bought the car to drive and so far having great fun in it, sadly my wife of 46 years died a week after it was delivered though she did at least have one trip out in it.

My mother also died last year at the age of 94, and it is thanks to her that I had the funds to reach my ambition and it seems only right that I name the car after her, somewhat poignantly I have christened her "Odette", mother's codename in the Resistance.

Peter Jones

Photo Competition!

We have held a photographic competition over the last year, judging of which has been frustrated by a number of things, not least of which has been the Covid 19 outbreak which has led to everything going on hold for a further twelve months. Thank you to those who sent in their photographs.

However, just to show you that you are not forgotten, here is a small selection of images taken from the entries (in no particular order of preference). It is probably the case that there will not be an award now until the next National Rally, so please also take this on board as an invitation to those of you who have not yet had a go, to send in your pictures. which can be of anything Traction related.. I appreciate that there hasn't been much happening to record in the first part of 2020, and so there will be a second category, **'You and your car under lockdown'**. Send your entries, as ever, to the Editor at editor@traction-owners.co.uk. All images must be your own and not previously published elsewhere.



Pictures:

Above: Terry Gest's car with 'Just Jane' at the Lincolnshire Aviation Heritage Centre.

Top right: Dave Faulkner's image entitled 'Rust' speaks for itself! Have you looked under your carpets recently?

Right: The oldest Slough Roadster in the world, by Graham Tullet.

Bottom: A very atmospheric shot of Cora Trim's car on its first drive in Southampton.



Traction Owners Club Limited Accounts

Explanatory notes on the accounts for the year ended 31st March 2020

Introduction

There have been a number of significant changes to the way in which the Club manages its accounting processes, structures and policies in this financial year. The Club accounts are now processed using online accountancy software called Quickbooks. More importantly, the opportunity has been taken to review the way in which we manage some aspects of the Club finances to ensure that data entered into the new system is as accurate as possible.

Furthermore, the decision has been taken to ring fence any monies held on behalf of Members, most notably for rallies, in a separate "Client Account" and specifically exclude them from being consolidated as part of the Club's assets, which historically has been the case. Given that two major rallies have had to be postponed this year this has proved to be a prudent step!

The impact of these changes is that some aspects of the Club's accounts have had to be adjusted and changed. Most notably, the amounts that the Club will now report as holding as "Capital & Reserves" has been reduced in both the amounts initially brought forward from the financial year ending in 2019 and subsequently carried forward into the current financial year from the 31st March 2020.

Summary

The company made a loss before tax of (£2,822)	(2019 -loss £4,809)
The actual trading loss was (£878) before depreciation charges	
Spares sales in the year were £41,248 (inc shop sales)	(2019 -£46,396)
Net income on spares sales after costs was £2,379	(2019 -£9,313)

Other Income

Subscriptions	£23,859	(2019 - £23,052)
Spares Levies	£1,085	(2019 - £999)

Overheads

Magazine Production	£23,090	(2019 - £19,993)
Postage & Carriage	£3,148	(2019 - £3,234)
Stationery	£842	(2019 - £1,206)
Tour & Exhibition Costs	£608	(2019 - £1,937)
Depreciation	£2,328	(2019 - £2,530)

Cash in Hand

Barclays Spares Acc	£2,998
Spares Petty Cash	£118
Barclays Main Acc	£1,158
Barclays Premium Acc	£1,298
Total	£5,572

Note: Should you have any queries please send them to me by email to web@traction-owners.co.uk by no later than 30th September 2020

Cleve Belcher June 2020

Traction Owners Club Limited Accounts

Extracts from Accounts for the Financial Year ending 31st March 2020

TRACTION OWNERS CLUB LIMITED

PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MARCH 2020

	2020 £	2019 £
Turnover	40,977	46,784
Cost of Sales	<u>26,947</u>	<u>37,253</u>
Gross Profit	14,030	9,531
Administrative expenses	<u>40,437</u>	<u>40,860</u>
	(26,408)	(31,329)
Other operating income	<u>23,585</u>	<u>26,520</u>
Operating Profit (Loss) on Ordinary Activities Before Taxation	(2,822)	(4,809)
Tax on ordinary activities	<u>(366)</u>	<u>(245)</u>
Profit (Loss) For the Financial Year After Taxation	(3,188)	(5,054)
General fund brought forward		151,279
<i>(Adjusted fig to reflect accounts policy change)</i>	133,301	
General fund carried forward	<i>130,113</i>	<i>146,226</i>
<i>(Adjusted fig to reflect accounts policy change)</i>	<u>118,529</u>	<u>133,301</u>

Please read with notes on previous page.

BALANCE SHEET AS AT 31 MARCH 2019

	2020 £	2019 £
Fixed Assets		
Tangible Assets	15,943	7,299
Investments	<u>301</u>	<u>750</u>
	16,244	8,049
Current assets		
Stock	108,359	105,114
Debtors	1,331	23,786
Cash at bank and in hand	<u>5,573</u>	<u>21,644</u>
	115,263	150,544
Current Liabilities		
Creditors: Amounts falling due within one year	<u>12,978</u>	<u>12,367</u>
Net Current Assets	<u>102,285</u>	<u>138,137</u>
Total Assets Less Current Liabilities	<u>118,529</u>	<u>146,226</u>
<i>(Adjusted figs to reflect accounts policy change)</i>		<i>Adjusted to</i>
Capital & Reserves		
General fund	118,529	133,301

IN COMMITTEE

Zoom Committee Meeting held on Sunday 19th July.



On 19th July we held a Zoom Committee meeting. It was very successful and is certainly a method we will use more in the future.

Membership – still 120 outstanding renewals so all will get a final reminder. Non payers will be deleted before the next issue of Floating Power.

NEC Classic Car Show - this is going ahead on 13-15th November and Julian Pratt has agreed to organise our Stand. This is Julian's last show and Ian Harvey has volunteered to take over for the future. Thanks were given to both Julian and Ian for their support.

Email Newsletter – The Committee agreed this needs to be quite concise and used to notify members of urgent information. We need to encourage members to use the TOC website and Forum for all other issues. Julian Pratt has

agreed to keep sending the newsletter out until November.

Marketing – Chris Bailey to look at the use of a range of social media to try and demonstrate the appeal of Traction ownership to a younger audience.

Spares – Chris T is still very busy with sales. We hope to stocktake all the second-hand spares in the Autumn so that we can produce a comprehensive list.

Rallies – No further news re next year's events but we will assume for now that they are going ahead and advertise again in future FPs (see events page: Editor)

Calendar – Martin needs photographs please, as it was agreed to carry on producing it.



Memories of a lunchtime stop with North East Section. Picture by Graham Handley, taken in July 2015.

General:

In many areas, there are a small selection of mainly local classic car events now taking place, looking into the Autumn, and your best bet is to contact the organisers to make sure that they are still current, since local lockdowns could still affect venues. Many organisers have pushed all of their event dates back into 2021, but you may still find a few in late September and October. Contact your Section Rep for advice.

The annual **Lancaster Insurance Classic Motor Show** at the NEC is still on during November 13-15. This is billed as complying with Government Guidelines for social distancing, and appears from the website to be slightly changed in format from previous shows. See the item elsewhere in the magazine. There will be a TOC stand and helpers are sought, contact julianrpratt@gmail.com You can obtain a discount if booking online using the code CC360.



The **Brittany Rally** is now rescheduled and will be "re-run" in 2021, same venue; same dates, 11 -14 July. Contact vicmarnic@gmail.com for further details.

TOC Rallies

Our own rescheduled rallies are set for 2021, the Jersey rally is to be held on May 15th-18th, 2021 and the National Rally is programmed for the weekend of June 25th. In both cases the majority of you who applied in early 2020, have opted to retain your original bookings. We are currently firming up prices and application forms will be available on the website or from the organisers if you would like your name to be added to the current list.

Those of you who have already booked do not need to re-book and you will be contacted in due course to confirm arrangements and any supplements needed.

Just to recap on both rallies, the **Jersey Rally** starts Thursday, with a reception in the Westhill Country Hotel, at Mont a l'Abbe. Friday is a visit to Pallots Steam, Motor and General Museum in Trinity. Then to the Underground 'War Tunnels' which were built during the German occupation, 1000 metres of tunnels dug 50 metres underground, and which now hold an interesting museum of the occupation during World War 2.

Saturday 16th May, we will be visiting the private grounds of an old Jersey manor. From there we will head to the world renowned Jersey Zoo, created by Gerald Durrell, now run by the Jersey Wildlife Preservation Trust, specialising in breeding endangered species from around the world.

Sunday 17th is a free day to relax and discover Jersey under your own steam, with suggested routes and a choice of pubs for lunch.

Monday, depart on our ferry home.

Contact Bev Oates at chairman@traction-owners.co.uk for further details and an application form

The **TOC National Rally** is based at the Damson Dene Hotel, in the Lyth valley, near to Windermere.

We arrive at the Damson Dene on Friday afternoon from 3.00pm onwards for a briefing and a buffet evening meal.

For Saturday, you will be given a road book with a choice of routes of varying lengths and destinations, which will cover the South Lakes area and which will include opportunities such as a cruise on Windermere or Coniston, a ride on the Lakeside and Haverthwaite steam railway, visits to various interesting NT and English Heritage properties or just a tour to take in the fantastic scenery. Dinner in the evening back at the hotel after the social part of the AGM.

Sunday commences with a visit to the nearby Lake District Motor Museum, which, in addition to the more usual exhibits, has a very good exhibition in a separate building dedicated to Sir Malcolm and Donald Campbell's attempts on the world speed record on land and water, complete with full size replicas of some of the cars and boats involved.

Lunch is then taken at nearby Leighton Hall, followed by the usual prize giving, etc. after which the rally will disperse. There will be scope to book for additional nights either before or after the rally.

For fuller details/ application form, contact Bryan Pullan at tocnorthern@gmail.com, or editor@traction-owners.co.uk

It is quite possible that some form of social distancing will be in force for both 2021 events, and so certain details of the rallies may have to change. This will be kept under constant review.

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 £7250 for the car.

Tim Walker (mem no 1319) T: 07859 009861
E: timwalker2@gmail.com

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.

£7995 + offers welcome

- 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 Traction Avant. Légere Re-registered in the UK in 2015. Engine rebuild 2008. Interior roof needs some attention. Only selling as moving overseas.

£15,000 Ono. Contact Antony Causton at antony@reachphysiotherapy.com (Brighton)



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

GARAGE CLEAROUT - PARTS FOR SALE

Lots of Traction parts for engine, suspension, gearbox/transmission. Some new, lots of second hand/used.

Bonnet LH & RH, Radiator, Front Ali Wing Spats (Pair)
Original Manuals including Traction Spare Parts and Repair Manual. CITROEN DS19 Spare Parts and Repair Manual.
Workshop Tools: Front Brake Puller, Lower Ball Joint Breaker, Upper Ball Joint Breaker, PLUS...



Too many to list, more photos available...

Please call or e-mail for details and prices. Tel: 01384 273428 or jim.fox1@btinternet.com

PARTS FOR SALE:

As I now own only one Traction, a 1937 Paris built RHD 11B,, I think it is time I reduced my store of parts. As I have a considerable number of parts would it possible to put an entry into Parts for Sale section listing Gearboxes, Gaskets, Grilles, U/J's, carbs, bumpers, points, plugs etc. **Just email your requirements to bryndhughes@yahoo.co.uk**

MEMBER SERVICES

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

Classic Citroën Specialist.
Mark Harding, Devon Traction
For servicing, repairs and restorations.
Contact: [fb.me/DevonTraction](https://www.facebook.com/DevonTraction) or ring Mark on 07973 192 198

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

Scene from Holland rally in 2017



TOC SPARES HOTLINE

01243 511378

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

Please note, a full spares list

is available on the club web site at

www.traction-owners.co.uk

TOC SHOP

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

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



Polo shirts with new logo: various sizes £15.50



TOC Mug, essential for the workbench. £6.00



TOC Leather Key Fob £8.00



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



TOC Grille badge £20.00



TOC Brooch/Lapel Badge £3.99

Second Hand Parts

Did you know that the TOC Spares Shop has lots of second hand parts?

Over the years we have bought stock from a number of places including our own members. The aim eventually is to catalogue and produce a list so that the membership knows what is available.

Do you need: Radiator for a Normale? Bell Housings? Front Cradle? Front Link Arm? Driveshafts? Ball joint sets? Front or rear Brake Drums? Front or rear backplates? Wooden dashboard for a late Light 15? Wings? Doors? Valances? Boot or front panels? Wheels?

Also lots of smaller parts such as valve pushrods, specialist bolts, lock washers, castellated nuts, brass wheel nuts, door handles and springs, etc.etc.etc.....

If you are looking for a part for your beloved Traction then give Chris a ring- don't forget the best time to talk to Chris is before midday any week day morning, or Email him any time. Contact details at the front of the magazine.



TRACTION



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www.tractionrepairs.uk



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*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1957 Morris Minor 1000. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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PBIS specialises in classic car insurance, as well as insurance for other collectable classic vehicles. We are proud to be an approved insurance provider for the Traction Owners Club.



An Approved Insurance Provider

Policy benefits may include:

- Free agreed valuations
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- Club member discounts

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