

# Floating Power

November - December 2021

Official magazine of the Traction Owners Club Limited



## Honorary Life Members of the Traction Owners Club

**Dave Shepherd**  
**Peter Riggs**  
**John Gillard**  
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## Missing Magazine?

Please contact John Oates

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## Be a part of Floating Power...

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

**Sunday, December 5th 2021**

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

**Bryan Pullan on:**

**editor@traction-owners.co.uk**

## Cover Image

*Peak Section enjoying  
some late summer cheer at the  
Yew Tree Inn at Cauldron  
in Derbyshire.*



# Editor's Epistle

So here I am, as usual at this time of year, sat in Autumn sunlight under a blue sky, writing an editorial that should really have a Christmas/mid Winter, thick snow and holly flavour to it. Of course 'climate change' (you will notice that we have almost stopped calling it global warming) means that it is even more of a lottery as to whether we have heavy snow, torrential rain or bright sunshine over the festive season. So be prepared!



One thing that has now happened, allegedly to help slow down climate change, is the arrival of E10 fuel on the forecourts.

There has been a notice from FHBVC regarding the E5/E10 situation, hoping to dispel some of the alarm that is circulating in parts of the press about its introduction at the beginning of September. Ethanol will not destroy your car if you take a few precautions along the lines discussed in recent editions of *Floating Power* and elsewhere. I did, however, notice recently an interesting little article in a copy of 'Practical Classics', putting the case for ethanol caution of a different kind.

Author Danny Hopkins in his 'Starting Handle' column points out that ethanol is not a 'green fuel'. It encourages a monoculture of industrialised non food crops (generally corn or soya), with overuse of pesticides and the potential for further forest clearance. There then follows the use of a whole lot of energy to convert it to fuel, generally using heat to break down via fermentation, starches, sugars, etc. This is often via coal, gas or electrical power. When the need to transport in bulk is also taken into consideration, the whole process is almost as energy sapping as refining crude oil to create petrol and diesel.

This isn't just the view of the author, but the result of a study by America's environmental agency, the EPA, who also advise that ethanol when burned, even though particulate emissions are lower, produces higher quantities of nitrous oxides and the vast areas of land required virtually cancels out the whole world benefits of using ethanol. The associated consequences of possible 'de-wilding' if this becomes a cash crop, means that this is yet another environmental accident waiting to happen, and Mr Hopkins suggests that what is required is a system of traceability to make sure that the ethanol that is finding its way into our fuel is as green as it is being portrayed.

As I have said before on other 'green' initiatives, particularly the electric car saga, there is no such thing as a free lunch. Rather like the much vaunted superior environmental qualities of diesel cars that we were sold over a couple of decades, are we now being sent up yet another environmental dead end with a fuel that solves one problem and then creates a whole series of others?

As you know, I like to keep my eye on values, and a recent item in *Classics Weekly* caught my attention which suggested that prices for 4 cylinder Tractions had stagnated (it claims that this is due to the type 'not having a very widespread appeal') and would only then climb to around the £14k mark over the next few years. I had mixed feelings about this, since, as you know, values are a two edged sword, high values are good if you already have a decent example, not so good if you are trying to buy one, especially if it is a bit of a project and needs significant money spending on it. Then my attention was drawn to a recent auction of a 1948 Light 15. This was a South African car, imported in 1999, that had allegedly had a £68k restoration in 2010! This went for a stunning £28,250! It was a very nice example, but the bidders must surely have fallen prey to a 'red mist' situation there unless we are all sat on mobile gold mines? A former member's car was sold at auction on October 2020 for circa £13,400 (which I felt was a bit on the low side for a well sorted car) and is going under the hammer again at SWVA in Poole on October 29th. It will be interesting to see if the trend there is upwards. It is by all accounts a nice example, albeit a LHD, big boot car, and has had a lot spent on it in recent years. If the above is a realistic trend, it should fetch at least £19k. We shall see.

In the following pages, a report on the Farnborough car show by Ian Taylor, and something about Traction lookalike Licorne cars.. Plus part one of my personal saga with an SU carburettor conversion. Why have I done this? A lot of you seem to be having similar problems to my own with fuel systems, in particular a car that in spite of extensive remedial cleaning etc, still won't run properly, apparently due to fuel starvation. And more of you seem to be looking at alternative carburettors. Is it worth it? Well I will find out and let you know. Not one for the purists, granted, but possibly one for the owner who wants a car to drive more than fiddle with...oh, and the £28,250 car had an SU conversion as well!

Enjoy and have a good Festive Season.

# Contents

<b>Editor's Epistle</b>	<b>2</b>	<b>Bailey's Banter</b>	<b>20</b>
<b>Contents / Committee</b>	<b>3</b>	<b>La Licorne</b>	<b>24</b>
<b>Chairman's Chat</b>	<b>4</b>	<b>From Solex to SU...</b>	<b>28</b>
<b>Section Details</b>	<b>5</b>	<b>National Rally 2022</b>	<b>31</b>
<b>In Committee</b>	<b>11</b>	<b>FBHVC Clarification</b>	<b>32</b>
<b>Your Letters</b>	<b>12</b>	<b>News</b>	<b>34</b>
<b>Conrods</b>	<b>14</b>	<b>Events</b>	<b>36</b>
<b>Travelling Abroad</b>	<b>16</b>	<b>Display Advertisements</b>	<b>37</b>
<b>The British Motor Show</b>	<b>17</b>	<b>Classified Advertisements</b>	<b>38</b>

## 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

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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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Cleve Belcher

John Moon

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### **NEWSLETTER**

Julian Pratt

**E:** communications@traction-owners.co.uk



# Chairman's Chat

Autumn has arrived so quickly – colder and darker evenings. Where did summer go???? Now is the time for you to make a list of all the jobs you want to do on your beloved Traction over the winter. I am pleased to say Chris has recovered well from pneumonia and is back beavering away in the TOC Spares Shed. Cleve, Ian, John & I recently visited to do a complete stock take – I was amazed at all the parts we have from tiny door handle screws to complete exhaust systems. So if you need any parts please email or telephone Chris (mornings only) and don't forget we also have a good stock of second hand parts.

As you will have noticed there is no President's Ponderings in this issue of Floating Power. Unfortunately Bernie has been very poorly and is in hospital. It all started with an Infection in one of his replaced shoulders which became worse. I spoke to Bernie on 7th October and he was feeling a lot better. The latest news, as I write this on 25th October is that Bernie has been transferred to Coventry Hospital and is waiting for another replacement shoulder operation. Get Well soon Bernie.

May I remind you that it is the AGM of the TOC on November 21st at Steventon Village Hall. We will start at 11.00 so please do come along and support your Committee and have your say. One issue we need to discuss is raising more finances in order to keep the Club in "the black". Postal costs have increased alongside other expenses such as PayPal and Bank charges. We managed to cut the cost of Floating Power last year and have decided to no longer produce a calendar but it is not enough of a saving. Therefore we are proposing raising Membership Subs to £40 – a £4 increase for all. Interestingly, the last time that we increased Subs (to £36) was in 2016 – at that time a first class postage stamp cost 64p – it is now 85p so hopefully this helps to explain why we need to take action. I am aware that for many of you it is too far to travel to the AGM so I will be or have, depending on when you read this

Chat, be emailing you individually to ask you to vote on the proposal. It is your Club so we need your permission to increase fees.

Have you thought about ways you could help the TOC? I am pleased to say that Simon Scotland, a TOC member living in Chichester, has offered to help with our Website and sort out our "cliches". Thank You.

However we still need a Social Secretary and members willing to join an ageing Committee. Why not come and join us? We try to meet in a central location as, you may be aware, the current Committee live as far apart as Lancashire and West Sussex! Zoom has been a great asset and means at least 3 meetings a year in future will be online – all you need is a coffee and a walk into a quiet place in your own Home!!

The Lancaster Insurance Classic Car Show is on at the NEC on 12th- 14th November so do contact our Secretary, Ian Harvey, if you are willing to help on the TOC Stand on one of the days – free admission for volunteers "working" on our Stand.

As I said at the start, the winter is a good time to do all the jobs on your Traction and then why not come along to our annual rally in the Lake District next June to enjoy driving your car in beautiful countryside – places are still available and it would be great to have a really good turnout after having to cancel it twice!!

Best wishes for Christmas and the New Year to you all.

*Beu*

PS - I am sad to say that Sheila Marley died on October 19th. Sheila was a member of the TOC and CCC for many years and was always happy to chat to people as they visited our TOC Stand at the NEC Show. My sincere condolences to Pete and family.



Combined Citroën stand at the NEC in 2019

# Traction Owners Club: 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.

## Northern Scotland

**ANDY BURNETT**

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**E:** north-scotland@traction-owners.co.uk

See section report for coming meetings/events.

## Southern Scotland

**PETER FEREDAY**

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**E:** south-scotland@traction-owners.co.uk

See section report for coming meetings/events.

## Ireland

**DAVID SELFRIDGE**

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See section report for coming meetings/events.

## Wales

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**M:** 07824 313541

**ANDREW TWEED**

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**E:** wales@traction-owners.co.uk

See section report for coming meetings/events.

## South West

**HOWARD SPEIRS**

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**E:** south-west@traction-owners.co.uk

See section report for coming meetings/events.

## Northern, Lakes and Borders

**BRYAN PULLAN**

**T:** 07513 362202

**E:** 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.

## North East

**GRAHAM HANDLEY**

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**E:** north-east@traction-owners.co.uk

See section report for coming meetings/events.

## Peak

**BEV & JOHN OATES**

**T:** 01629 582154

**E:** 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.

## Midshires

**STEPHEN PRIGMORE / TINA O'CONNOR**

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**E:** midshires@traction-owners.co.uk

See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

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**E:** 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

## London

**MIKE WILCOCK**

**T:** 07761608656

**E:** london@traction-owners.co.uk

First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR

## Surrey/Hants/Sussex

**SUE & PHILIPPE ALLISON**

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Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports.

## West of England

**TERENCE MCAULEY**

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See section report for coming meetings/events.

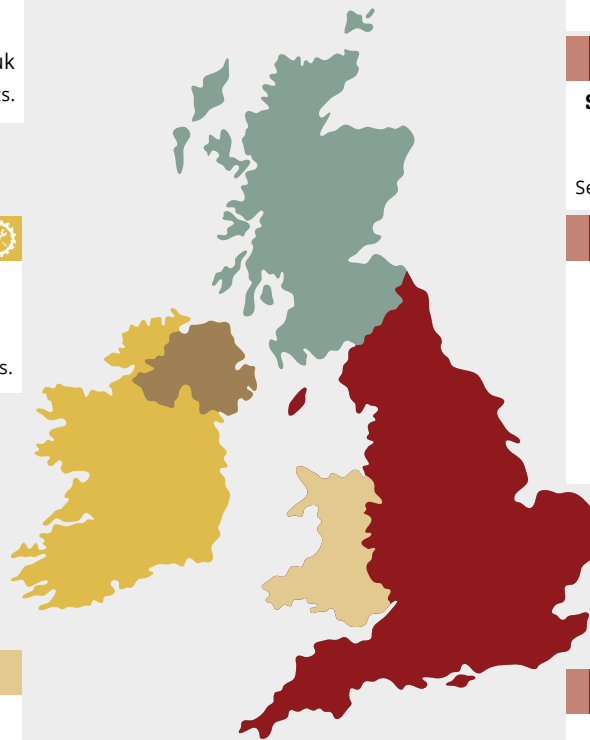
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See section report for coming meetings/events.



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:

# Section News

## Northern Scotland

Hi, folks, not much to report this time round! Had the Light 15 out on a couple of organised runs /get-togethers locally, and the car ran beautifully as usual. Went down to Scone, a round trip of nearly 200 miles to attend a very big autojumble, but on arrival, found it had been cancelled at short notice!! Better luck at the autojumble at Alford, but, unbelievably, found nothing to buy!! Over 100 stalls, but absolutely nothing to suit our Slough built cars, indeed, "old car stock" now seems to be stuff for 1970/80 cars, so now parts for our era of cars seem to have dried up altogether! Still quite a few queries with regard to Slough models, some for specific small parts, but otherwise, pretty quiet! Re the bit regarding 2 excellent cars for sale in the north of England, the Light 15 of member Tony Carrick near Liverpool has been sold, but at the time of writing, the 1955 Big 15 of Noel Davidson near Carlisle is still available, but it may well now be advertised in FP

It comes as a bit of a shock to realise our next edition will be in 2022, so all best wishes for Christmas and beyond!!

**Andy Burnett**

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

## Southern Scotland



Still no shows or group meets to report on, but there has been some contact with other members at last. Intrepid traveller Richard Larter from Helensburgh way was always one to fearlessly drive the length and breadth of the UK in his Light 15, always accompanied by his two delightful rescue greyhounds. He recently ventured south to Norfolk. I'll let Richard report:



*"The run down to Norfolk was a 10 hour nightmare, I assumed that the post Covid roads would be quiet but I was wrong, made me dream about the quiet rural roads of the west of Scotland. Visited Denver and parked across the road from where Peter Cotterell lived. He owned my car for over 40 years, was active in the club and ran a Citroën garage. Unfortunately,*

*he died recently aged 91 but his daughter is still an enthusiastic Citroën owner.*

*Went to Sandringham, apparently a popular holiday destination for the upper classes, but struggled to escape as the sophisticated parking sensors couldn't read the Citroën number plates and wouldn't raise the barrier. Also visited Castle Rising, strange name as the castle appears to be built in a hole, Norfolk humour? Drive home was uneventful, and thankfully so for my first long post Covid trip. The next run was down to the TR Register Weekend at Malvern but that is another story."*

I understand that the trip to Malvern took 16 hours including 6 hours stationary on the M6 – definitely another story for the future.

Nearer to home, member John Van Looy from Paisley has been in touch about running problems with his 11BL. Although he has had the car several years it

had never seemed to run quite right for long. Even after replacing fuel pump, distributor, coil and carburettor the problems continued and seemed to be related to fuel starvation. The engine would tick over but often not rev properly. He came over last weekend to compare the fuel system on my car with his and to discuss symptoms and possible solutions. Eventually we decided that an obvious way to confirm possible debris in the petrol tank and pipes as the cause of lack of fuel was to bypass them completely – with direct gravity feed from a bottle of fuel suspended from the garage roof. He now reports that the car runs



well on the 'Drip' and is therefore in the process of replacing all the fuel lines and giving the tank another thorough clean. I am going to see the car next week and will report back on how it is running now.

Nice to report two new TOC members to the South Scotland region who are warmly welcomed - David Chapman with an 11BL and Graham Irvin who is currently looking for a suitable



traction. Amazingly they live only a few miles from each other and also near long term member John White with his 11B which he spent 20 years rebuilding from quote "a derelict box of bits". The South of Scotland is a very large area and it is rare to find members living so near to each other. All have willingly agreed to share their contact details with the others, so hopefully we will have an active cluster on the Fife/ Stirlingshire borders soon.

**Peter Fereday**

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

## Northern, Lakes and Borders

Summer is over and we have now had the last of the Corner House Breakfast meets until New Year's Day.

Most of the events have seen a Traction or two and October's saw them once again in spite of it being a rather slim turnout, due in part to the weather, which was cold and showery, and a couple of conflicting events. George Halsall was present in his Légere, but I was not in my Citroën, because on the home front I am in the midst of changing my carburettor for an SU. As I write this, I am awaiting a throttle cable and a longer choke inner cable, having made up most of the bracketry, etc. to convert the existing operating shaft into a cable operated throttle. Hopefully the car will be back on the road with its revised fuel system by the time that you are reading this report.

A couple of us have been joining in with the mid week runs that are organised by Preston and District Vintage Car Club. These take place mid month and generally take in a route around upland Lancashire. The last one, in which Ian Gardner and I took part, was a pleasant mid September meander from Abbey Village, near Belmont, into the Ribble



Valley, (with around twenty other cars of various types and vintages) ending up at Hurst Green for lunch. The day was warm and sunny, and what was more important....we didn't get lost.

The Southport Show in Victoria Park during October seemed to go off well with decent weather and allegedly 240 cars turned up. Many, however, boycotted the show because of the entry fee for post war cars of £15, but the public gained free admission, which caused some comment. Initial bookings were said to be low, but the day was probably saved from the organisers point of view, because certain single marque clubs were latterly offered a free pitch. I think that a lot of owners felt that asking for a substantial display fee whilst giving the public free access was somewhat back to front, as well as being a dangerous precedent.

Nothing much else in prospect now, however, in the way of events in the run up to Christmas, but there was quite a spectacular revival of the St Catherine's breakfast meet (2nd Sunday of the month) in October, when around a hundred cars turned up. I understand that this isn't an official event, but there has been a gathering there for the last couple of months, so I went down to have a look. It was a gloriously sunny morning after days of drizzle and grey skies and very enjoyable. Hopefully this will keep going through the winter and give us somewhere to go every month until things get started again.

Remember the New Year's Day meet at the Corner House and let me know of any others that are happening at that time, at other venues.

Have a good Christmas and New Year

**Bryan Pullan**

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

# Section News

## London



All too soon the rally season is closing and our jolly pub evenings at the Hare & Hounds are now round a log fire. The October get together was graced by a visit from Laurence, all the way from Exeter. He and his Big 15 must be a regular sight in Devon, this year it has been the bridal car at 12 weddings.

In August the whole team swung into action to build the TOC stand at the British Motor Show at Farnborough. Our pitch was on rising ground overlooking the busy airfield and at one end of the main pedestrian thoroughfare, so that our banners and flags dominated the view. The super efficient crew soon had everything set up ready for Phil and his SHS section to finally position the cars and take control for the show.

TOC's presentation was self evidently more attractive, interesting and professional than that of all other clubs.



Ian is now hard at work on the final show of the year at the NEC. The admin and scheme are done and detail design and planning are going well. Our stand is compact so an opportunity to trial our small, 1 day roadshow concept. We of course will be there for the whole show, see you there?

The never ending Legere brake and servo saga continues, Ian came down for a day of pipe work that ended with an unplanned bath in brake fluid. At that point we(I) faced reality, the task was always just out of reach and therefore impossible working from underneath with the engine in. Once I faced up to that it all became doable, the power unit was soon out leaving an empty engine bay. No more lying underneath, all previous plumbing was discarded for a tidier layout and new armoured pipes fitted to the front brakes.

The long delayed London Air Ambulance abseil from the helipad atop the 17 floor Royal London Hospital was held a fortnight ago and Twin Team aTraction (my twin David and I) were there!



What you want to know is how scary was it? Nothing to it going up to the helipad and abseiling down the 90m glass wall. But stepping backwards over the edge was utterly, utterly terrifying. Image being on a scaffold less than a metre wide built over the edge. Now think of stepping backwards until your heels are in fresh air with nothing to be seen between them and no tension on the ropes until the oh so calm supervising climber says "when you are ready just step off".....

Our team raised £2700, an amazing total including a sizeable contribution from fellow Tractionistes, thank you all.

Next year another Traction team?

**Mike Wilcock**

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

## Eastern



Lovely to see a great mix of cars at The Compasses in Littley Green, also to catch up with Paul from Mersea Island in his bumble bee and black BX engined Traction. We normally take over the right hand room and we were full to the brim last meeting, lets hope the poor landlord, suffering from acute toothache is all better now. There is rumour of David CCC organising a Christmas Lunch normally held in January! A happy mix of CCC/TOC, if interested please make contact, I can pass on your/his details for menus etc.

**16th November** The Angel Inn Larling Norfolk

**7th December** The Compasses Littley Green Essex

On a more sombre note, we report the recent death of Tom Evans of Norwich. With great sorrow I have to let you know that he passed away yesterday morning. I received a text from Rosemary, his partner, a short time ago.

Tom has been battling a difficult illness for some time, he rarely missed our regular meetings at the Larling Angel, I



## Section News

last saw him at our August meeting, laughing amongst the mixed group of CCC and TOC members.

I will greatly miss Tom, always fun, always helpful, I often passed new members onto him for advice, he was always supportive of any ideas I ran past him, I will miss my peck on the cheek each time we met at The Angel.

### Jasmin Gagen

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

## Peak



We had a good turnout of Tractions for our Peak Meeting on October 3rd at the Yew Tree in Cauldron. It was so lovely to see Mick & Moira in their maroon car – on the road after 14 years. 6 Tractions in total and 12 people. Those who haven't been to the Yew Tree before enjoyed exploring the pub and all its antiquities.

Sheila & Pete Marley have been members of our local Peak group for many years and always attended our meetings plus the annual rallies and NEC Show. I was so sad to hear Sheila passed away recently. Pete and family are in our thoughts - we will miss Sheila who was always cheery and a lovely lady.

Our next meeting will be **Sunday lunch on 3rd December** – somewhere in Derbyshire!!

### Bev Oates

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



## North East



Although the pandemic is easing with outings and activities becoming more available we have nothing of note to report. Personally, my MS is progressing. So I've become the proud owner of a mobility scooter (the family call it my buggy). It's ideal to break down and fit in the boot of our C3 Aircross to go for "walks" but won't fit in the Light 15. So our youngest son Chris is taking over "Fifi" and it will go to their family home in Chepstow area when they can find one. They did pop up and take us on a run along the Military Road following Hadrian's Wall to the Twice Brewed Pub (worth a visit) and Brewery. Having taken me to the Mountains Of Holland Rally, he loves to drive the Traction and is anxious to get it. So she's going to a good home.



Fifi and me



Chris and Taz ready to climb part of Hadrian's Wall.

### Graham Handley

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

## Surrey/Hants/Sussex



August saw a welcome return of our annual Bar-B-Que, once again Hazel and Marcel hosted the event. Sixteen attended, a great turn out, and the weather was kind to us as always! A very enjoyable and relaxing afternoon, thank you to Hazel and Marcel for inviting us into their home and putting in so much hard work to make us feel welcome.

The weekend of 19/20/21/22 of August was the first British Motor Show to be held at Farnborough Airport. Mike Wilcox and his merry band of men once again put on a fabulous display and with Jim Gibson organising the 2CV and CCC stands next to us it was a triumph for the Citroën marque. The TOC stand boasted 9 cars and Andrew York's 1955 caravan, sooo cute! We have already been approached by the organisers to return next year, thank you to everyone who helped over the weekend. Our only disappointment was seeing so few members at this event. Please don't be put off attending these big shows, the parking was easy and there were free buses to take you to the gates, lots to see and do, a great day out for the grand children!

Other events attended this year were the French car meeting at Beaulieu and the CCC Rally at the Rural Life Centre at Tilford. A very good end to the season.

Sadly, we have had to cancel our popular Christmas Lunch. This has been necessary as our venue will not commit to the event this year. Helen Shelley has organised this event

## Section News



for many years and has also decided that it is time to step down and allow someone else to organise it. Thank you Helen for all your hard work over the years.

I have appealed for a volunteer to organise the event in 2022 but sadly no one has come forward, maybe we have had our last Surrey, Hants, Sussex Christmas Lunch!

**Philippe Allison**

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

## Kent/East Sussex

Encouraged by Ron & Sue Herival our next meeting is on **Wednesday 10th November at The Pilot Inn, Dungeness, TN29 9NJ at 12.30pm** to enjoy its famous Fish & Chips (other dishes available). Close by are the Nuclear Power Station, RH&DR 15" gauge railway, two Lighthouses and the Dungeness RNLI Station operating a Shannon Class Lifeboat which comes ashore by beaching head on to the shingle shore.

Coming up in late spring 2022 John Gillard has kindly offered to give a tour of his operation at Collier Street, Mid Kent.

Watch this space

We managed a short but interesting run with the Maidstone Historic Vehicle Group alongside TOC member Hugh Thompson in his 11BL, ending up at Bewl Water reservoir.

Pictured is Dyane, Big 15 & 11 BL

**John Barsley**

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



## West of England

As I write this, I am still waiting for my poor old car to go off to the menders. Hopefully, by the time you read this, it will have gone. If nothing else, I am discovering that "a couple of weeks" is a very elastic term!

I did catch a glimpse of a very smart black Normale, with a venetian blind in the back window, cruising through Bradford-on-Avon the other day. A rare sight in our neck of the woods, so I would be curious as to whose it is.

As we are rapidly heading for winter hibernation, I must turn my attention to organising our regular, if interrupted Christmas lunch. Sadly, the Britannia Inn is no more, so we will have to find somewhere new. All suggestions gratefully received. Cheers

**Terence Macauley**

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

## South West



Whilst there have not been any official West/South West gatherings, many local classic car events have gone ahead this year and the occasional Traction has attended to "show the flag" for the T.O.C. A recent event was the Sidmouth Classic Car Show held on 18th September at the town's cricket ground down by the seafront.

Three Traction were on display, the Light Fifteen of Julian Taylor from Somerset, the 11 Legere of Ralph Hickman and my Twelve Roadster.

Laurence Acher would have come

along in his well-known Big Fifteen but he and his car were on wedding duty that day!

**Walford Bruen**

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



## Wales

We had our third meeting at Elan Valley on the 18th September and again blessed with good weather! Pete and Avril Griffiths were there as well as Tina and myself and many walkers on their way to the dam stopped to chat, expressing interest in the cars and our Club.

I've ordered more good weather for Saturday 13th November and booked the Elan Valley visitor centre again so, please can we have some more Citroens in attendance? The facilities at the visitor centre are open so we could go indoors if necessary. This is a very impressive venue with lots of things to do for all ages, so please try to come along. If you want more information please contact us, we would be pleased to help.

Andrew Tweed email: [tina.tweed@hotmail.co.uk](mailto:tina.tweed@hotmail.co.uk)

Julian Pratt email: [julianpratt@gmail.com](mailto:julianpratt@gmail.com)

**Andrew Tweed/Julian Pratt**

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



# In Committee

## Zoom meeting on 19th September 2021

### Floating Power:

Bryan would welcome more technical articles. Occasionally articles arrive too late for the next magazine but are always kept on file for future issues.

### Social:

So far we have 22 members booked onto the previously postponed annual rally which will now take place next June. Bryan is looking at options for lunch on the Sunday. We will advertise the event again in the next issue of FP - final numbers are required by Damson Dene Hotel in January.

The next ICCCR is in Poland . Chris Bailey is hoping to go and is happy for any other possible travellers to contact him - maybe arrange a convoy?

The Shows at Syon & Farnborough were huge success and well attended. Thanks were given to Ian Harvey and his "helpers" for organising the TOC Stand for both Shows. The next event will be the NEC Show in November.

### Finance:

No comments received from members following the publication of the annual accounts in the last issue of Floating Power. Tony explained we are a £1000 down on last year but this is can be broken down by the increases in our infrastructure - postage, Web Fees, PayPal costs etc etc. We agreed we need to propose an increase in Membership Subs at the AGM. Also to encourage more members to pay by Direct Debit to help keep costs down.

### Website:

A member has offered to help with the TOC website as he is very familiar with WordPress.

Bev to set up a meeting via Zoom early in October.

### Membership:

Since our last meeting in May, 83 members have left the Club, 13 new members and 5 rejoiners. We currently have 582 members.

### Spares:

Chris is feeling a lot better and is up to date with orders. A stock take will take place on 23rd September. There are still issues regarding the ordering of parts from Europe - Our thanks to Cleve who is trying very hard to resolve it.

Chris T & Vanessa are hoping to visit Australia for 3 weeks next year. Once dates are set we will let the membership know as there will be a delay in orders being processed.

### Club Shop:

Very few items have sold. Agreed we need to order more grille badges.

### Marketing:

Chris Bailey informed us that the YouTube video on Tractions which he posted has been viewed 56,000 times with over 500 comments. Chris to check if there is a way he can respond to relevant comments. Chris also looking at writing articles for other Classic Magazines to keep the TOC profile in the public eye.

### AGM:

This will take place at Steventon Village Hall on Sunday November 21st starting at 11.00. We will provide light refreshments. All Committee members are happy to stay on the Committee but would welcome new people to join. We also need to consider ways to fill the Social Secretary vacancy. Bev to email all members re potential Subs increase, so those unable to attend the meeting can still vote.

### Other business:

We agreed that from now on we will combine Zoom meetings and face to face meetings as the way forward for the Committee.

*Bev Oates*

## New Members

Welcome to the Traction Owners Club to the following:.

2847	Mr. Barrie Carter	Beaminster	Devon
2848	Mr. Roger Raymond	Mosman Park	Western Australia
2849	Mr. Andrew Roxborough	Amberley	New Zealand
2850	Mr. Iain Leggett	Royston	Hertfordshire
2851	Mr. David Chapman	Dollar	Clackmannanshire

# Your Letters

## Percy Pink Day - Cadouin 11 Octobre 2021

The inauguration of the Percy Pink steel memorial produced by the students of the Vocational High School "Sud Perigord" of Bergerac on Octobre 11th in the presence of the Mayor of Buisson de Cadouin, a delegation of the High School and volunteers engaged in the project. The "Brothers" association transported the students in a authentic 1942 US Army truck Dodge to the DZ.

In addition, a road sign indicating a trail named "On the road of the shadow men", honouring members of the local resistance and their American and British allied brothers in arms was presented to the Lady Mayor. Ronald KNOTH



## In Car Entertainment

Dear Bryan

In your editorial epistle in the current issue of FP you mention your search for a period car radio, citing concern with the wavelength limitations of these accessories. Whether he is still working I'm not sure, but there is or was one Mr A C James of Paulton (southish of Bristol) who was an absolute genius with old car radios. Without altering the instrument's external appearance in any way, Mr James (I think his first name was/is Adrian) could make it produce perfect FM reception and, when DAB came along, I believe he could adapt the old Radiomobile or Motorola or whatever to receive and play that, too. It might be worth your trying Adrian(?)'s number - 01761 413933 to see if he's still about. If he is, and you've found a period radio you like, he's your man. He wasn't ridiculously expensive and I'm sure you won't be disappointed.

The other comment in your editorial that struck a chord was: ".....It's only a Ford." At least sixty years ago I was staying with my aunt and uncle (owners of a Light 15). One evening a considerable argument erupted between them concerning whether or not a couple they slightly knew enjoyed

the ownership of a car. Auntie was sure they did, uncle even more so they didn't. Eventually auntie came up with conclusive evidence in her favour. Uncle, however, was able to counter her triumph with: "Well, that's not a car, it's a Ford".

Kind regards

David De Saxe

*Thanks for this. I did, in the end, manage to find a period radio with FM and a switch that would change from positive to negative earth. Not certain about Mr James, although he is still listed in several directories online, but with only a telephone number. However some attempts to contact him, as recorded on one forum in late 2017, were not having much luck eliciting a response.*

*Odd isn't it how some turned their back on one of the commonest makes of car on UK roads. My father was a confirmed Rootes man and to my knowledge, never considered a Ford when car change time came around. I, on the other hand, have had several, the best undoubtedly being an ST220, and recent build quality is often rated to be at least as good as most of the quality German makes.*

## Photo Competition

Dear Bryan,

I see from the latest Floating Power – excellent, as always – that you are publishing some photos that were entered for the competition.

Whilst I didn't enter a photo, I was having a sort-out the other day and came across a photo that I have always meant to send in. It was taken at the start of the 1995 CTAB Rally at Chantepie on the SE outskirts of Rennes. It was our first Brittany Tour, and we were overwhelmed by everyone's enthusiasm and exuberance, not to mention the magnificent lunch laid on by the Citroën Concessionnaire. Needless to say, the lunch finished at about 3.30 with the

tour scheduled to start at 2.00. We soon learnt that this was how it worked!

The photo is pre-digital and I have scanned it to the highest reasonable resolution. It was taken by Lynda, so I claim none of the artistic flair. It might make a filler in FP one day.

Regards,

John Ogbourne



## Back Copies

Dear TOC

As a member from the very first year of the Club until the 2000's I have a virtually complete set of Floating Power up to & including Vol. 30. Due to moving to a smaller home I no longer have the space for all my accumulated papers and so wish to sell this collection, which includes an index of technical articles.

If you can broadcast this message on your website &/or in *Floating Power* I can simply invite offers to this address. murray.adamsz@gmail.com

Best regards  
Murray Adams

## Big Six in Lockdown

Bryan

I was going to write to let you know that I will have nothing to offer this time around.

We are in lockdown and as such cannot leave our immediate region.

The seats have all been upholstered and are ready for collection but as Goulburn is about a 3 hour drive I am not allowed to travel.

I have started to paint but then my compressor packed up which put things on hold and since I've managed to replace it I have not been able to get the necessary thinners.

Our only highlight has been having to call out a snake catcher as we have had three red belly blacks caught in bird netting.

If all goes to plan we should reach 80% fully vaccinated by mid October which should allow life to resume to something like normal.

I will be in touch when I have something worthwhile.

Stay safe.  
Kevin.



## Fresh air in a Traction and servicing the brakes

Joseph Dobson's fresh air mod, FP Sept/Oct, is interesting and novel especially as with a fitted heater the original oval duct and radiator collector are redundant. An alternative might be to keep the oval duct and turn the collector through 180° to take cool air from the side of the rad. It might need a little alteration, alternatively a new collector design would be fairly simple to fabricate. Joseph made no mention of the standard Traction air conditioning; the opening windscreen. It's an efficient demister, as well a pleasant change from contemporary sealed cars. If you don't enjoy blasting along, screen and windows open, or if fresh air at 80kph is not for you, why not consider a pair of period Auster door window deflectors? I just happen to have a spare set if anyone's interested.

Was Joseph's car another with sticking brakes in a time of Covid? Inevitably there have been quite a few. If you have a spare set of Ø28mm 2CV rear cylinders, a pillar drill and tap I can see that there are savings fitting them to your Traction, but what are the braking implications?

Traction rear cylinders are Ø25mm, the fronts Ø32mm. This difference makes the front brakes more powerful by almost 30%. This is to allow for the low rear axle load compared with the unusually high front load in a FWD car with a heavy power unit. It also allows for rear to front weight transfer under braking, at its greatest under heavy downhill breaking on a wet road. With cylinders the same diameter the rear brakes would lock early causing the back of the car to skip. With 2CV cylinders this differential, and safety margin, is closer to 18%. Further, if you are tempted to anything other than cylinder polishing, note that even a multi stone honing tool will increase the bore diameter and reduce the efficiency of the pressure seal lip. Be careful.

So what to do if your cylinders require more than a seal change?

There are 3 options, the cheapest, a pair of generic cylinders from Chris. A little more expensive, a pair of genuine Girling cylinders, also from Chris.

For just a little more consider stainless sleeving and

rebuilding\*. This is a specialist process requiring machines and skill beyond a typical motor machinist or even top end machine shops. This is the option I've taken because even if you have corrosion from Dot 4 fluid past it's best, only the pistons will corrode. In time you might suffer sticking pistons but seal damage and brake failure are less likely.

If you are contemplating an improvement to your Traction think: if André Lefebvre were designing the Traction today what would he do?

\*Cylinder sleeving: Past Parts, Bury St Edmunds. See the suppliers index on the web site and look out for a brake article in the new year.

Mike Wilcock

*Regarding air con, I think that Joseph does mention that this is an alternative to opening the screen. I drive with window open most of the time, but do have one of the deflectors that you mention fitted to each side. Open windscreens can be a bit noisy at speed.*

*I am not a fan of seal changes alone for brake overhauls. In my experience it is a temporary fix and a new or relined cylinder is the answer for a reliable long term fix. I am not a fan generally of tinkering with brakes beyond factory settings, although I was forced some years ago, to use MG bits on the braking system of a Morris 10M when the originals were not available. Whether Joseph's modest mod from standard to 2CV rear brakes is a dangerous modification is a difficult one to call, and it must also be borne in mind that the differential in braking power is also governed by the configuration of the brake shoes which need to be accurately centred. Although probably quite safe in normal use, I could see that your argument may well hold true in an extreme situation. The other risk associated with all non standard components is that of insurance, and would a brake modification not declared to the insurers, no matter how minor, provide them with a useful loophole through which to jump in order to refuse you cover in the event of a claim? This is the sort of question that is going to be asked more and more in the future as original spec spares become harder to source and we are forced to 'improvise' to keep cars moving. Editor*



# Conrods!



## A correspondence between Andy Burnett and Tony Hodgekiss regarding substitution of 11D conrods in a Perfo engine.

**Dear Andy**

A bit late with this response, but just to let you know that it was a useful article that you wrote for the March/April 2021 issue of FP, particularly for newer club members who may not be aware what is under their Traction's bonnet, or what could be there instead.

You refer to the 11D engine as being an updated version of the original Perfo engine, with a summary of the main improvements and taking over gradually from 1954. I would agree with these and am not surprised that Citroen now felt that they needed to move to shell big-end bearings, when most other manufacturers had done this for some years. You recommend that a set of 11D or early D-series conrods could be a useful way to improve the bearing life of Perfo engines, but I believe it can be difficult to obtain these items secondhand, as sets.

I have occasionally considered whether it is possible to bore out the white-metal big ends of Perfo conrods to accept 11D shells? I don't see why this should not be possible if you have a spare set of Perfo conrods to use, or have I overlooked something? If it is possible, what bore does the big-end need to be to accept the new shells? Also, it would be necessary to cut the small notches for the locating tags of the shells.

I must admit that I am not really clear on why the 11D was developed. Yes, it introduced some worthwhile, overdue improvements, gained a few bhp over the Perfo and provided a test-bed for some features of the cross-flow D-series, but it was only installed for a very short time, and almost entirely overlapped with the introduction of the D-series engine itself. It hardly seems worth developing the 11D's cylinder head just for the final Tractions, but I assume that it was actually the engine which would continue on in the H van. I suspect that the D-series was considered as unnecessarily potent and complex for H van users, and its relative power and sophistication was better suited to Citroen's stylish new car. A shame, as French delivery drivers, the White Van Men of the 50's might have loved it, with their high performance H vans!

Your own views and information on this would be welcome too. A final thought ...what was the last production car with white-metal bearings...possibly the 'upright' Ford Anglia/Popular which, I believe, finished in 1959?

I look forward to hearing from you again, and if you tell me that it should be possible to reuse Perfo conrods with shells, then I may have a go at it myself.

**Best Wishes. Tony Hodgekiss**

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**Andy Burnett** Tue, 12 Oct,  
**to Tony,**

Hi, Tony, many thanks for your letter. With regard to

modifying Perfo conrods to take shells, I am told that you can buy these somewhere in France for use with the Perfo engine, but have no idea of cost or even if it is a good thing, and somewhere I think that I had a bad report on them but do not quote me on that! I certainly know that the early "D" conrods and shells can be used, as these conrods and shells were what is used with the 11D engine. You are also correct that finding a MATCHED set is now very hard, and once you have them, next problem is, will the journal on the crank be an exact match to the oversize shells available? No problem if you intend regrinding the crank anyway, as the machineman will know exact tolerances to grind it to suit the shells available. The good news is that these oversize sets of big-end shells are readily available.

Hope this info is of some use to you!!

**Andy**

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**Tony Hodgekiss** Wed, 13 Oct,  
**Dear Andy,**

Thanks for your prompt reply.

I thought it would be worth investigating if it is feasible to modify Perfo rods, as I do have some spares of these, which I would be prepared to have machined for my own car. I also thought it could be useful info for other members in my position and possibly even provide something that club spares could sell to use up unwanted Perfo rods. So rather than buy new rods, I thought I would see if it was possible to reuse existing ones.

I considered this when I heard that Riley engines of the same era were being given shell bearings and someone told me that old Fords [100E/E93A?] could receive the same treatment. Obviously suitable shells could be obtained. So I thought that you might know if this process was achievable for the Traction too? If it is, then I might have a go rather than use new bits.

You say that you possibly have some D conrods. If that is so, can you tell me what is the bore diameter for the big end shells? This would be for the outside diameter of the shells, which would be fixed for all the size variants. The inside diameter of the shells would be related to the size of the big-end journals of the crankshaft and, if necessary, I could have this reground to match a suitable shell size. So if you know the size of the bore, I could check if my Perfo rods could be modified.

You also agree with me that the conrods should be in 'matched' sets. Although we simply quote it, I am not sure what defines a 'matched' set. Do you know what actually has to 'match'?

I would think one critical factor is the centre-to-centre distance of the big end to small end bores, but this should be accurately consistent for all rods during manufacture

and would not have changed. The other critical factor is likely to be the relative weight of each rod in the set, so that they move in dynamic balance. This is likely to have been more variable during manufacture and most likely what a 'matched' set is aimed at achieving.

It should be possible these days to create 'matched' sets. Let's say that they have to be within 20 grams of each other, which could be stupid, as it's just my guess. There are simple ways of checking weights these days and there would be places on each rod where metal can be removed without weakening it, so that matching weights could be achieved. It may also be preferable to have the weight distributed in a particular proportion between the big end and small end of each rod. Again this should be achievable with weighing and selective metal removal, but I doubt the Traction's engine was that critical!

Do you know how critical it is to have a 'matched' set and how 'matched' do they need to be? Also, if you can give me the diameter for the shells, that would be very helpful. Do you know anyone who might have done this conversion?

**Best wishes  
Tony Hodgekiss**

**Andy Burnett,                      Fri, 15 Oct,  
to Tony,**

Hi, Tony, to the best of my knowledge, a matched set of conrods is done by weight, and, as you say, the distance between big end and small end is set and guaranteed during manufacture. In more specialised and fast revving engines, I am told they are balanced taking centrifuge into account too, but as our engines and the early "D" too are pretty low revving, only weight is probably the means of making a matched set and of course, weight can be altered downwards fairly simply. With these conrods, the precise fitting and alignment of the bottom cap onto the bottom of the conrod is obviously a major factor here too in the pairing. As you will know, the mating edges where cap fits onto the conrod is heavily serrated to guarantee precise fitment and with the bolt sides machined to give a precise fit, both these factors guarantee that the caps are precisely aligned to each other and given the much tighter clearances of shell bearings, that is paramount.

This is the obvious problem that can be foreseen in recutting perfo conrods to take shells - can precise alignment be guaranteed, given that the faces are plain and the nut and bolt set-up of the Perfo conrod could allow side movement? With regard to measurement, I have measured the big end bore of the shell bearing conrod with micrometer and gauge, but was not happy with the readings, so took conrods to my local machine shop to get exact and corroborated readings and it was 51.6mm or 2.032 inches. This seems a very strange diameter, but all conrods were measured.

I had expected a standard measurement and thus did not trust my own measurements, but there it is.

With regard to the production of the 11D engine, its outstanding feature was the start of shell bearings instead of filled bearings, so much easier and cheaper to repair and so much tighter in clearances, therefore great for longevity of the engine. I note that the earliest ID engines are shown to also use a head similar to the 11D before also adopting the hemispherical cross-flow head of the DS, but of course both engines had shell bearings in both big ends and mains.

Best wishes to you on your proposed conversion!

**Andy**

**Tony Hodgekiss to Andy,                      Saturday October 16th**  
Hi: Thanks for your reply and following this up so promptly.

I did not intend to send you rushing round to the machinist, but I expect you were able to share a cup of tea with old friends again, whilst pondering on the unexpected readings from the dial gauge, or whatever you used. Thanks for doing that. Whilst you were doing that I had a look at my Citroen Spare Parts Catalogue from June 1956, to see if that gave any useful info.

From Nov 1938 – March 1955 conrods were sold as sets, as part no. 461933 and they had a big end bore of 48mm. I assume these were the white-metal type. After March 1955 they were superseded by part no. D121-010, also with 48mm bore, which I assume is the shell type. I assume that 48mm is the diameter of the crankshaft journals for both types of big end. So if 48mm is the bearing face diameter of the shells and if you measured 51.6mm for the conrod's 'eye', then the shells would be 3.6mm thickness, which seems about right from my recollection of them. I assume that this is about the same thickness of white metal that is in a 'non-shell' conrod and would need to be bored out for the conversion. You are right about the big locating serrations, but I think I can see a way to achieve the same result with the conversion.

Before going any further with this and starting to bore out rods, I think it would be worth seeing if anyone else has actually done this job first. I suspect that someone in e.g. Holland or France might have done it, as they are keen on modifying Tractions.

Thanks for all your help and knowledge so far. Let's keep in touch about this and contact again if either of us gets any useful relevant information.

Best Wishes and hopefully the winter weather will not be too bad for you up there.

**Tony Hodgekiss**

*By the way, Mr Criddle, or whatever your latest 'nom de plume' is, we know that you don't really have a Traction breaking for parts, so spare everyone the hassle of bogus messages offering con rods that you don't really have. Editor*



**As travel restrictions ease, many of us will be contemplating taking our cars abroad again in 2022.**

**There are however, a few things to consider, generally as a result of Brexit**

- You need to take your Great Britain or Northern Ireland driving licence with you to drive abroad. Check yours is still valid and renew your driving licence online if it has expired or is about to expire. You'll need to apply to renew your licence at least a week before you travel.
- If you are taking your own vehicle, you also need to take your log book (V5C) and your insurance certificate.
- If you're taking a vehicle abroad that you've hired or leased in the UK, you'll need a VE103 certificate.
- Your UK vehicle insurance gives you a minimum of third party cover to drive your vehicle in EU countries. Check with your insurer if your policy covers extra things like theft or damage.
- You do not need to carry a green card when you drive in the EU (including Ireland), Andorra, Bosnia and Herzegovina, Iceland, Liechtenstein, Norway, Serbia, and Switzerland. You do still need valid vehicle insurance. Other countries may however require a Green Card. Check with motoring organisations or YouGov before organising a trip beyond the EU.
- Since your car will be MOT exempt in the U.K., you may well not have a current MOT. However, it is not at the moment clear whether many countries in Europe will actually continue to recognise this status, post Brexit. This may become clearer in coming months, but it is recommended that you should have your car MOT'd prior to taking it out of the country and include a copy of the certificate with your car documents.
- GB plates/stickers are no longer recognised. You need to affix a UK sticker to your car before going abroad and remove any GB stickers or badges. The current sticker used on the back of vehicles will no longer be valid from September 28, the United Nations (UN) has outlined. Instead, motorists will have to replace it with a UK sticker to drive on foreign roads.
- The official required size is in fact 18cm wide (that's just over 7 inches) by 13.3cm tall (just over 5 inches). Halfords also sell magnetic ones.

*Multiple sources*







# The British Motor Show

## The British Motor Show, Farnborough 19 -22 August 2021

Described as “a show like no other motor show ever seen”, attendees could explore a wide variety of transport options from the past, present and future, with over 30 owners’ clubs from across the UK exhibiting classic cars and holding parades. Jim Gibson had arranged for TOC, CCC and 2CVGB to have adjoining stands so that there would be a distinctive Citroen presence at the show.

The plan for promoting the TOC at the Show involved re-creating the display stand from the Show at Syon Park at Farnborough, this time using a more robust marquee. Ian was able to borrow a suitable one from Stephen Prigmore, who had recently set it up in his garden for a fund-raising event. This one was 6m x 4m which meant that an additional 2 full-width exhibition panels could be added.

Having picked up Stephen’s marquee and practiced assembling the roof in his garden, Ian mapped out all the display panel components and packed them into the two wooden crates with the various other display items. Remotely, Mike prepared the graphics and display photos and packed the banners and banner frame, table and chairs, toolboxes and display spares.

On the set-up day, Ian hired the same van as before and transported the display stand crates, the marquee,



concrete slabs and 15 bags of sand to Farnborough where he met up with Mike and they set about erecting the marquee and then installing the display. Normally, the marquee and the display would be secured using guy ropes and stakes but at Farnborough this was not permitted due to the possibility of unexploded ordnance beneath the ground, hence the sand-bags!

The TOC stand had been indicated on the layout plan of the show as a 20m x 20m square and so it had been planned to show 9 cars, but Mike’s Traction would not now be mobile in time and the actual pitch turned out to be more like 17m x 12m once we were there! As such, the cars to be displayed were: Phil’s Lt 15 Roadster and his Big 6, John Moon’s Light 15, Marcel Fontaine’s 11B Berline,



## The British Motor Show

Richard Hall's 12/24 and the 11B Normales of Martin de Little, Jim Gigson and Andy York, the last of which would be accompanied by his Beccles caravan.



With the greatly appreciated help of John Cresswell and Andy York, the marquee was set up and the display panels then assembled ready for the graphics, so by lunchtime, the cars had started to arrive and with Phil Allison's help, the positions of the various cars were determined, and they were put in place. Ian had to return the van to Biggleswade by 5.00 that day and so at 2pm he left the finishing to Mike, Phil and the others.

For the duration of the show over the four days, it was predominantly Phil manning the stand with help from Sue, John, Mike and others. Phil reflected:

"Having participated in a few(!) of these events now I thought this would be just another show but on arriving at Farnborough, I was surprised by a number of things, the ease of parking and transport into the show, the large area of the stand (accommodating 9 cars and Andrew York's 1955 caravan as well as the display marquee) and not least the wind!"



Over the four days of the show, the mornings were fairly quiet as people tended to spend time close to the entrance where there were various other attractions but during the afternoon, we enjoyed a steady flow of visitors. The TOC stand was greatly admired and we received lots of compliments and a great many people were obviously blown away by the cars, such that we were informed that the organisers would be very keen to see us again next year. A tiring but very satisfying four days - "Well done" to everyone involved.

The TOC stand survived intact for the whole of the show and was visited by a large number of attendees. The weather was not brilliant but the marquee provided adequate shelter and by all accounts, the show was considered a success.





On the last day (Sunday), the show closed at 5.00pm and immediately, Mike started to pack up the display and by 6.30pm, had the display panels packed in the wooden crates and the graphics and other items packed into his car ready to depart. On the Monday, Ian picked up the van at 8.00 and arrived at Farnborough at 10.00 and started to dismantle the marquee. Phil and John Moon arrived soon after to help load the van and by 11.30 they were all away. Ian drove home and unloaded the crates and marquee into his garage and returned the van.

The concept of a pre-prepared TOC 'road-show' stand that could be used at any outdoor event to tell the story of the Citroen Traction and also to promote the TOC, had thus proved itself to be viable and was deemed a worthy venture by those manning it for the 4 days.

Thanks to the previous extensive preparation for the Syon Park show, the TOC presence at this one had been particularly economical - the only expenditure being that of transporting the road-show components to and from Farnborough. However, the whole thing would not have been possible without the considerable time and effort put in by those in the build crew, setting-up and striking the stand as well as those providing their cars and those manning the stand for the duration of the show.

Ian Harvey

September 2021





# Bailey's Banter

You may remember I wrote that my exhaust hit the road a couple of times as we approached the CCC rally site. Well, I had a quick look and it all looks secure enough and nothing is lower than it used to be. At this point I am no wiser as to why it grounded out except that we were fairly well loaded. Two maintenance tasks have occurred to the Normale though. I have, as previously promised, checked the mixture using a Colortune. If you are not familiar with these things, a Colortune is essentially a spark plug with a window through which you can see the colour of the flame in the combustion chamber. The colour you want to see is blue with a hint of yellow. The wrong colour is yellow which means the mixture is too rich. My mixture is too rich at idle but is ok at higher engine speeds. I took this to be good news because there is a just one adjustment screw – the volume screw - which allows the mixture at idle to be adjusted. So, I adjusted it – and nothing happened. In fact, I screwed it all the way out and still nothing happened. But when I removed the screw completely the mixture at idle was about right. Unfortunately, that is not a good solution and indicates that either there is a blockage inside the carburettor restricting air flow to the volume screw or, more likely, there is a fuel leak that is somehow bypassing the jet – a small leak that is not enough to be troublesome at speed. I say this is more likely because I can see fuel leaking out of the carburettor through a seal on the throttle spindle. So, if it can leak out, it can also have a leak inside. Either way, the carburettor needs to come apart for, at least, new seals.

**I expect most people picture a black car when they think of a Traction. But that was not the only colour they came in.**

While I'm at it I will give it a good clean.

A kit has arrived. It contains everything except a new jet but, since the car runs well, I am happy to leave that alone.

The other task I undertook was to give the paintwork and chrome a bit of a polish. My car is black. When polished, black shows fingerprints and smears so, in my opinion, it is best to either leave it to its own devices or do a proper job. No half measures. Unfortunately, I am a half measure kind of person, so I don't attempt to polish anything that often.

The Dyane feature in a recent Citroenian made me jealous of all those nice bright colours. I expect most people picture a black car when they think of a Traction. But that was not the only colour they came in.

The 1937 brochure for Slough cars offers a choice of light fawn with beige leather, regal red with red leather, imperial blue with blue leather, mist grey with either blue or red leather and good old black with red, brown or beige leather. If you opted for a "Fifteen", which we would now call a Big Fifteen, you could also have Deep Blue with blue leather or maroon with beige or red leather. After the war, according to Jon Pressnell's book, "initially the cars were only available in black or beige with beige upholstery. When "Metallicchrome" finishes arrived in 1949, these were available as follows:



Exterior	Upholstery
Aztec Green	Fawn
Sunset Grey	Red
Regal Red	Red

Non-"Metallicchrome" black remained available with brown, fawn or red trim."

In 1952 the pearlescent ICI "Metallicchrome" was replaced by a more conventional metallic paint in the same colours.

Meanwhile, in Paris, French buyers could initially choose from dark blue, grey and two shades of beige or, of course black. Green and light blue were added in 1935 and both shades of beige were dropped in 1936. I believe

early French cars came with black wings as standard. I do not know when they changed to body colour. In 1939 the only options for the body were grey and black.

After the war French cars were black only until 1953 when two shades of grey and two shades of blue were available – in addition to black. I wonder what colours the original owner of my 1951 car would have chosen given the chance.

Jon Pressnell's book says that post-war Belgian cars were available in a wider range of colours than Paris offered but I don't know what that means or whether they were restricted to black for any period.

When I last looked through a TOC membership list I found that something like half the 500 cars listed were black. A further 43 cars mentioned black in the colour scheme with some other colour, but only a few of these would have originally been two-tone.

The Traction Universelle club assembled a display of pre and post-war cars in most of the colours at the Automedon show in October 2019. Black cars were deliberately not displayed.

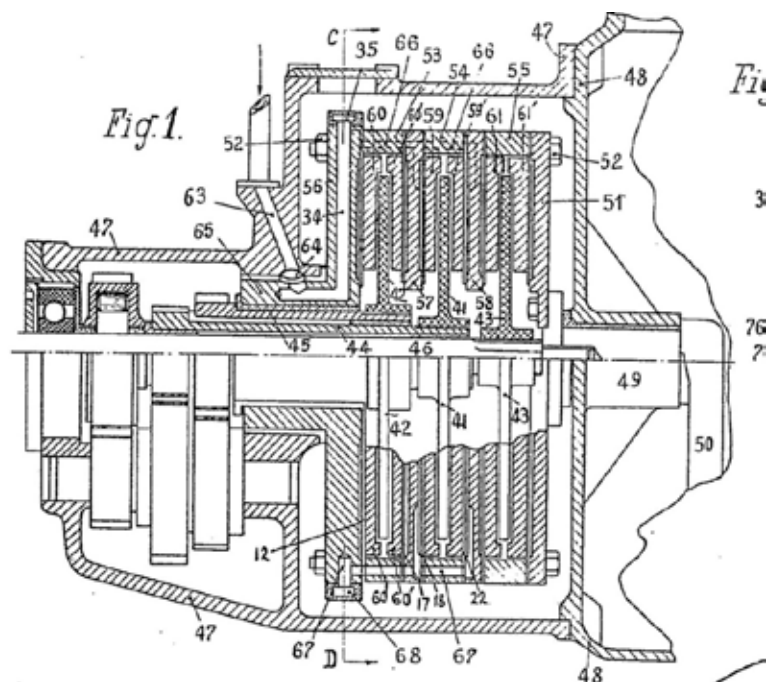
So, there you have it – they weren't all black. But they were never as colourful as the Dyane range. There was it seems, no white, but there certainly are now.

I've written about Traction gearboxes several times, including the Sensaud De Lavaud semi-automatic that nearly-but-not quite made it into production – and I thought I'd come across everything. But here's something I found which surprised me on Drivetribe.com whilst I was looking for something else.

"The dual clutch was invented by a French engineer named Adolphe Kégresse. While Kégresse was never able to make a working model, he patented the design in 1935. Kégresse called his invention "Autoserve." ...

Autoserve wouldn't make it into a car for a while, with the exception of a prototype put into a 1939 Citroen Traction Avant."

Who knows anything about that prototype? I knew Kégresse worked for Citroen in the '20s and '30s and came up with the half-track vehicles for which he is famous. It seems he was quite a prolific inventor in all things automotive. My wife's Golf has a dual clutch gearbox which is fantastic. I assumed it was a Porsche / VW invention. But no – it was Kégresse. He applied for patent the under his own name, having left Citroen in 1934. The patent that I have found describes a three-speed gearbox, each speed having its own clutch – so it's a triple clutch gearbox, one up on the VW effort. I have also seen it described as a dual clutch where one clutch operates the odd gears and the other serves the even ones.



According to the patent, the clutches are each operated hydraulically. One wonders why this was not picked up for the BVH in the DS?

What happened to the 1939 prototype? It's a mystery.

The lights on my DS started playing up a bit which was inconvenient as I needed a car for a week in Bristol. The DS is supposed to be my default transport so I needed to fix it. As is the way of these things, very soon one light out had turned into no lights at all. Without the DS how would I get to Bristol? A chance for a trip out in the old Chrysler? Very tempting – although I did not know the country was about to run out of fuel. I'm glad I didn't take the Chrysler as I would probably


have got lynched by people who thought I had caused the shortage. But I didn't know that then – what I did know was that the hotel car park has a tortuous ramp. It would be a nightmare getting the car in, with a real risk it would never come out again. I know the Traction could do it – just, so, it was the back up and I could not risk having it in bits.

But I didn't need it. I got the DS back together, with enough lights, just in time, although the main headlight went up in smoke on the trip.

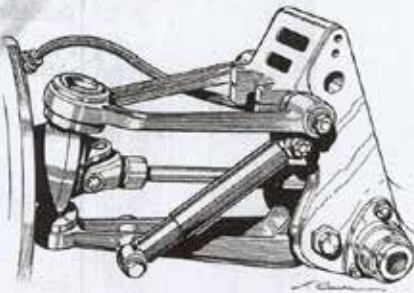
I hope to tell you all about my carb rebuild next time, after I fix the DS properly. And assuming we have some petrol, I'll be able to test it too. As I write we still have no fuel in this part of the country. I'm sure there is some, but it is beyond my patience to queue up for it. This means I don't have to worry about whether to fill up with E10 or pay the extra for a lower ethanol content. As it stands, when I do get the choice, I'll take my chances with E10 and we'll see

### LA SUSPENSION

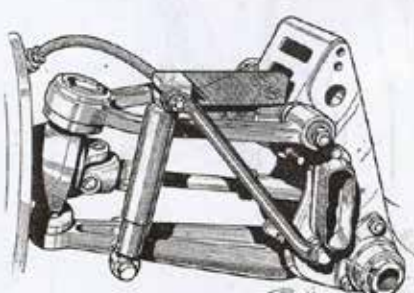
# SPEED



Constituée par une ferrure spéciale, très robuste, changeant le point d'attache de l'amortisseur, elle permet à celui-ci de travailler exactement dans le sens des efforts et de freiner la réaction sur 3 fois plus de longueur, donc 3 fois plus d'efficacité



Avant transformation



Après transformation

Une voiture équipée de la suspension "SPEED" devient immédiatement plus stable, le tangage disparaît et le confort est parfait.  
La pose est excessivement facile : c'est la plus rationnelle des améliorations à apporter à la suspension d'une Citroën traction avant. C'est aussi la plus économique.

Durée du temps de montage : **DEUX HEURES ENVIRON**

**PLUS DE ROULIS**  
**PLUS DE COUPS DE RAQUETTE**

PRIX DU MONTAGE : 300. »

what happens. Apparently, one should set the carb to run a bit richer when using E10 as it contains more oxygen and less energy than the traditional stuff. Hang on – the reason I want to rebuild my carb is that it is running too rich! Is this a case of just leave it alone and nature will take its course? Maybe, but the thing is leaking petrol out as well, so I do have to do something to preserve this precious stuff – and of course preserve the car.

Meanwhile, a recent question on the TOC forum was about the rear dampers. The enquiry came from a Commerciale owner who pointed out that the parts book lists a different part number for the Commerciale than for the other models. As he needs to replace his he wanted to know if the regular type would be suitable. The damper for the Commerciale is marked with an S, whereas the other models are marked with a P or an N. None of the suppliers now offer a different damper for the Commerciale. Just one part number is offered for all models of Traction. Presumably the Commerciale dampers are stiffer than those the passenger cars. I doubt that a Commerciale is used for commercial duties these days, so a softer ride is not going to be a problem.

Tractions had telescopic dampers – referred to as "Spicers" at the rear from the outset but started with friction shock absorbers at the front. They were replaced by the "Spicer" telescopics in 1936. Why the change? Cost? Performance? Or reliability? Every car I have owned has been fitted with telescopic dampers, except of course for the hydropneumatic Citroens. Friction dampers seem archaic now and, according to my "Practical Automobile Engineering Illustrated" book from the early '30s dampers were regarded as obsolete even then. Dampers were reported to "now invariably of the hydraulic type".

But hydraulic did not necessarily mean telescopic. Lever arm and, indeed some kind of hybrid friction-hydraulic dampers were the norm and worked on a rotary principle as opposed

### Nouveau "SNUBBERS"

#### "TELESCOPIC"

##### TYPE AVIATION



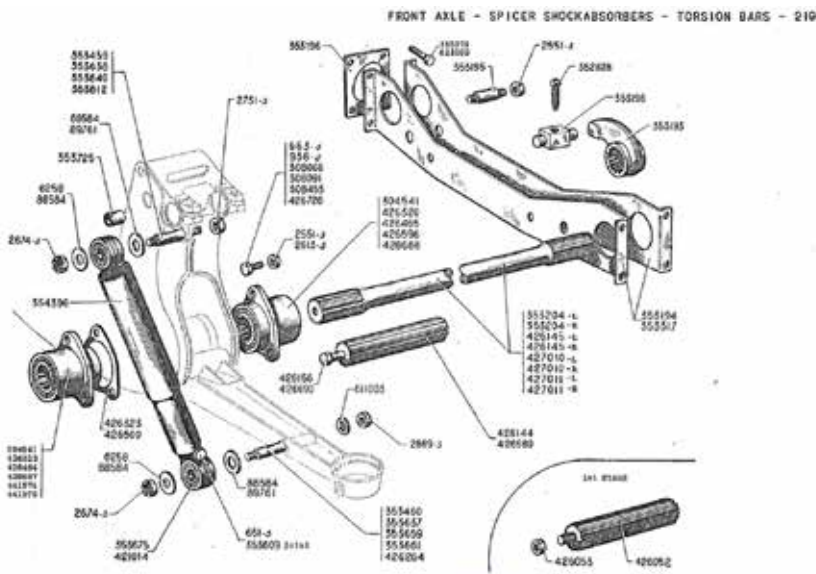
Il n'est plus nécessaire d'être un spécialiste pour gagner de l'argent dans le domaine de la suspension : le Snubbers "Telescopic" se monte en 20 minutes à la place de l'appareil d'origine.

**INDÉRÉGLABLE, PAS D'ENTRETIEN  
NI FERRURES, NI OUTILS SPÉCIAUX**

Ses avantages :

1. - Ni leviers, ni liges **Ne ferraille donc jamais.**
2. - Ni entretien, ni remplissage **Ne fuit jamais.**
3. - Pas d'appareils remis à neuf **Sertis inviolables.**
4. - Interchangeable **Pas de modèle "droit ou gauche".**
5. - Grande capacité d'huile **Grande puissance de freinage.**
6. - Réglage précis **à la main, sans outils.**

Pour tous modèles Citroën T.A... La paire 590. »



to linear. I don't think the friction dampers at the front of the Traction had any hydraulic content though.

The rear-wheel-drive Citroen had friction dampers working on the leaf spring suspension, front and rear. That's the technology the Citroen engineers would have been used to. I suspect they would have really appreciated the elegant way that a friction damper could simply be added to the end of a torsion bar – so much neater than its connection to a leaf spring arrangement. No levers or drop links – just slide it onto the end of the splines and attach a connecting link between each side to resolve the reaction forces. Fitment of friction dampers at the rear would not be so simple, the torsion bars being transverse, with little space and requiring the reaction forces to be taken by the bodywork rather than the other damper. I can see why the engineers would be very happy with friction dampers at the front but look for another option for the rear. And then, a couple of



[https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.francetvinfo.fr%2Fsports%2Fsport-et-loisirs%2Fyonne-et-sa-traction-un-duo-inseparable\\_4792715.html%23xtor%3DEPR-2-%5Bnewsletterquotidienne%5D-20211004-%5Blesimages%2Fimage1%5D&data=04%7C01%7C%7C5a9d015b84cd4df288ef08d987fec01d%7C8d-4fe6261f0d4b32bfd883653c52a258%7C0%7C1%7C637690350492247610%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTlI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=f3HxJbZuHKdrg3ZCH56fHlJrjHgc1mVjPCyD3%2FvgF-2c%3D&reserved=0](https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.francetvinfo.fr%2Fsports%2Fsport-et-loisirs%2Fyonne-et-sa-traction-un-duo-inseparable_4792715.html%23xtor%3DEPR-2-%5Bnewsletterquotidienne%5D-20211004-%5Blesimages%2Fimage1%5D&data=04%7C01%7C%7C5a9d015b84cd4df288ef08d987fec01d%7C8d-4fe6261f0d4b32bfd883653c52a258%7C0%7C1%7C637690350492247610%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTlI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=f3HxJbZuHKdrg3ZCH56fHlJrjHgc1mVjPCyD3%2FvgF-2c%3D&reserved=0)

years later, when the adoption of rack and pinion steering was being planned, somebody thought that it would be good to standardise on “Spicers” all round. I would imagine the advantage being sought was a combination of cost saving and performance improvement. Friction dampers are not very consistent. They suffer from stiction and a difficulty in matching them. Whereas the “Spicer” suffers from neither of these problems. But they do need space to fit them.

The way they are fitted to the front of the Traction seems a little odd as they are mounted at about 45 degrees. The damping effect depends on the piston's linear velocity which, at that angle, is reduced by about 30% compared to a vertical installation. Does that matter? I don't know – presumably the orifices in the damper were configured to suit this installation. However,

adapter kits were offered in the aftermarket, shifting the top mounting out making the damper vertical. I have never knowingly seen a car so equipped.

What was the customers' reaction to the change in damping technology? Looking at the contemporary UK road tests, whilst the adoption of rack and pinion steering is described in detail, there is no mention of the front dampers. An owner, on studiously reading the manual, would notice that the maintenance requirement for the rear dampers now additionally applied to the front. Maintenance of dampers? Yes, the owner was required to top up the oil level, the best way being to remove the damper, drain it and refill it. The 1934 owners manual requires this to be done at 4,000 mile intervals. I'm glad we have progressed beyond that or it would be yet another maintenance task I would be neglecting.

Maintenance free telescopic dampers were available – they were called Aero or Aviation dampers.

So there you have it. The dampers were changed and nobody noticed.

Just I was about to lick the digital stamp on this, an email arrived which originated from **Cliff Waterman** and contained a link to a charming video from the France3 TV channel. It featured a 94-year young French lady called Yvonne driving the Traction Avant that her father bought new in 1953. They are described as an inseparable duo. Even if you don't speak French I guarantee you'll understand it and love it.



# La Licorne

Dear Bryan

Reading recently another old car periodical (well, FP does appear only bimonthly) I came across the assertion that some time in the later 1930s a firm in Levallois-Perret called Corre-La Licorne formed an association with Citroen for the latter to supply Traction Avant bodies for a conventional rear-drive car. A little research seemed to confirm this, as the La Licorne Rivoli was definitely produced carrying the Traction's Légère body. Does anyone know more about this "familiar-looking" car - for example, in what numbers it was produced, what engine(s) powered it and, in hope, some pictures?

KInd regards

David De Saxe

*Having looked into this for my reply to David, I felt that it would make an interesting article and so did a little further research of my own, also picking the brains of the knowledgeable Olivier de Serres for some additional detail and some pictures of the various Traction based cars.*

*Licorne Rivolli Traction based cars seem to have the appearance of a Traction with running boards and a different grille. Presumably they also had internal differences caused by the need for a propeller shaft/ transmission tunnel, being manufactured as a rear wheel drive car using Licorne's own chassis and suspension. They were also more luxuriously appointed internally than their French Traction equivalents.*

*This is a brief history of Corre-La Licorne. If anyone has one of these cars, or knows someone with one, then please get in touch and I will be delighted to run a further piece on this model.*

## Background

The first cars by this manufacturer were named Corre, but racing successes by a driver called Waldemar Lestienne, who came from an old family with a crest featuring a unicorn, led to the company adopting the name Corre La Licorne. Nevertheless, this was a long name for a small car, and by the 1950s, even in France, the car was generally remembered simply as the Licorne.

Business began with the production of tricycles and a single-cylinder quadricycle single-cylinder cabriolet using De Dion-Bouton components. Early sales volumes were modest. To give greater prominence to the brand, the company began to participate in competition, and racing victories achieved, in particular in 1903 by the driver Waldemar Lestienne, which gave the company valuable recognition. Sales improved and were soon challenging those of longer established brands such as Renault, Peugeot and De Dion-Bouton.



Early on the business suffered litigation and after a trial that lasted several years, the firm's founder, Jean-Marie Corre, found himself financially ruined and sold the business, in 1907, to Lestienne Firmin, an experienced businessman. It was at this point that the Corre name was changed to Corre-La Licorne.

In 1910 the model list included three models: one with a single-cylinder engine, one with twin 1.7-litre and a third model powered by a 4-cylinder. But by the eve of World War I in 1914, the range had already been extended significantly. The 4-cylinder engines were derived from Ballot and Chapuis-Dornier units.

With the outbreak of war in 1914, the business was moved to new premises in nearby Neuilly.

After the Great War a new model with a 1.2-litre engine was presented. This was an updated version of an earlier model dating back to before the war. However, by the mid-1920s, the Neuilly manufacturer was offering a wider range, and the cars were joined by new commercial vehicle versions and even small buses.

In rural areas Corre-La Licorne cars were valued by farmers and small businessmen for their robust simplicity and the ease with which they could be maintained, but their reliability and economy also appealed to urban consumers. By the time of the October 1924 Motor Show, the basic Corre-La Licorne passenger vehicle range extended to four mid-range cars, all with four cylinder engines,

In each case the cars were offered with a standard Torpedo-style body designed to seat four or, in the case of the longer 12CV, six people.



# LICORNE



**La nouvelle 8/10 cv LICORNE Rivoli-Berline. Carrosserie monocoque sur châssis rigide.**

Triomphatrice du Tour de France automobile : Coupe Ansaldo, Coupé Spido, Coupe de l'A. C. de Paris, Coupe de l' "Auto".

Automobiles LA LICORNE, Courbevoie (France)

In 1927, the factory moved again, this time to Courbevoie. The company began to buy in sub-assemblies from Citroën, as part of a dependency relationship that would be extended in the 1930s. In the same year new 5CV and 6CV models were introduced. These would remain in production for a decade.

1932, saw more new model introductions in the small/medium category. The cars were focused on the lower end of the market: they were both well finished and relatively affordable, and they met with some success. By 1935, the range also included slightly larger 10CV and 11CV models.

### Citroën clones

The switch to all-steel car bodies at the end of the 1920s transformed the economics of auto-production in western Europe. The heavy steel presses now needed to stamp out the body pressings were hugely expensive. Manufacturers not able to afford to buy presses could subcontract steel body production to specialists in volume car body production, notably, in

**The switch to all-steel car bodies at the end of the 1920s transformed the economics of auto-production in western Europe.**

France, Chausson, but prices charged by such companies were set to recover their own capital investment costs, and further issues arose from the high capital costs

of the individual dies, different for each panel shape produced. In the small and medium car sectors, larger manufacturers such as Peugeot, Renault and Citroën configured their ranges to reduce the variety of models (and different body shapes) produced, and to introduce a level of commonality between the body panels for different models. The idea was to produce a sufficient volumes to permit the capital cost of the presses and dies to be amortized over so many units

that the selling prices of the individual vehicles remained attractive to customers. The 1930s was a difficult decade for the French auto-industry, during which even mighty Citroën were driven to bankruptcy, surviving only because they were rescued by Michelin.

For manufacturers of small or mid-market cars, unable to sell steel bodied cars in the volumes needed to finance the capital cost of the presses and dies needed for stamping out the body panels, the squeeze was still more acute.

## La Licorne

Respected producers such as Unic and Berliet simply pulled out of passenger car production and reinvented themselves as producers of commercial vehicles. La Licorne, who had become known in the 1920s for producing an unusually wide range of small and mid-market cars, but with less than a 1% share of the French auto-market by the end of the 1920s, confronted the same acute crisis in a different way, by entering into an alliance with Citroën.

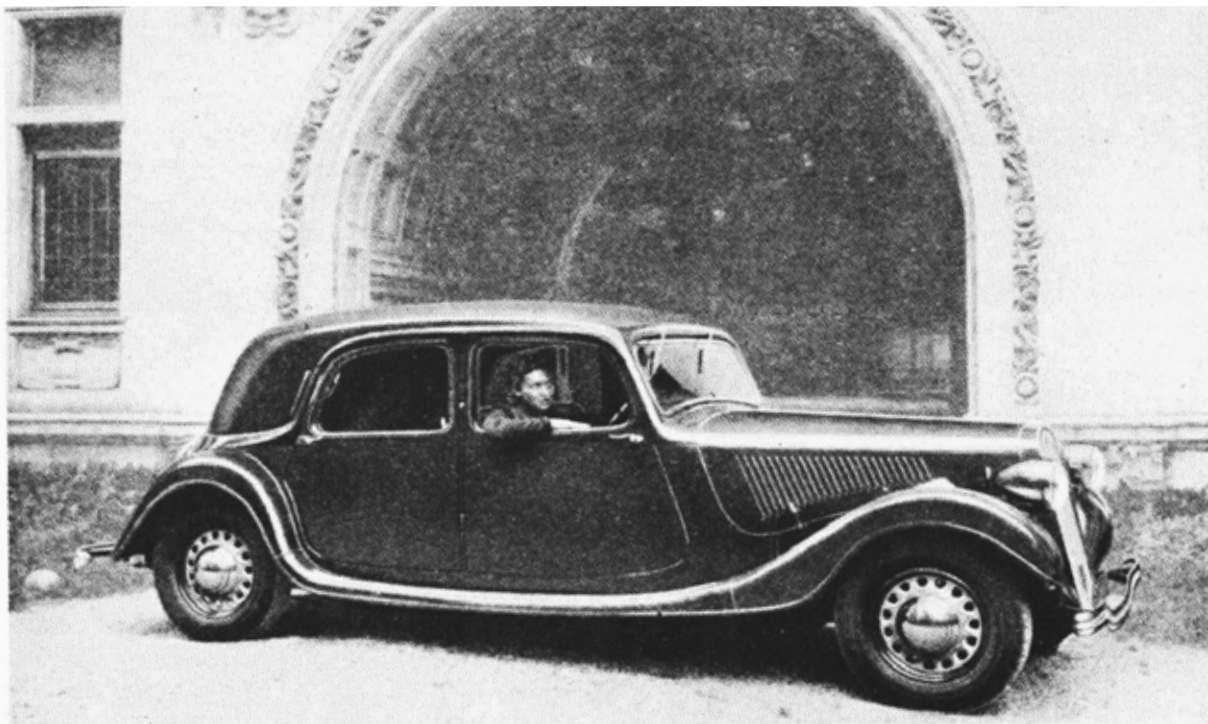
In Autumn 1936, the manufacturer rebodied their 8CV and 11CV models with a body-shell purchased from Citroën. The body in question was that designed for the Citroën 11 Légère. Six months later the Licorne 11CV and 14CV models appeared sharing the body of the Citroën 11 Normale. Six months after that, at the October 1937 Motor Show, Licorne followed the logic of this strategy by launching a version of their Types 316 and 319 badged as the "Licorne Rivoli" sharing the body shells of the equivalent Citroën models. Differences remained. The wheelbase on the Licorne car was quoted at 10mm (slightly less than a half inch) shorter than that on the Citroën Traction. From the outside, the cooling

slats cut into the sides of the bonnet/hood were of a more traditional design on the Licorne which also bore a traditional Licorne grille at the front. More significantly, the Licorne retained a traditional rear-wheel drive configuration while the Citroën, famously, was a pioneer of front-wheel drive. As far as published prices were concerned, the 9CV "Licorne Type LSN-316 Rivoli" was listed, at the Motor show, for 26,500 Francs while the saloon/sedan version of the 9CV "Citroën 7C" was priced at 23,800 Francs. The 11CV "Licorne Type LSN-319 Rivoli" was priced at 28,500 Francs while an equivalent (albeit front-wheel drive) 290mm wheelbase 11CV Citroën 11 Légère was listed at 23,800 Francs.

**I am indebted to Olivier de Serres who has kindly added the following detail to the above and provided the photographs of the cars concerned:**

Licorne (Corre-La Licorne) is a very old make of cars in the French automobile landscape.

In 1936, to gild their image they had the idea of dressing their chassis with the successful Citroën Traction Avant body.



**Conduite Intérieure Monocoque "NORMANDIE" 5/6 places sur 11 et 14 cv.**  
Grande C. I. sur châssis rigide avec interposition de feutre éliminant tous bruits et vibrations. Carrosserie spacieuse pouvant recevoir 6 places, dont 2/3 à l'avant et 3 à l'arrière. Coffre important, outillage sur panoplie très accessible sous capot.

Se fait en 11 et 14 CV.

**L I C O R N E**



So these cars were no longer monocoque, but built on the traditional chassis with rear wheel drive.

For the engines, they used the Licorne 4 cylinders, 1,4 litre or 1,8 litre , 2 litre and 2,4 litre.

It was also available with the Citroën 4 cylinder Moteur Inversé from the last Rosalie series, 1,6 litre and 2 litre.

What a complexity !

It goes to say that if they looked like the Citroën, they did not have the same quality in terms of road behaviour.

The catalogue offered two sizes of bodies, first in 1936 there was the Licorne 'RIVOLI' with the smaller body of the 7C and 11AL (11 Légère).

Then in 1937 they added the Licorne 'NORMANDIE' using the larger body from the 11A (11 Normale)

The Normandie took her name from the Normandie transatlantic liner which had just won 'the Ruban Bleu' for its crossing of the Atlantic Ocean to New York.

You will find a certain number of Rivoli surviving, but the Normandie is pretty rare.

The pictures are copies from the Licorne catalogues Rivoli and Normandie , and the third picture is of a DI-12 Roadster,

Incidentally, it should be noted that all these Licorne models were Right Hand Drive cars , not because they were destined for the UK and British Empire market, but because all of the high class vehicles of the time in the decades of the 1920's and 1930's followed this format. Look at the Delahaye, Delage, Hotchkiss, Talbot, etc.

Some other makes followed Licorne's example, especially Delage with the DI- 12 chassis, with a 4 cylinder engine. Delage produced a few saloons which resembled the Licorne quite closely , and also produced several Roadsters (two of which seem to have survived).

### **Bibliography**

*There is a website devoted to La Licorne cars. More information can be found online at: <http://www.corre-lalicorne.com/GB%20La%20Licorne.html>, which gives a full history. Pressnell also gives more information in Chapter 13 of his book, **Citroën Traction Avant**. and there is a fairly detailed history on **Wikipedia***

*Editor*



# From Solex to SU...

## Part 1: What bits do you need?

**I had been having quite a lot of problems with the Solex on my car, which even an overhaul several years ago did not ultimately fix and after another spate of poor running, which seemed to defy my attempts to clean out the carburettor's numerous tortuous internals, and having been quite taken with George Halsall's conversion of his car to a 1 1/4 " SU carburettor, I decided to look into it further.**

George had been suffering from poor starting and some erratic temperament in running, and was lucky to have, deep in his box of bits, both a spare SU carb and a cast alloy elbow that fitted both the carburettor flange and the existing inlet manifold. A ride in his car thus fitted was exemplary. It started immediately on the button and ran very nicely. He had found himself a carburettor with a left hand throttle arm, to coincide with the Traction linkage, and with some minor modifications, had connected up the whole thing quite easily. Air filter was a pancake type.

I considered having an elbow manufactured and doing the same, but then after having some prices quoted, found that Yellow Box engineering, successors to Steam Car Engineering, marketed a conversion kit, comprising a cast manifold with a side draft mounting plate drilled to fit a HIF36 or 44 Carburettor. Not too bad at £150 plus vat, and probably more viable than trying to knock up an elbow to convert downdraft to sidedraft.

YB can also supply a carburettor if need be, but I was told that these are in short supply at the moment and was advised to find a good second hand unit. A new unit from Burlen is around £600.

HIF44's were a favourite tuning aid on Minis, less temperamental than a twin 1 1/4 setup, with almost the same power gain. The HIF44 is a 1 3/4 " unit, so larger in choke than the standard Solex, and so should impart, in theory, a little more grunt to the engine.

Being sidedraft, however, the intake would be closer to my bonnet sides (Light 15), so I was concerned that a pancake type air filter might be needed. If you were doing this to a Normale, then you would have a little more space to play with possibly. My reservations over pancake filters are induction noise, particularly when on choke or with a wide throttle opening. You can see my suggested solution a little further along the line.

Yellow Box were very helpful and sent me several images of recent installations, using both a cable and the existing rod assembly, so I placed my order.

Next, I needed a carburettor.

EBAY provided part of the answer. there were various units on sale, some reconditioned for around £350, others from about £75 upwards, needing at least a clean up and possibly some overhaul.

I bought one for about £110. It had allegedly been in use until recently but had been usurped by something twin choke. It was filthy and still had the oil in the dashpot when I received it, so probably that bore out the back story.

It was necessary to change both the spring to a yellow one, and the jet to a BDJ, regardless of wherever I bought a carburettor from, so dismantling was a necessity anyway. Stripping down revealed a lot of lacquer around the float assembly, but happily no play in the butterfly spindle. So a can of carburettor cleaner and some fine wire wool on the outside of the dashpot and casing, and I had a presentable unit, which just needed a new gasket kit and the replacement spring and jet to get it back into working order.



The Yellow Box kit comprises the basics and does not contain all that is required for the conversion in the way of linkages, etc.. It comprises a nicely cast and machined manifold with side draft flange with studs and nuts/washers, a support bracket on a steel hotspot closer, and a very thick and substantial heat shield.

You will also need the following:

Carburettor (SU HIF44 or 38) with downdraft air cleaner adaptor elbow (both bought from Ebay).

New needle and spring for carburettor. (Burlen)

Isolating flange spacer (mine was £10 from Minimine)

Bracket for carburettor cable linkage (Minisport) These are about £12 new, but several were on EBay for about £25!!!The moral of the story is always see what the new price is before buying a 'classic' item off Ebay!

Generic accelerator cable kit.

Gaskets for flange and spacer (In Burlen service kit needed for dismantling of carb.)

Gasket for hotspot. (club spares)

Shorter M8 bolts to fit hotspot plate to manifold.

A new manifold gasket set.(club spares)

Some flat 2.5mm steel bar about 25mm wide to construct a bellcrank and sundry brackets (this came from some scrap diagonal bracing from some steel shelving units) and a short length of 8mm id steel tube from B and Q.

E10 resistant fuel pipe.(Volksbolts)

It is also worth considering a fuel filter/pressure regulator. This was fairly essential in my case, since I have an electric fuel pump which could deliver up to 6lbs/sq in. SU's like 2.5-3.0 lbs operating pressure. I have a Filter King fitted to my car which has a tee piece to which a fuel pressure gauge can be attached. the pressure passing through can be regulated via a nut on top of the filter housing.

Lots of coffee and digestive biscuits and no particular rush to use your car for a week or so..

Whatever is needed to create the throttle linkage. What will become clear is that the offset of the new carburettor from the engine is significantly more than the butterfly spindle of the Solex and so is well out of alignment.

In a LHD car it is probably feasible to offset the pivot point of the throttle mechanism on the bulkhead, but, in my Light 15, there is a great big metal pushrod in the way that operates the clutch. You may be able to manufacture a new rod from the accelerator with an offset to clear the clutch operating rod, but I opted to devise a cable link to the throttle. Indeed this is what YB advise as the best solution, since otherwise engine movement can move the throttle at low speeds, giving jerky progress. I must confess that I have never experienced this with the Solex, but my car has metallastic engine mountings and so the engine wobbles around less than it did with the volute springs.

At this stage the choke mechanism appears to accept the existing cable without modification, albeit the cable is a little on the short side. more about this later. A longer inner wire may be needed.



## From Solex to SU...

What kind of air filter?. The easiest is a K and N type pancake filter, but it should be possible to adapt the air silencer type, from another old SU equipped car, assuming that it is compact enough not to foul the side panel of the bonnet lid. Another option is to plumb it into the old original oil bath filter that the car was equipped with in South Africa. Probably a bit of a power sapper. I decided to see what else I could find.



The HIF 44 was a favourite for Mini tuning, as I have said, and so I looked at what they had used, given that a Mini engine bay is pretty cramped. The answer was a doughnut shaped air cleaner/silencer that sat on top of the carburettor (see picture) You need a suitable fitting to pick up the air intake at the back of the carburettor, usually fairly easy to find on Ebay and a couple of long sleeve bolts to fit it. Quickly assembling everything shows that there is just room to shut the bonnet down with all of this in place, but it is necessary to chop off the intake pipe and either realign it, or, as the Mini picture shows, just do away with it altogether. These filters are an original fitting on the Allegro, Austin 1300, later Mini Coopers and possibly other cars of that period from the BL range, so you can either buy a proper filter element, or use some open cell filter foam from the likes of Demon Tweaks to avoid hoovering up the odd wasp.

Jumping ahead a little, the image shows the installation fully mocked up (but not properly fitted) in order to assess linkage needs. As you can see, it does fit in the Light 15... just. Will the air cleaner catch on the louvres in the bonnet? Time will tell.

The air intake has been twisted round through 180 degrees and cut down, which requires a little brutality, and aims to draw air in through the bonnet side louvres.. The development of the installation has required several dry runs with everything loosely bolted together so that appropriate brackets, etc. can be manufactured.



So that is what it will look like. Next article will deal with the strip down of the existing installation, final assembly and tuning of the conversion. So get the Plus Gas on the manifold nuts to avoid any issues with seized/broken studs.

*Bryan Pullan*

# National Rally 2022

## The 'Third Time Lucky' National Rally 2022!

Just a reminder for the National Rally in 2022. Same venue, same format as originally proposed in 2020/21. based at the Damson Dene hotel near Windermere over the weekend of June 25th. The hotel has a leisure club with pool etc. which is available at no extra charge to residents, so anyone who just wants to chill out can take to the water, sauna, or the other facilities. **We have a block of rooms currently reserved, but have to commit to numbers at the end of January, so anyone who has not booked in by then, may, unfortunately, miss the boat. This, does mean making your 2022 decisions a little earlier than you might otherwise have wanted to do, but unfortunately that is where we are.**



The general idea, for those of you who are not familiar with the previous attempts (thwarted by the pandemic) is that we arrive on **Friday** afternoon, for a social gathering, briefing, and dinner. **Saturday** is a day for getting out and about in the Lake District National Park. You will be given a road book with a number of suggested routes of varying lengths and en route attractions, and you can choose one of those, or simply drive off and do your own thing for the day, returning in the evening for dinner at the hotel. For those of you who have had enough driving, there will be pointers to local attractions such as the Windermere Steamers, Lakeland Boat Museum, or the nearby steam railway.

**Sunday** is a little more organised, with a morning visit to the Lakeland Car Museum which claims to exhibit the largest collection of Motobilia in the UK, as well as many interesting examples of historic cars (including some Citroën exhibits), plus a large exhibition dedicated to the Campbells and their Bluebird cars and boats. Then off for lunch at a nearby venue, before dispersing in mid afternoon.

**Rates for two nights are as follows. Double /twin room £336, Single room £208, Rally fee per person is £50. Supplements for dog: £10. Accommodation is half board, ie: breakfast and dinner. If you have any special needs, dietary or otherwise, then please advise when you book.**

Rally fee includes Sunday lunch and entry to the Lakeland Car Museum.

An application form was included in the September/October magazine. If you cannot copy the application form or do not wish to damage the magazine, then contact me at [tocnally@gmail.com](mailto:tocnally@gmail.com) and I will email you a copy.

### Booking/PAYMENT

- If you wish to pay by cheque please forward to Tony Malyon (club treasurer) your application form payable to "TRACTION OWNERS CLUB"
- For ease of accounting please pay by BACS transfer to: Sort Code 20-20-62 Account No 40617679 reference TOC LAKES RALLY
- PLEASE email me at the same time as the payment is made with a copy of the form.

If you wish to stay for additional nights, please contact the Reception Team, **Damson Dene Hotel**, Crosthwaite, Nr Bowness-on-Windermere, LA8 8JE, Tel: **015395 68676** with requirements to book.

**Please note: if you have already opted to retain your place in the Rally then you do not need to re-book.**



# FBHVC clarification on E10 fuel usage and labelling for historic vehicles

After an extensive consultation process, the Department for Transport has introduced legislation to mandate E10 petrol as the standard 95-octane petrol grade from 1 September 2021 and in Northern Ireland, this will happen in early 2022. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade. The change in fuel applies to petrol only. Diesel fuel will not be changing.

Petrol pumps now show new labels designating the grade, the maximum ethanol content and an advisory cautionary notice. Other information regarding the introduction of E10 petrol may also be provided by fuel retailers such as the 'Know your Fuel' sticker (shown at the foot of this article).

For some time, service station pumps have had E5 and B7 labels consistent with the BS EN16942 standard that has been adopted across Europe. This standard also sets out the labelling requirements for other renewable fuel grades such as E85, B20, B30, etc. that can be found across Europe either on service station forecourts or for captive fleet use.

## At the filling station

At the petrol station, a circular 'E10' or 'E5' label will be clearly visible on both the petrol dispenser and nozzle, making it easy for you to identify the correct petrol to use together with the warning text "Suitable for most petrol vehicles: check before use"

## Labels on modern vehicles

New vehicles manufactured from 2019 onwards should have an 'E10' and 'E5' label close to the filler cap showing the fuel(s) they can use.

## What fuel should I use?

Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 were required to be compatible. If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations.

## Our recommendation

The Federation recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol> however, please note that many manufacturers are missing and there are some discrepancies regarding particular models. Additional information on vehicle compatibility issues is available on the FBHVC website <https://fbhvc.co.uk/fuels>.

## What is ethanol?

Ethanol is an alcohol derived from plants, including sugar beet and wheat. Increasingly, waste products such as wood are also being used to manufacture ethanol. Therefore, it is renewable and not derived from fossil fuels.

## Why are we using it?

Principally ethanol is being added to fuel in order to reduce carbon emissions as Britain heads towards its target of net zero emissions by 2050. According to Government experts, this will reduce greenhouse gases by 750,000 tonnes per year which, they say, is the equivalent output of 350,000 cars. The move will bring the UK in line with many European countries which have been using E10 fuels for a number of years already. In some parts of the world, such as South America much higher levels of bioethanol have been in use since as early as the 1970s.

## What might happen?

1. Corrosion / Tarnishing of metal components
2. Elastomer compatibility - swelling, shrinking and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials
3. Air/fuel ratio enrichment

Some historic vehicles use materials in the fuel systems that are damaged by ethanol. These include some cork, shellac, epoxy resins, nylon, polyurethane and glass-fibre reinforced polyesters. In later cars these have largely been replaced with paper gaskets, Teflon, polyethylene and polypropylene which are all unaffected by ethanol. Very old leather gaskets and seals are also resistant to ethanol. As the ethanol molecule is smaller and more polar than conventional petrol components, there is a lower energy barrier for ethanol to diffuse into elastomer materials. When exposed to petrol/ethanol blends these materials will swell and soften, resulting in a weakening of the elastomer structure. On drying out they can shrink and crack resulting in fuel leaks. If your fuel system has old hoses or any degradation of components, then ethanol may appear to advance these problems very quickly. You may experience leaks or fuel "sweating" from fuel lines. Some fuel tank repair coatings have been found to breakdown and clog fuel systems, although there are plenty of ethanol resistant products on the market.

## What can we do?

The most important thing is to ensure your fuel system components are regularly inspected and renewed as part of a routine maintenance programme for your historic vehicles. Ultimately owners should look to renew fuel system components such as hoses, seals and gaskets with ethanol safe versions as a long-term solution and more of these are entering the market through specialists every day. If you should decide to make the necessary vehicle



fuel system modifications together with the addition of an aftermarket additive to operate your classic or historic vehicle on E10 petrol. The FBHVC strongly recommends that you regularly check the condition of the vehicle fuel system for elastomer and gasket material deterioration and metallic components such as fuel tanks, fuel lines and carburettors for corrosion. Some plastic components such as carburettor floats and fuel filter housings may become discoloured over time. Plastic carburettor float buoyancy can also be affected by ethanol and carburettors should be checked to ensure that float levels are not adversely affected causing flooding and fuel leaks.

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry when storing, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.

### **Engine tuning.**

Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol for example, would result in a mixture-leaning effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads.

Modern 3-way catalyst equipped vehicles do not require mixture adjustment to operate on E10 petrol because they are equipped with oxygen (lambda) sensors that detect lean operation and the engine management system automatically corrects the fuel mixture for optimum catalyst and vehicle operation.

### **Additives and vehicle storage.**

Ethanol has increased acidity, conductivity and inorganic chloride content when compared to conventional petrol which is typically pH neutral. Ethanol can cause corrosion and tarnishing of metal components under certain conditions. These characteristics are controlled in the ethanol used to blend E5 and E10 European and UK petrol by the ethanol fuel specification BS EN15376 in order to help limit corrosion.

Some aftermarket ethanol compatibility additives claim complete protection for operating historic and classic vehicles on E10 petrol. The FBHVC is not aware of, or has tested any additives that claim complete fuel system protection with respect to elastomer and gasket materials for use with E10 petrol. The FBHVC therefore recommends that elastomer and gasket materials are replaced with ethanol compatible materials before operation on E10 petrol.

However, corrosion inhibitor additives can be very effective in controlling ethanol derived corrosion and are recommended to be added to ethanol in the BS EN15376 standard. It is not clear if corrosion inhibitors are universally added to ethanol for E5 and E10 blending so as an additional precaution it is recommended that aftermarket corrosion inhibitor additives are added to E5 and E10 petrol.

These aftermarket ethanol corrosion inhibitor additives often called ethanol compatibility additives are usually combined with a metallic valve recession additive (VSR) and sometimes an octane booster and have been found to provide good protection against metal corrosion in historic and classic vehicle fuel systems.

### **What happens if I fill up with E10 by accident?**

Don't panic – your car will continue to run, just fill up with E5 at the next opportunity and avoid storing your vehicle for long periods with E10 fuel.

### **E5 Petrol**

E5 petrol can contain between 0 and 5% by volume ethanol. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 2.7%. There is a variation at the pumps, not just between brands but also between different areas of the country, some will contain a lot less but the absolute maximum is capped at 5%.

### **E10 Petrol**

E10 petrol contains between 5.5 – 10% ethanol by volume. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 3.7%. Again, there is a variation at the pumps, not just between brands but also between different areas of the country, some will contain a lot less but the absolute maximum is capped at 10%.

It should be noted that some Super E5 Protection grade fuels do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. To re-iterate, product availability varies by manufacturer and geographical location.

*FHBVC Verbatim*

## Pre War Traction Census (Nicolas Desgropes)

Up to October 2020, **The Census of Citroen Traction Avant Produced Prior to 1946** has strongly increased in numbers.

Here is the second summary, after the first one published in October 2020.

These Citroen Traction Avant cars are either wrecked, under restoration, or in very good condition. **They have at least two or three identification numbers: serie number, coque number and body number.**

I have in the census : 127 cars with only one number and 796 one with at least two numbers.

Today, there are 1,049 Citroen Traction Avant cars identified:

- "7" model : 460 cars,
- "11 AL, AM, BL" model : 275 cars,
- "11 A, B" model : 175 cars,
- Slough or Cologne or Challenger : 14 cars,
- 125 cars with no identification number.

Many of you gave me a great deal of help and I have collected much information and many pictures.

This year, amongst the 250 owners, I was able, for example, to make contact with owners in Australia, New Zealand and North America.

This year, I also helped more than 80 of you to find the month and the year of production of your car. I also gave owners the opportunity to talk to each other.

**Do not hesitate to transfer my email address to people who have a pre war Citroën Traction Avant.**

If you need any information, you can contact me by email or Facebook.

Facebook : Authentiq Trac

authentiqtrac@gmx.fr

Tel : 06 84 33 14 80, LYON - FRANCE

## Lazing on a sunny afternoon....

Member, Mike McDonald received an unexpected call from Hegarty the other day. Hegarty, as you may know, are Classic Car Insurers, who also run a website which features matters of interest to the historic car community.

Mike had always known that his 1948 Light 15 car had once been owned by Dave Davies of the Kinks (from 1979 to 1988). It came with a lot of original documentation, and the club archives had shown that the Dave Davies given as a previous owner, was the very man who had founded the 60's rock group, The Kinks. Beyond that, Mike had never really attempted to find out much additional history although he had been a Kinks fan during his teens, and in his youth had even played for a while in a band that used some of the Kinks' material.

Mike had bought the car back in 2002 from John Gillard and regularly used it locally up until the pandemic. It has generally been reliable until relatively recently when gearbox trouble and a swap to a reconditioned unit that proved not to be anything of the sort, sent it off to James Geddes for some remedial work.

Anyway, one day Mike found an email address for Davies on a website and, not really expecting to get anywhere, sent a message about the car. To his surprise, he quickly received a message back from Davies.

"When I emailed Dave I didn't think any more of it but he replied within the hour. And he said if I ever sell it, I should give him first refusal. I've also spoken to his son Christian about the car. He has fond memories of going to rock festivals in the car."

Mike's car is still fairly original, only having had the headlining



replaced due to a sun roof leak, but the tan leather upholstery is getting tired, and in the classifieds at the back of the magazine, you will have seen that Mike is currently looking for some matching tan leather seat covers that can be used to either replace or repair his own.

If you go to <https://www.hagerty.co.uk/articles/your-classics/your-classics-mike-mcdonald-and-his-citroen-traction-avant-once-owned-by-dave-davies-of-the-kinks/> you will see pictures of both Mike and Dave Davies with the Traction, and a short piece about his car and Tractions generally.

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Club stand at Farnborough

Not much to report here that hasn't been said previously. The outdoor season is now virtually over apart from some New Year's Day events and we are all anticipating (and hoping that) the new season in 2022 is less fraught with restrictions and cancellations that has been the case in 2021. Following on from Syon park, the Farnborough event was by all accounts a success (see report elsewhere in this magazine) and we still have the indoor NEC show to look forwards to. The situation remains less clear on the continent, it is hoped that the **Brittany Rally** will reappear in 2022 although there is no further firm news in that direction as yet. CTAB hope to reconvene and hope to organise something in 2022.

The **Lake District National Rally** is now re-scheduled for **2022**. A substantial number of you have retained your bookings, but we still have plenty of room. Details and a booking form were in the last magazine and there is a resume elsewhere in this edition.

## A few other things that are (hopefully) still coming up later in 2021/ 2022:

- **The Lancaster insurance Classic Car Show, at the NEC**, is scheduled for **12-14 November 2021**. TOC is having a stand (smaller than usual) in Hall 5, stand no. 5-652. Everyone welcome, discounted tickets available and anyone who fancies helping out for an hour or two would be most welcome. Details from an Harvey
- **The Practical Classics Classic Car and Restoration Show** is now re-scheduled for **June 18th-22nd, 2022 also at the NEC**. This has been put back from its previous 2021 dates.
- The **TOC National Rally** is scheduled for June 2022, and will take place in the Lake District. We have to confirm bookings in January, so cannot guarantee that anyone who has not booked in prior to that will get a place, although we will do our best to fit you in. **Those who have chosen to retain their bookings from 2021 need not re-book.**

There will still be some local shows scheduled in your area. Contact your Section rep for any details and keep an eye on the Section reports for information on any forthcoming events.

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# Classified Adverts

## Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

## Classified Adverts – Non Members

£20 inc VAT per insertion.

### Trade Display Adverts

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

Cost of £60 plus VAT per issue.

### Please note

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

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



## CARS FOR SALE

### PRICE REDUCTION

#### FOR SALE:

**1952 Light 15. Small boot. Black/cream. RHD.** 12 volt electric fitted dynalator (alternator). Cylinder head converted to run on unleaded. New Michelin tyres, clutch, brakes, radiator, battery, headlights, tail lights/indicators, s/s exhaust. New shock absorbers and drive shafts. New tan leather seats, door cards and carpets. Wooden dashboard and door cappings. Bodywork/ chrome all in excellent condition.  
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#### FOR SALE:

**1953 Traction Avant 11BL**  
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**Contact Michael Fitzgerald on 01986 788766 or ogshrimper@yahoo.com .**  
**South Norfolk Membership no.: 1112**



#### FOR SALE:

**1953 11BL big boot Paris built**  
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**1954 Traction Commerciale 11c**  
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#### FOR SALE:

I'm selling this Rare **Slough Big15** four cylinder on behalf of the the owner. The car has had a lot of extensive work done over the years, items rebuilt: engine using a Ds19 short motor and Perfo head, gearbox, steering rack, brakes, exhaust, bodywork, repaint, re chrome, re upholstered in cream leather, electrics, wiring.  
**The owner used the car for wedding hire, so the vehicle had to be and still is a reliable car. £17500 ono Contact James Geddes on 07783259874 or james.traction11@outlook.com**



#### FOR SALE:

**1937 Citroen 7C Traction Avant LHD.**  
Fully restored complete and fully painted rolling shell. Most of the other panels also fully painted. Fitted with Pilote rims. Reupholstered Tubauto seats with rechromed seat tubes. New carpets and trim with many other new and reconditioned parts. All original 7C parts present, engine, gearbox, narrow wings and two sets of 10" drums (12" fitted on the car). My intention had been to fit a 1911 engine and gearbox which I have. All parts present to complete the restoration as well as many other parts/spares. Too much to go into all the detail here. Other images obviously available. **Price £7,950 negotiable.**  
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**Email dands@btinternet.com**  
**Car in Mid Wales.**



**CAR WANTED:**

Member seeks **Slough built Big 6.**  
Do you have or know of one for sale?  
If so, please contact Steve Reed,  
on [stevejreed@aol.com](mailto:stevejreed@aol.com)

**CAR WANTED:**

**Restored pre-war Legere.** Please contact  
Julian at [jaatdeauville@aol.co.uk](mailto:jaatdeauville@aol.co.uk), or text to  
07957-291888

**PARTS FOR SALE**

**FOR SALE:**

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

**FOR SALE:**

**Light 15 Roadster Jig and Wooden Butt.**  
This jig and butt were made in 2007 to  
enable the restoration of my Light 15  
Roadster. It could be used on a Legere, Light  
15 or with a little modification any of the  
other models. There is lots of it, brackets,  
supports, dummy doors etc. The butt was  
used as a pattern to make the rear body  
panels on an English Wheel. The main  
ladder frame is massive in its construction  
and could easily be used to straighten  
crashed shells. No  
reasonable offer  
refused.

Please contact me for  
more pictures and  
information. Philippe  
Allison.

Email:  
**philippe.allison@whitewaterfinance.co.uk**



**FOR SALE:**

**Traction parts for sale.** Many now sold  
but plenty still on the shelf and need to go  
to a good home or else the dreaded TIP!  
Nice BN bonnet remaining and a rear OS BN  
Wing . Both cheap. Brake parts and some  
Electrical bits too as well as new Mains/Big  
End Shell bearing sets. Good set of Liners  
and pistons and a complete  
Fuel induction setup for a Pre War engine ie  
polished Inlet Manifold, 35 FAIE Solex Carb,  
Torpedo Air Filter with correct supports etc  
...Rocker covers, New 6v Dynamo. Some  
headlights Suspension parts .etc etc  
Too much to list so give me a call anytime to  
see if I can help or just for a chat.

**David Boyd - Tel 01527894590 - Redditch.**

**FOR SALE:**

**I D 19 Short Engine** - Stripped Crank  
Reground Minus 25 Thou - Plugs Removed  
& Sludge Traps Cleaned. Supplied With  
New Main & Big End Shells + 25 Thou. Still  
In Original Boxes . Block Acid Cleaned,

Painted, Fitted With New Camshaft Bearings  
( Expensive But Vital ! ) Comes With Old  
Pistons & Barrels, Sump, Starter Motor  
Etc. Offered For Little More Than Cost Of  
Machine Shop Work & Shell Bearing Sets.  
**Oiro £1000. Unfinished Project.**

**Car Now Sold.**  
**Paul Widdup (01548 830785)**

**FOR SALE:**

Gearbox with big 15 bellhousing, best to  
assume in need of overhaul .  
**£400.00**  
**Andrew Tweed , Shrewsbury .**  
**07891970499**

**FOR SALE:**

**For sale: 11D block and innards.**

This has been  
sitting in my  
garage for a  
year or three,  
but was running  
when stored.  
Due to sub-  
optimal storage,  
the pistons and liners are probably stuck  
together, but the rest should be ok. Still  
quite oily anyway. Proposed house move  
suggests disposal. **Say £100, which is  
worth it for the 11D conrods alone.**  
**Call Terence on 07984 689118 or  
fulvia99@icloud.com**



**FOR SALE:**

**Gearbox £250.00, and 12 volt starter  
£120.00, both in good condition for 1950  
Light 15.**  
**Tel. 01986782347 (North Suffolk)**

**PARTS WANTED**

**WANTED:**

**Tyres wanted:** I urgently need x4 serviceable  
tyres, 165R400 for my 11BL 1952.  
My contact number is:  
**07960018306 - joembaye@gmail.com**

**WANTED:**

**USED TAN LEATHER SEAT COVERS:**  
Does anyone have any used tan leather seat  
covers for sale?

I want to refurbish/replace the existing tan  
leather driver's seat cover for my 1948 Light  
15 (as opposed to reupholstering the whole  
interior in new leather). I am doing this in  
order to retain as much as possible the  
patina of the interior.

The condition of the leather is not important  
because I will salvage what I can in order to  
repair mine.

**Tel: 07789 398702**  
**Email: mike@tippingbrow.f9.co.uk**

**MEMBER SERVICES**

Classic Citroën Specialist.  
Mark Harding, Devon Traction  
For servicing, repairs and restorations.  
Contact: **fb.me/DevonTraction** or ring  
**Mark on 07973 192 198**

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

**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**

**shop@traction-owners.co.uk T: 01243 511378**



**TOC Grille badge £20.00**



**Polo shirts with new logo:  
various sizes £15.50**



**TOC Mug,  
essential for the workbench £6.00**



**Hi Vis Vest £4.80**



**TOC Leather  
Key Fob £8.00**



**TOC Binder to keep the back  
issues of Floating Power tidy £4.50**



**TOC Brooch/Lapel Badge £3.99**



**TOC Umbrella £20.00**

**A selection of items are now available from the TOC Shop.  
Contact Vanessa Plumpton for further details**

