

# Floating Power

January - February 2022

Official magazine of the Traction Owners Club Limited



## Honorary Life Members of the Traction Owners Club

**Dave Shepherd**  
**Peter Riggs**  
**John Gillard**  
**Tony Hodgekiss**  
**Chris Treagust**

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## Missing Magazine?

Please contact John Oates

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## Be a part of Floating Power...

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

**Sunday February 13th 2022**

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

**Bryan Pullan on:**

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

## Cover Image

*Kent and East Sussex Section out on a winter jaunt to Dungeness.*

*Photograph courtesy of John Barsley  
(in blue top)*



# Editor's Epistle

I write this in the last throes of Autumn, since the deadline for copy was just after the end of November, so (classic) motoring has finished for the year and we are all starting to think about 2022's driving season.

The National Rally still has plenty of capacity for those of you who fancy a drive up to the Lake District in June, but too late for the last of the 2021 magazines, was the news that CTAB were

rationing UK places in their forthcoming Brittany Rally, to 20 persons. Not twenty cars, but twenty persons, with a maximum of two persons per car, so potentially no more than ten cars. To say that this caused something of a ripple amongst the TOC organisers and the forty or so people who already had their names down, is probably an understatement. There is at the time of writing, a draw to see who from the current short list is going. Why is this? CTAB say that the absence of a sufficient number of large seating capacity restaurants in the rally area (due to the local COVID restrictions) means that catering will be an issue!!! More information under 'Events'.

Last time around we also ran an item about taking your car abroad and at roughly the same time, coincidentally, there was a flurry of email activity about the deletion of the GB plate and substitution of the UK plate, with many bravado ways of defying same, generating a thread which started to sound like a script for the TV satire series, 'Have I Got News For You!' I would say that, humorous as the exchange was, you ignore this ruling at your peril. The French police and other border officials are likely to be looking out for this, and at the very least, fines are a possibility for non compliance, especially if the British/French Government tensions are still ongoing.

Why the change?

I understand that the definition of Great Britain is England, Scotland and Wales only (the actual full title is Great Britain and Northern Ireland) and that to include Northern Ireland in the UN approved nationality sticker, we have to be termed United Kingdom, which includes everyone.

You may recall that I commented on car prices in the previous magazine and as promised, I did track the car that was coming up at the SWVA auction at the end of October, in the light of a recent sale of over £28k for a Traction elsewhere, mainly to see if I could spot the beginning of a trend. Well OSL 282 went down to a hammer price of £12,600, which seems once more, (to me) on the low side of reasonable, but of course with the buyer's premium added on (which is also VAT-able) this might look more like circa £15,000, this being what the buyer has actually paid. Even so, hardly a dramatic upward trend. I can only hope that the buyer of the £28k car feels that he has good value.

Quite why people actually buy classics via auction has always baffled me. Auctions are always something of a lottery. Certainly on days of low interest, there must be bargains to be had, but from the buyer's perspective, the inability to carry out a detailed inspection and test drive would bother me, especially with prices at that sort of level. Plus, with the auctioneer's premium added in, a bargain hammer price suddenly all too often, starts to look rather less appealing and this must affect how people in the know will bid, certain in the knowledge that up to 20% could be added on to the actual cost. One can't help but speculate that a better deal all round could be obtained via a private sale.

Also in the magazine, AGM minutes, more on Licorne Rivoli cars, and dodgy fuel. Alas Kevin Taylor's epic Big 6 restoration has been squeezed out by the AGM minutes, but he will be back next time around.

Finally, following on from the brief last minute report of Tom Evans' death in the last magazine of 2021, we sadly have to report another long term member's death, that of Pearl Shaw, the President's wife, and there are various tributes to both parties elsewhere in this magazine.

Happy New Year.



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## Committee

The members of the committee of the Traction Owners Club are all volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

### **PRESIDENT**

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### **SOCIAL SECRETARY**

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.

### **CLUB SPARES**

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# Chairman's Chat

Happy New Year to you all. At the time of writing this, early in December, we still don't know how the latest version of Covid will affect our Christmas plans, but I hope that you all had an enjoyable Festive period and are now busy making plans for 2022.

We held our AGM in November, not many members attended which I see as a positive sign – you are all happy with the TOC and how the Committee runs it on your behalf. Thank you to those who sent in your postal vote and kind comments. It was agreed by the majority that the Membership Subscription will increase to £40 from January. The full AGM Minutes are available in this issue of Floating Power. As you will read in my opening address I thanked a lot of people – the Committee – who quietly carry on running the TOC. John Moon has decided to leave the Committee but will continue his interest in sourcing Slough parts. Thanks John. Welcome to Simon Scotland who is joining us as our Webmaster – have a look at our website and see the changes Simon is making.

There is still the opportunity to attend our annual rally in the Lake District in June- why not stay the week and enjoy driving your Traction on beautiful scenic roads.

I have been in touch with Brian Follain in Jersey and we have agreed to organise a weekend rally on 11th – 15th May 2023. The Westhill Hotel is booked so Brian & I will start resurrecting our plans from 2020 soon- if you are interested in attending then please email me.

Finally, it is with great sadness that I report that Pearl, Bernie Shaw's beloved wife, died at the end of November. Bernie & Pearl have been a part of the TOC since the very early days and rarely missed any rallies – both in the UK and Europe – until the start of Pearl's degenerative illness

around 5 years ago. It is fair to say that Pearl didn't have a lot of interest in Tractions but she loved the social side of the Club and will be greatly missed by all who knew her. My love and thoughts are with Bernie as he mourns his loss, plus battling on with his own health problems. I am sure that we will see Bernie driving a Traction by summer time.

*Beu*



## Flashback



.....to the NEC in 2019. Combined Citroën car clubs stand at the NEC in November of that year.

# 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**

**T:** Andy Burnett: 013398 86290

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

See section report for coming meetings/events.

## Southern Scotland

**PETER FEREDAY**

**T:** 01505 842263

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

See section report for coming meetings/events.

## Ireland

**DAVID SELFRIDGE**

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

See section report for coming meetings/events.

## Wales

**JULIAN PRATT**

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**M:** 07824 313541

**ANDREW TWEED**

**M:** 07891 870499

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

See section report for coming meetings/events.

## South West

**HOWARD SPEIRS**

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**M:** 0797 418 7267

**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**

**T:** 01661 843 493

**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**

**T:** 0775 937 2242

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

See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

**T:** 01284 827 039

**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**

**T:** 01256 765040

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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.

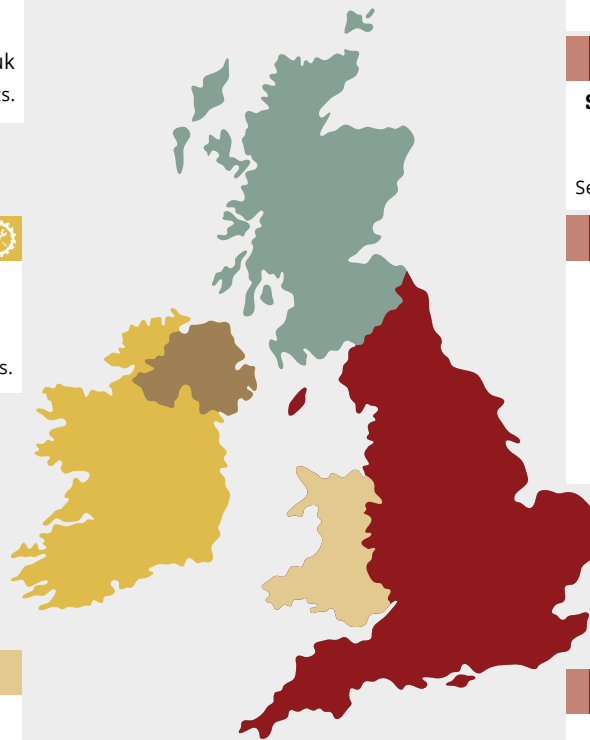
## Kent/ East Sussex

**JOHN BARSLEY**

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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, belated Merry Christmas and a Happy New Year and I hope Santa has been good to you all!

As would be normal at this time of year, not much to report. We have a good covering of snow and have been without power for the last 3 days due to a storm and a bit of high wind, but this morning, power back on and it is nice and warm again! The Light 15 is warm and snug in the garage now, and apart from some queries re Slough parts, all quiet! The local long-established car club had its late Autumn road run to Ballater, which was well attended and we had great weather, but the village was absolutely overrun with tourists, so no place to really meet up with other participants! Methinks we will not be going there again, have to find a much less busy stopover!! Also, Noel Davidson's Big 15 is now sold.

Welcome too to our new member Michael Mountford from Aberdeen. Michael is meantime the owner of a classic Rover, but now wanting to buy a Traction. Nothing for sale up here at the moment but he is actively looking!!

Not so good news is that we are losing member John Austin from near Drumnadrochit. John has now sold his Light 15, gone to the South of England, so a sad loss of member and car for our section, so really, one up and one down!

Keep safe!

**Andy Burnett**

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

## Southern Scotland



Once again so little to report, but perhaps we should be looking forward to events in 2022 and the resumption of some kind of normality. After 20 months, the joint meetings of CCC/TOC/2CVEcosse have de-Zoomed and resumed face



to face at the Stables, Kirkintilloch – so good to see people in a proper pub setting instead of being reduced to video rectangles on a screen Blankety Blank style. At the last meeting in November, we decided there would definitely be a run on Drive it Day, Sunday April 24th - details should be in the next FP. Stirling and District Classic Car Club have indicated that they hope to have their next annual show, which has been cancelled for the last two years, in May and further information should be out soon. And then there's our own 3rd-Time-Lucky Rally in June to look forward to... In the meantime, here's a photographic reminder of the 2017 Rally in Scotland when we were parked up at Loch Katrine in the Trossachs.....in the sunshine even....

Hopefully this FP will have details of Paisley member John Van Looy's attempts to sort out the running problems with his 11B – which at the moment look like being successful. I must admit that I did not know that French cars were fitted with an in-tank 'stack of pennies' fuel filter until John showed me his. I am much indebted to Blairgowrie member Maurice Miller taking the time to email me with details of this unlikely device and how to take it apart and clean it. Definitely the next job to do on my 11B when the weather improves

**Peter Fereday**

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

## Northern, Lakes and Borders



I hope that you all had a good Christmas and New Year celebration. Very little to report at the moment although I can confirm that the Section toolbox now includes a top ball joint adjusting tool. Just what you have all been waiting for, eh?

The St Catherine's breakfast meets on the Second Sunday of the month seem to be continuing. The November meeting was again blessed by a bright sunny morning and yet again there was a good selection of cars ranging from US Muscle down to a collection of well restored Moggy 1000's. It is still late November as I write this and the next Sunday event is cancelled due to the hospice car park being used for a Craft and Farmers Market. Hopefully normal service will resume in January. I suspect that going forwards, a lot will depend on the weather. We are starting to get some frosty weather so no doubt the council will start throwing salt about soon, which is always a deterrent for classic car motoring. Next firm event on the horizon as I write, is the New Year's day event which is at the Corner House at Wrightington. There are also various others in the area,

usually based at local pubs or hotels, so if you attended somewhere, hopefully you took your camera/smartphone and will let me have some pictures for the next report.

Drive it Day is April 24, 2022. Does anyone have any ideas for a suitable destination?

As you will see from the article elsewhere, the SU conversion is almost there. I may drain and strip down the rest of the fuel system and clean out the tank over winter, just to make sure that everything is fit for the Spring. Happy days!

**Bryan Pullan**

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

## Eastern



There are just a few places left for the Christmas Lunch held on **January 15th at Hintlesham Hall** near Ipswich, if interested contact asap David on 07711 940811 or davidg@idnet.co.uk. We have a room to ourselves and join up with CCC, so a great mix of owners and cars, a lovely event that kicks off the new year.

### Regular Meet Ups

**18th January** The Compasses Littley Green Essex

**8th February** The Angel Inn Larling Norfolk

**Jasmin Gagen**

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

## Peak



16 of us met on 5th December for a lovely Sunday lunch at The Waterloo Inn in Biggin. Nice to see 3 Tractions plus our Dolly in the Car Park.

Our next meeting is on Sunday 6th February – IF the weather allows members to eat and drink in Derbyshire!

Thank you to our Editor for using our Peak photo as the cover for the last issue of FP.

**Bev Oates**

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

## Surrey/Hants/Sussex



With the cars tucked up for Winter our plans are being made for next year.

We have a very exciting event to announce which is taking place in April/May next year.

Rob and Carol Kiff and Sue and I will be competing in the Macmillan Cape to Cape Charity Rally. The two Light 15 Roadsters will be the two oldest cars competing in this gruelling 2,700 mile navigation from Cape Cornwall (Lands



End) to Cape Wrath in Scotland, then both Capes in Ireland, returning to Land's End via Wales, all this in 16 days!

Our personal goal is to raise £5,000 for this wonderful charity. Macmillan provide palliative care for cancer patients and support for their families. Most of us have been touched in some way by cancer and the last 18 months has been very challenging for all of us especially charities like Macmillan who have had their shops closed and other fundraising events cancelled.

We hope that some of you will be able to make a donation via our Enthuse page at [macmillan-org.enthuse.com/pf/philippe-allison](http://macmillan-org.enthuse.com/pf/philippe-allison) If you then look to the righthand side of the picture you can see how we are doing and directly below click on the donate tab, please gift aid if possible. All the money raised goes to Macmillan Cancer Support. You can also support Rob and Carol on their page [Macmillan-org.enthuse.com/pf/rob-carol-kiff](http://Macmillan-org.enthuse.com/pf/rob-carol-kiff)

**Philippe Allison**

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

# Section News

## Kent/East Sussex

It is good to report that an excellent meet up was achieved on 10th November at The Pilot Inn, Dungeness for 10 members.

We welcomed Tim & Maggie Barnby with their lovely 11 Legere out for one of its first outings from Fairlight. Along with Ron & Sue Herival with their 11 Normale, Adrian & Sheila Phillips, John & Hazel Waghorn, Bev and myself in the Big 15.

The Pilot proved most hospitable on a cool day with excellent Fish & Chips.

Our Christmas meal plans are put on hold, hoping for some better news early in this New Year.

We still plan to take John Gillard up on his kind offer to visit his works in the late spring!



Safe 'Tractioning'

*You are also on the cover folks! Editor*

**John Barsley**

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

## Wales

We met once again at the Elan valley visitor centre on 13th Nov . We were lucky again with the weather and the run there and back was glorious . We were joined by members of the mid Wales classic vehicle club so there were ten or so vehicles altogether of interesting and different types . The car park was full with cars connected with the running race taking place that day , but our space had been reserved and all went smoothly .



Unless anyone has a different suggestion I feel we should wait till spring for another meet of this type , weather is not likely to be so kind to us over winter and I'm sure we will be advised to continue to avoid meeting indoors .

I'm researching the possibility of getting a set of tools to hold in the Wales centre for TOC members living within striking distance . I'd like to know what members currently do for special tools for our cars do you have your own , access to some locally or would you make use of a set held more or less centrally to the Wales membership? Please let me know.

Meanwhile my work on the big 6 continues slowly . Having repaired all the rot on the main hull , including making and fitting new gutters and scuttle vent aperture which I'm quite proud of , I'm now rebuilding the three layers of structure at the bottom of the bootlid . I'm gradually finding the parts I need , but six cylinder specific parts like the double camshaft pulley remain elusive . If anyone has any six parts at the back of the shed please let me know .

**Andrew Tweed/Julian Pratt**

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





# Troubles with my Traction

My first recollection of seeing a Citroen Traction was in the summer of 1965 when I stayed with relatives in Antwerp, Belgium during my school holidays. The stylish image of the cars has remained with me ever since. I was delighted when I received my 1953 Paris built Traction 11BL in 2012 as a retirement present from my wife and children. It was bought from its previous owner via Ebay. He was honest about its rough running engine but overall good condition,

From the start it had a very slow turning engine on the starter motor which I was told to expect as normal on this type of 6v car. It was also a very poor starting engine and backfired frequently when driving on the open road. In addition, the car had various fuel problems and I found that becoming engrossed in the problems and desperate to rectify them creates a steep learning curve. In short, the car was very unreliable and did not instil confidence to drive it any distance.

Due to various factors and circumstances the Traction was put on the backburner for a number of years.

In 2019 I began attending to the car which had been garaged throughout. I worked on the engine timing - in the process forgetting to remove the brass rod I placed in the timing aperture a couple of times and bending same when turning the engine over.

Fortunately the previous owner must have had the same problem and did not replace the bellhousing cover underneath so it was easy enough to saw through the rod and punch it into the aperture and then hear a satisfying thud as it hit the ground. The following photo shows just how long (5cm) the damaged section of rod is. I am glad I used brass rod as against something more brittle because I know that all of the damaged section is definitely out of the bellhousing area.



*(left) 6mm brass rod used to time ignition.*

I stripped and cleaned all electrical connections. This and a new heavy duty 6v Battery gave a massive boost to the speed of the starter turning over the engine.



The brakes had seized with brake slave cylinders rusted solid and brake fluid leaking from them. I stripped the braking system down; sending the brake shoes to Chris Treagust (TOC Shop) to have them relined and purchased slave cylinder repair kits. When putting the Brakes back together I used a special brake shoe alignment tool borrowed from Peter Fereday the Southern Scottish rep and club tool kit holder. This was a simple but effective tool and the brakes were now in good working order.

I managed to get the car started with difficulty but with backfiring and cutting out. A new distributor and coil cured the backfire but the engine still kept cutting out on acceleration. I suspected fuel starvation at this point.

Having discussed all of the problems with Peter Fereday, I used his suggestion of a gravity feed to the carburettor and completely bypassed the car's fuel supply. It ran smoothly and accelerated as it should.

*Fuel Gravity Feed. (Has a look of Casualty about it! Editor)*

## Troubles with my Traction

On examining the fuel system I found the following problems in the fuel supply:

- Crushed tube on fuel pickup pipe, at the tank
  - Fuel pickup pipe filter within fuel tank oozing tar like substance of petrol reverting to its original state.



*Crushed pickup pipe Tubing (right)*

*Fuel pickup pipe filter (left)*

This filter is a very simple but clever piece of engineering. A large number of brass rings (each with a raised dimple on one side) The rings are sandwiched between two caps one of which is attached to the pickup pipe and the other screws on to the bottom of the pipe. The design makes for easy cleaning.



- An extremely large amount of rust from within the petrol tank which in itself looked pristine from the outside but was rotting from the inside out, plus porous metal fuel piping underneath the car (although there were no visible fuel leaks).



The crushed tubing on the filter was probably due to a weakness of the plastic moulding combined with a vacuum created by the other fuel line blockages and resulting in the end tubing of the filter starting to collapse.

All of the foregoing I believe was due to the lack of use over the years and each problem compounding the others.

The only thing to do was thoroughly check and renew the fuel system as necessary.

I ended up renewing the carburettor, fuel pump and fuel pipes with new fuel hose and 8mm Kunifer piping and I now await a new petrol tank (TOC Spares are out of stock at the moment).

When renewing the metal fuel pipe underneath which goes through a metal channel under the floor I used electrical insulating tape round the end of the old pipe and on the end of the new piping. Joining them together like this made it very easy to pull and push the new piping into position. *(Good plan, I will try this on my car, Editor)*



I may have renewed certain items that could have ended up being made serviceable but I was looking for a reliable running car and peace of mind. Hopefully I will be able to report a positive outcome soon – see next FP

John Van Looy

*This fuel system saga is not an isolated event. I have come across a significant number of owners, and not only of Citroens, who are coming out of lockdown and finding that their car is reluctant to run properly. The most common symptoms seem to be that the car starts and idles okay, but then refuses to perform under load, suggesting fuel supply issues. Sometimes a simple draining of the tank and replenishing with fresh fuel seems to do the trick, in other cases it has been blockages in fuel pumps, filters and of course the carburettor itself.*

*The Solex carburettor is notoriously difficult to clean out and as you may have seen from a previous article, one member actually ended up boiling his up to sort it out.*

*Here in Northern section several of us are trying out an alternative carburettor setup, and in my own case, I think that I too will end up over the winter, stripping out the tank and the metal fuel line, just to be sure, although initial test runs suggest that my carb swap has worked. I look forward to an update later in the New Year.*

*The collapsed fuel filter feed reminds me of a tale many years ago of someone whose new second hand Cortina would only take around three gallons of petrol before the forecourt pump cut out. Since the tank should have held at least twice that, he was somewhat perplexed and booked the car into a local garage. They reported that a blocked breather had caused the tank to be partially collapsed due to the suction of the fuel pump, thus reducing its capacity considerably!*

*The next stage of my own saga is reported elsewhere in the magazine. I look forwards to reading the next stage of John's Odyssey, Editor.*



# Your Letters

## Daniel Eberli

Dear Citroënists

Unfortunately 2020 all and in 2021 most courses had to be cancelled because of COVID. I am confident that next spring it will be possible to do courses again.

Attached I send the course program for 2022 and hope that there is something for every everyone. I look forward to being able to run courses again - of course within the then existing COVID regulations.

For questions, suggestions - and of course for inscriptions - etc. I am at your disposal.

Please do not hesitate to inform your colleagues or to publicize these events.

If Switzerland is too far away for you, maybe my manual in English might help in some situations: <https://www.oldtimer-taxi.ch/RepbrochureE/RepbrochureE.php>

Kind regards and best wishes

Daniel Eberli

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## Naval Wedding

A picture taken at dusk recently, when our Traction 11B was used as the wedding car for our neighbours. Perhaps you would like to use these pictures in Floating Power if you have an odd space to fill?

Our friends held their wedding ceremony on board HMS Warrior in Portsmouth Dockyard. This involved driving the Traction the length of the Naval Base (with a security escort), past the Mary Rose and HMS Victory, then along the jetty right up to the ship's gangway, where a Victorian seaman piped the bride aboard.

Then we had to reverse the car all the way off the jetty (far too narrow to do a Three Point Turn), to meet our security escort, and be taken back out.

Both the Traction and the driver needed full identification paperwork to enter the Naval Base.

Michael Rolfe



Two letters received recently in memory of recently deceased members of the club

**Pearl Shaw**



**Reflections on a dear friend and the President's better half, recently sadly deceased.**

It was way back in the early 80's when Vicki & I first met Pearl & Bernie. Actually, it was our elder son, Pete, in an open topped Stag who first drew up alongside Bernie in his Traction at a set of lights, with a throw away comment... "My dad's got one of those!"

Pearl & Bernie lived in the next town and a dinner invitation soon followed. We recall Pearl's comment regarding a very runny Brie; "It's not ready until it's running off the plate"!

As our Traction took many years to restore, Pearl and Bernie took pity on us and asked if we'd like to join them in their car

on a rally in Brittany. It turned out to be the "Shattered of the Loire".

Pearl loved the rallies. While Bernie could be found with his head under someone else's bonnet; Pearl could be found in a deck chair, reading a book.

In those days Pearl and Bernie used to help out, evenings and weekends, in the Theatre Royal in Windsor. Bernie shifting scenery and Pearl as a dresser. She recalled how she "assisted Tom Conté in his underpants" ..... don't ask!!

Pearl, always the "hostess with the most-est", loved having visitors. We recall many happy visits to the family home, both in Yorkshire and later in Wellingborough. We were always amazed by her knowledge of Paris, no doubt gleaned whilst Bernie was attending various Citroen meetings or Expos. The Retromobile weekend was a favourite for the ladies, wandering the streets of Paris, following the lady with the umbrella!

Pearl is very much to blame for our introduction to Cointreau! ..... and aperitifs!

Pearl and Bernie spent many hours assisting us with our cottage renovation when we moved to France in the late '90s, we were always grateful to Pearl for very early aperitifs! Pearl would arrive with a pressure cooker complete with a bacon joint and of course, ..... a good supply of books. We never knew how Bernie packed it all in the Légère!

Bernie finally left their caravan here for a couple of years. We were never sure if it was for convenience, or just a means of transporting deckchairs and books?

I know, as a lad from Yorkshire stock, I should like a nice cuppa Yorkshire tea. I don't, Pearl did, with just a drop of milk, literally administered from a small pipette!!

If you were privileged to have known Pearl, I do hope these few memories will make you smile. You will have your own.

Martin Nicholson

**Tom Evans**

I was shocked to the core to read of the death of Tom Evans in the last edition of Floating Power. I had been in email touch with Tom during the early autumn and I owed him a reply at the time when I read of his untimely death. I had no idea that he was battling a difficult illness but that was typical of the man, never one to dwell upon his concerns, always willing to help out others with any problems or needs that they might have.

When I first acquired my Traction, about ten years ago, Tom was very informative and loaned me tools to help get the car restored and on the road. Having been imported from Switzerland, my car had to be first registered in UK. And, of course, I wished to obtain an historic registration number. How well I remember Tom guiding me through the processes and

then his being happy for me when I was granted the number 557 YUA, when, somewhat to his chagrin, he had somehow ended up with a more conventional number on his Traction.

Living not far from Norwich, I asked Tom to come over to advise on some running issues, which he willingly did. A delightful chap was Tom and the Traction community, and the Eastern Region in particular, will be much the poorer for his passing. My deepest condolences to Rosemary and his family.

Michael Fitzgerald



# Le Rallye des Kégresse

On September 11 and 12, the village of Vincy-Maneuver, about 70 kilometres east of Paris, hosted the Journée de la Chenille, a weekend filled with military vehicles. As part of this event, the first Rallye Kégresse in recent times was organized. The occasion was the celebration of the 90 years of the yellow expedition. 14 Kégresse participated in the Rally, most from France and one from Denmark, which was the largest concentration of Kégresse since WWII, this time with peaceful intentions. A 6-kilometer drive each day was planned in which most Kégresse participated. A 600sqm stand was dedicated to the expeditions of the Citroën Kégresse Autochenille.



## New Members

Welcome to the Traction Owners Club to the following:.

2852	<b>Mr John Butler</b>	<b>Dublin</b>	<b>Eire</b>
2853	<b>Mr Calum Davis</b>	<b>Horsham</b>	<b>West Sussex</b>
2854	<b>Mr Michael Mountford</b>	<b>Aberdeen</b>	<b>Scotland</b>
2855	<b>Mr Oliver Croom-Johnson</b>		<b>London</b>
2856	<b>Mr David Hennings</b>	<b>Debden</b>	<b>Essex</b>
2857	<b>Mr William Sellers</b>	<b>Great Easton</b>	<b>Leicestershire</b>
2858	<b>Mr Alaster Bentley</b>	<b>Bicester</b>	<b>Oxfordshire</b>
2859	<b>Mr John Miskin</b>	<b>Shipton-under-Wychwood</b>	<b>Oxfordshire</b>
2860	<b>Mr Robin Brown</b>	<b>Daventry</b>	<b>Northamptonshire</b>
2861	<b>Mr Bradley King</b>	<b>Colchester</b>	<b>Essex</b>



# Classic Car Show

## Lancaster Insurance Classic Motor Show, at the NEC Birmingham, November 2021



Nearly 64,400 people visited the Classic Car Show at the NEC between 11 and 13 November, but fortunately not all of them descended on the TOC Stand!

The stand this year was smaller than previous years, and once confirmation that the show would go ahead was received in August, we were allocated an 8.5m x 8.5m stand, open on 3 sides and backing onto the 2CV Special stand. Thus it was decided to mount a display along the dividing line between the 2 stands and design it so that all the components could be transported in the towing vehicle for Ian's 5hp and the show cars themselves.

The display would follow the principles of the 2 previous shows TOC participated in this year, with a brief pictorial history of Citroën cars prior to 1934 and then the Traction and an outline of the Club, spares, tools and rallies. There would be the Traction Avant double sided banner above raised above the main display and the large yellow and blue logo next to it. There would be 4 cars on display in the chevron pattern: Bernie's 6, Mike's Legere, Steven Prigmore's C4g and Ian's 5hp, each with a short displayed description panel close by.

## Classic Car Show

On the Wednesday before the show, Ian and Mike, using Mike's Picasso and Bernie's trailer, transported the bulk of the display and Ian's 5hp to the NEC and on the Thursday, Ian drove the 6 with the rest of the display and various tools to Birmingham and set up the stand. During the day Stephen arrived with a friend and his C4g, and set about polishing the cars and assisting with the banner. Mike had taken the train back to Peckham and on the Thursday he completed the assembly of his car and drove it to the NEC, arriving in the evening.

On Friday the show opened and final touches were made to the display with the help of Cleve Belcher and Grahame Cluley who had offered their help for the day. Later James Geddes and his friend, Michael, who had arranged to be there for all 3 days, arrived and also helped to man the stand.

On Saturday, new member, Ian Beale, helped all day with James and Michael, and on Sunday, Martin de Little, Stephen and Tina also assisted and we had a welcome visit from Laurence Acher. At 6.00pm the stand was dismantled and stacked, the Tractions were loaded, Stephen and Tina took the C4g away and Ian and Mike drove the two Tractions back to Ian's and early on Monday morning drove back to Birmingham in Mike's Picasso with the trailer and collected the display panels and Ian's 5hp.

As it happens, Mike had not intended to stay for the show but planned to come up on the Sunday to help with the dismantling and collect his Traction. However once he had arrived on Thursday after a 4 hour drive from South London, Ian suggested he share his room at the hotel in Coleshill, and he ended up staying for the whole show.

We welcomed a great many interesting characters to the stand over the three days, some new members who had recently acquired a car and some who were just starting to look for one. Our old friend Tim Newing was manning the Triumph Roadster stand close by and visited us during the show. Also Rob Moss and sons,





James and Miles, from The Chevronics Centre in Hitchin paid us a visit on the Sunday as they had an immaculate Ami estate on the adjacent 2CV/Ami stand. Ian is now Chevronic's Traction specialist consultant and currently engaged in the refurbishment of one of their customer's cars, a 1951 Light 15 which had suffered some questionable modifications during its life in South Africa.



Another visitor was Richard Golding who has been a long-term Francophile and Citroen enthusiast and lives in Anchorage, Alaska and whose everyday-car is a 2CV, one of 5 in Anchorage since he bought his a few years ago. Richard also knows well some of the team behind the Citroen Terra America Adventure in which two women from France, Fanny Adam and Carolina De Salvo plan to drive a slightly modified 11B 40,000 km from the north of Alaska to the south of Chile via the Pan American Highway, to raise awareness of 21 indigenous peoples. Fanny and Carolina stayed at his house on their way south through Alaska and he is keeping in touch with them and has recent photographs of them currently in Los Angeles. He also explained that apart from his day-job as a management consultant, he was also a humourist and has been writing articles for various publications for some time.

As a showcase for the Traction Owners Club and pre-1957 Citroen cars in general, our stand was considered a great success. For many people now, any personal connections to the cars in their hey-day are non-existent or at least many decades old, but classic cars still have a place in period films, television series and even computer games and confirmation that there is one that could hold its own in modern traffic, was not completely unaffordable and could still be maintained and serviced, makes the Traction a definite contender.

Thus it is probably more important than ever to keep the TOC in the public eye as much as possible, and to make conscious efforts to reach out to ever younger drivers.

So, look out for the TOC Roadshow, coming to an event near you in 2022, 2023, ...

Ian Harvey

November 2021

*Another success for the Traction Roadshow. Sadly, however, only 9 members apparently used their discount code to visit the show. I guess that there is still quite a lot of Covid anxiety within the membership. (Editor)*





# Dutch Licornes

## Rivoli in the Netherlands

*Pim Berends who edits Traxion, the magazine of the Traction Avant Nederland club contacted me after the November/December magazine was published, with an article that was printed in their magazine back in 2009. This is the second of two articles that gives details of the cars that currently exist in the Netherlands.*

In this second part we highlight the Licornes that are still in our country. A few years ago, a Licorne friends club was founded in the Netherlands where all models of the brand are allowed. Currently there are 17 Licornes known in the Netherlands of which only a part is driveable.

Only two examples are Licornes with Citroën bodywork.

### **1938 Normandie 319 LVL – serial number 18,468**



Of the Normandie model, there are no more known survivors in the world. However, while searching in old club magazines, I repeatedly came across photos of a black Normandie with the French license plate 26-BP-35. The car became the property in 1969 of the prematurely deceased Ad van Nieuwenhuizen and the then TAN chairman Rob Erdbrink. After contacting Rob, more and

more material surfaced and he could also remember the purchase of the car. The Normandie came from Saint Briac-sur-Mer in Brittany and the seller had picked it up new from the factory in Paris in 1938. This was also the longest ride the car had ever made because otherwise it was only used for local traffic. The odometer stood at 40,000. During a holiday, the Licorne was discovered by chance and picked up some time later. After a harsh ride of more than 800 km with a lot of rain, she arrived in our country. The gentlemen were happy that they could occasionally drive their 'modern' Traction from 1949, as the Licorne turned out not to be the most comfortable means of travel and the brakes hardly functioned any more. At the time of import, the car was characterized by customs as Citroën 11B because they found it too difficult to put "La Licorne" on the papers. The original interior of the car was in dark purple...

In 1969 the annual rally in Oisterwijk, the Normandie was brought under its own power, but after the

differential had failed, the Licorne had to return on a trailer and was temporarily stored. Another attempt followed four years later but again not under its own power. With a tie rod problem, the Unicorn arrived at the Annual Rally in Amersfoort, still with the French license plate. For a Dutch license plate inspection, there was still (too) much work to be done. Partly due to space and lack of money, the car was offered for sale in 1973. Who has become the lucky one remains a mystery and the trail is therefore (for the time being) coming to an end. If anyone knows what has become of this unique unicorn, please let us

know. We are very curious whether the car still exists and what has happened to it in the past 35 years.



### **1938 Rivoli 319 – serienummer 18.777**

In a Traksjon magazine from the late sixties, the then owner, Mr Froeling, is proudly depicted in a meadow with a bare chassis and coach of his Licorne. The fear that this would never become a driveable whole again was unfounded, since in 1971 the car was completely restored with license plate 99-92-PR and shown at a TAN meeting. This dark green Rivoli was then offered for sale. In 1993 she reappeared during the Autotron fair and came into the possession of the current owner Erik Eikelboom. In the photos she can be seen (with green plates) during a record attempt for the Guinness Book of Records in 1994. As far as is now known, there are only two Licorne Rivoli left in our country. According to a French Licorne owner, a restored gold-coloured Rivoli from 1937 would also have ended up here, but there is no other information about that.

### **1938 Rivoli 319 LSV – serienummer 18.654**

This car has been in the possession of Ton Schram for many years who brought it himself from France, near Trois. At the time of purchase, the car was complete, running and in a reasonable technical condition. The upholstery was worn out. In the meantime, the complete restoration has almost come to an end, and will soon be back on the road. The photos give a nice picture of the extensive restoration and probably she will appear on the road again this year. (2009)

## Dutch Licornes



The number of specimens in France and Belgium can be counted on a few hands. In the club magazine of Traction Universelle there was an interesting article about a Normandie a few years ago. The writer could remember that his father owned this car for a long time and finally sold it to a farmer in Sucy and Brie in 1960. Unfortunately, he had never found the car again. The unicorns remain rare cars and the Normandie seems to be completely extinct. What remains are old photos and a postcard from Dijon on which we recognize a Licorne Normandie in the row (3rd from left)

Pim Berends

*According to the La Licorne Old Timers Club website there are four members with the Rivoli style car in the Netherlands within their club, although there are a more substantial number of older RWD cars. At least one of these has been recently restored and is pictured in a new coat of green paint with its restoration team. This appears to be 18654. The restoration picture, interestingly shows the chassis arrangement of the Licorne, onto which was placed a Traction bodyshell, so as per the previous article, both the unitary construction and the FWD arrangement of the Citroën are lost.*

*The engines of many of these cars were Citroën derived, but are 'back to front', the Traction having the gearbox in front of the engine, these being RWD are the more traditional arrangement with the gearbox in a tunnel between driver and passenger. This presumably means that they are more closely related to the engines fitted to the HY van which, again, have the gearbox behind the engine and compensate for this by rotating in the opposite direction to an engine fitted into a Traction. You can also see that the gear change in the Rivoli is a more conventional floor mounted arrangement with a cranked lever rather reminiscent of a Mark 1 Mini.*

*Editor*



# National Rally 2022

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

### Last call 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 24th. 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, since a hotel room cannot be guaranteed.** 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, 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 family 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 [tocnaturally@gmail.com](mailto:tocnaturally@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) with your application form payable to "TRACTION OWNERS CLUB"
- For ease of accounting please pay by BACS transfer to: Sort Code 20-20-62 Account No 40617679 reference TOC 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.**



# SU Conversion 2

## SU Conversion 2, out with the spanners.

I am assuming that you have previously dismantled your secondhand HIF 44 and replaced the needle and spring with the items listed in the Nov/Dec issue. It is worth stripping the whole thing down fully and replacing all of the gaskets, needle valve etc. that are present in the Burlen overhaul kit. You can also buy separately an ethanol resistant float to replace the standard float. Again, see the Burlen website for this. Get rid of any old signs of sediment, varnish, etc. using an ultrasonic cleaner if you can get access to one. If not, arm yourself with some carburettor cleaner and get scrubbing. The Burlen website has a detailed technical section with full dismantling and reassembly details, so do consult that first. Finally, some fine wire wool on the outer casing brings the alloy up nicely.



The first steps on the actual car are obviously to dismantle the current carburettor and manifold assembly. I left the bonnet in place, but it would be easier probably to remove the bonnet, you would certainly get less of a crick in your neck/ back from time to time. I propped it wider open than normal with a piece of broomstick!

Resign yourself to taking the whole assembly off, detaching it from the exhaust downpipe and then splitting inlet and exhaust manifolds. It is possible to remove the inlet manifold on its own, but to replace the entire gasket, you need to get the exhaust manifold away as well. You will probably also have to go under the car to disconnect the exhaust stay in order to allow sufficient movement of the downpipe to disengage it from the manifold flange.

The bolts that join the two manifolds together are obviously far too long to secure the hotspot closing piece, so use the shorter 8mm bolts with locking washers, as referred to in the previous article, together with a new gasket, having previously cleaned up the mating faces on the joint. You can then reassemble the manifold assembly back onto the block, using the new manifold gaskets. I was fortunate enough not to damage any studs or bolts, but I did find that the tabs on the new inlet manifold were thicker than those on the exhaust and so I had to file down the top surface of the tabs so that the area which the fixing clamps engage with, are of a similar thickness. Failing to do this would mean that there would be an unequal clamping force on the manifold halves and leakage could result. The rest of the assembly is fairly straightforward. Don't forget the isolating piece between carburettor and manifold and the heat shield and the linkage plate.



The sequence is carb/spacer/linkage plate/manifold, with gaskets to each interface.

Refit the exhaust stay.

That was the easy bit.

### Linkages.

If you have a cable operated clutch, you may well be able to realign the operating rod and accelerator pedal linkage, and make a small adapter to allow it to fit onto the flange of the butterfly shaft. I was unable to do that since my Light 15 has a hefty clutch operating rod that was in the way, so I resigned myself to using a cable. To do this I created a bellcrank from a piece of thick steel which pivoted on a bolt fixed into the steel bracketry. I

calculated that the full movement of the throttle linkage was approximately 1.5 inches, that on the SU around 2 inches, so the bellcrank had to amplify the accelerator linkage movement slightly to achieve full throttle. (see pictures).

I then manufactured a further bracket to pick up the outer casing of the throttle cable and bolted this into place above the bellcrank. The linkage plate at the carburettor end has a slot into which the throttle cable can be bolted, and a clamp and a clip which picks up the outer casing of the choke cable. So, after cutting back the cable from the kit back to a suitable length, I had a throttle linkage.

Choke cable was slightly less straightforward in that the Light 15 one was just too short. You can either buy a new one, and there are plenty of generic ones around on Ebay, or alternatively you can buy various collars and clamps and try to extend it with the surplus cable from the generic accelerator cable kit. I opted for a new one and was able to find something similar in pattern to my original.

Almost there now, tighten everything up and fit the adaptor for the air cleaner again with a gasket.



## SU Conversion 2

**Pipes** There are probably three pipe connections on your HIF44. Fuel line (the lower of the three) is coupled up using the E10 resistant pipe.

The breather connection, if your carb has one, is blocked off with a piece of rubber tube, itself blocked with a short length of steel or brass rod (or a suitably sized bolt in my case). The remaining pipe is an overflow, which under normal circumstances does nothing, but will spout fuel if your float jams for some reason. I suggest that you pipe this down so that it exits from the bottom of the engine bay, as it stands, it points neatly at the exhaust downpipe joint. Not a good place to squirt fuel with a nice hot engine. Don't ask me how I know this!!!

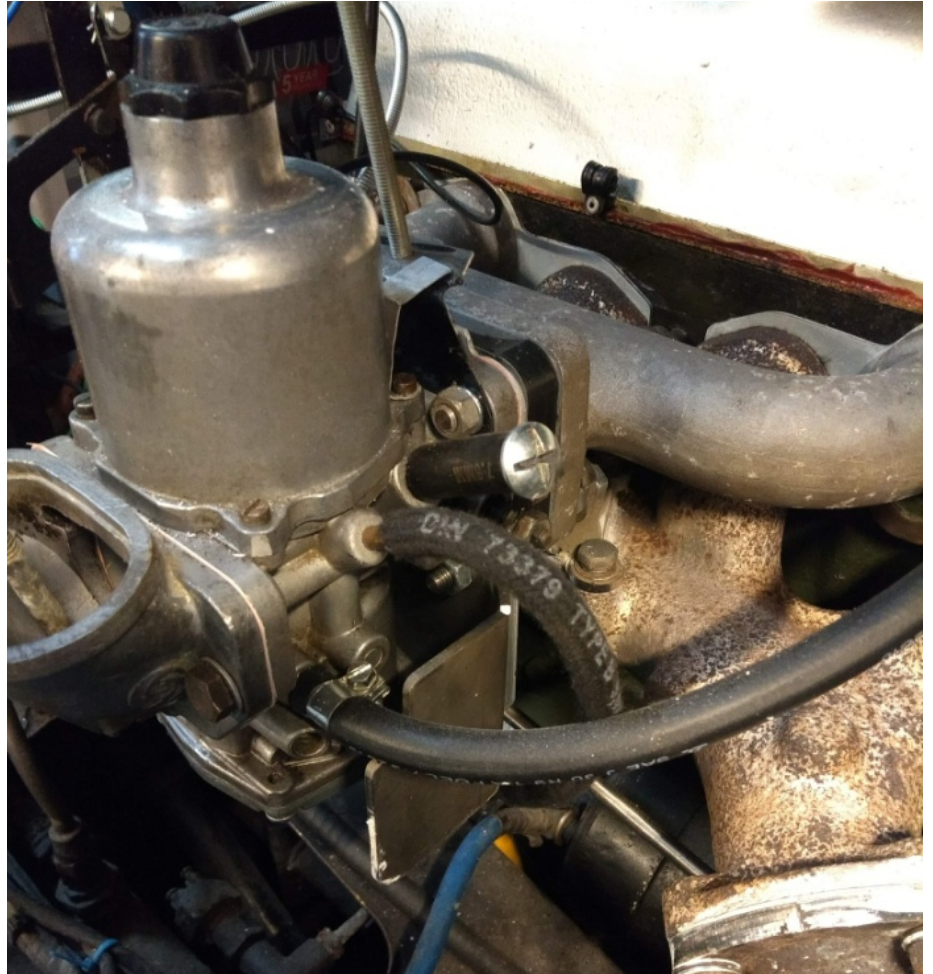
Fit the distributor vacuum pipe (if you have one) to the spigot on the carb. This will require blanking off again if you do not have a vacuum line.

The doughnut air cleaner needs a second fixing bracket, which I manufactured and to which I attached a piece of studding to take a second wingnut to mount it. The main fitting is via a sleeved wing nut onto the adaptor.

You will need to alter the air cleaner by twisting the intake pipe through 180 degrees and cutting it short so that it breathes in through the bonnet side louvers. There also may be a spring loaded flap which sits roughly over the exhaust manifold and on some models of BMC car, there would have been a short pipe down to an adaptor on the manifold and the flap would have been operated with a bimetal strip to admit warm air into the carb intake under certain conditions. On my cleaner, this was missing and so I left the opening. I will see if this makes any difference to running and may block it off if it produces any undesirable effects such as icing. I had discarded the old dirty filter element and used some filter foam from Demon Tweaks as a substitute

### Now does your bonnet shut?

Just about on a Light 15/Légère, and I would expect comfortably on a Normale/Big 15. On the Light 15, there is just a





couple of millimetres clearance and I expected that under certain conditions, you might get the odd rattle when the engine wobbled. I am on metallastic engine mountings so movement is minimal, but if you are still on the volutes, then you may get a problem. Mini tuners recommend that when using this air cleaner, several additional holes are drilled around the casing to promote better breathing. I killed two birds with one stone and chopped a section off the perimeter adjacent to the bonnet louvers, giving some extra mm. You could of course use a pancake type filter, if you don't mind some induction noise on wide throttle openings. This would sit well clear of the bonnet louvres.

## **Pumps and Filters**

SU's are sensitive to fuel pressure, 2.5-3 lbs is adequate, anything over may cause flooding, etc. So, I use a Filter King assembly which includes an adjustable pressure regulator as well as a heavy duty renewable filter to remove any foreign material. There are other kinds of regulator available, but whatever you opt to use between pump and carburettor, a filter downstream of the pump is essential in my view. A disposable plastic one would suffice.

My fuel pump is an electric one mounted in the boot which should deliver roughly the right pressure according to the manufacturers data, verified by a fuel pressure gauge which can be inserted into the system at the Filter King. I have never had a mechanical pump fitted to this car, so cannot confirm what the standard item actually delivers, but a pressure check would be worth the effort.

## **Startup:**

Top up the carb dashpot with some 20/50 engine oil before you start (and add this to your regular pre-flight check).

An advantage of an electric pump is that when the system has dried out, you can sit and listen to the pump priming the system without wasting your battery fruitlessly turning the engine over. When it goes quiet, you are in business. Once the system had filled up, I tried the starter on full choke and the car sprang into life immediately. I left it on fast idle and let it warm through, checking the overflow. Then let it cool and tightened everything up again.

Our first drive was a little tentative. I have a steep front driveway and trying to push a failed car back up off the road onto the level needs several good hefty rugby players, so I am always cautious when embarking on a first run. However, everything seemed to work and I reversed out and did a quick circuit through Clayton le Woods. Things felt fine as the engine warmed through, but I had some slack in the throttle linkage that needs some adjustment of the cable, and the tickover, although smooth, is heart stoppingly slow and needs the throttle stop screw tweaking to speed it up a bit. Depending on settings disturbed when overhauling the SU, you may also need to tweak the idle mixture setting. Again the Burlen website gives clear instructions on tuning. I haven't needed to do anything additional just yet.

There was no evidence of any rattles from the air cleaner assembly, so I concluded that my 'surgery' had proved adequate. This will hopefully be confirmed when I embark on a longer journey. Considering that the car last had some fresh fuel in late April, I was reasonably satisfied.

So that is where we are. Alas winter has finally closed in on us here in North Lancs, so that is as far as I have got. I will report further when the weather permits a few longer voyages.

Bryan Pullan



# Bailey's Banter

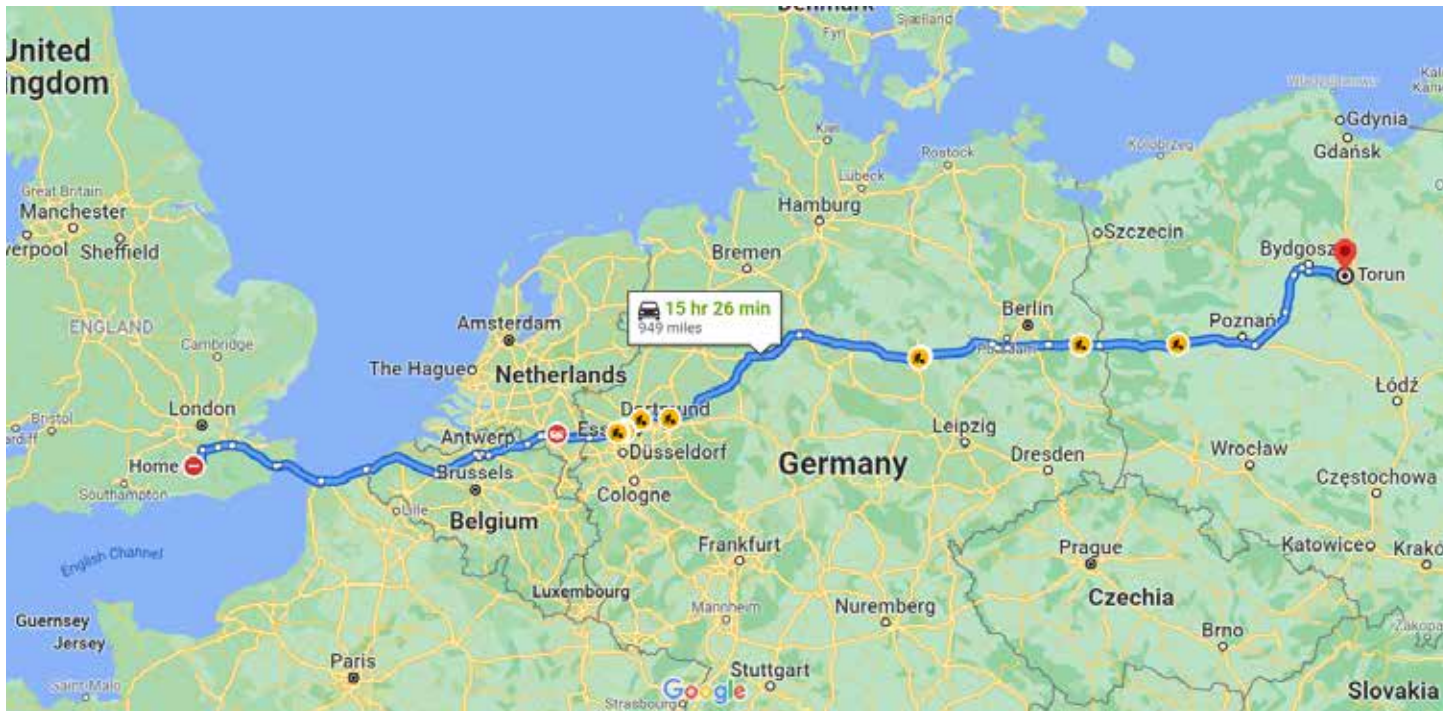
## Happy New Year

My physical presence at work is increasing – mainly in frequency, maybe a little in size too – and as I have nothing newer than my '72 DSuper in which to travel, my predilection for old motors is well known to my colleagues. As well as commuting to work they know I like to make longer trips. My reliance on them raises eyebrows, or rather my confidence in them does. But why should I not be confident that any car will get me to my destination if I have maintained it? Old school maintenance is not just the lubrication and adjustment, it is the familiarity with the condition of the whole car and being able to spot when something is getting loose or worn. For sure I spend more time greasing and fiddling with the old cars than I do with my wife's VW. People interpret that to mean the cars are unreliable – I prefer to think maintenance is the reason they are reliable. It may be a bit messy, but no computers or code readers are required.

writings, and despite knowing it needs rebuilding, I have still not attacked my Traction's carburettor. So, no news there.

But I do need to get my planning head on as the 17th ICCCR looms, the dates being August 3rd to 7th 2022 and the location being Torun, Poland. If I stick with my normal way of doing things, I'll be starting to fiddle about with the car in late July about a week before departure. Torun is 955 miles from here and according to Waze it will take 15 hours of continuous driving to get there. Waze thinks I'll be driving at the national speed limit which I rather doubt, and I can expect this to take closer to 20 hours. I should really allow 4 days to get there. And 4 days to get back.

As this is a 2000-mile round trip some maintenance will be needed en route – hopefully only of the planned sort. The probability of that being true will be increased if I do some preparation beforehand. I mean really "do" and not just talk or write about doing it.



The other thing my colleagues want to talk about is the MOT – or lack of it. "How do you know the car is safe if you don't have an MOT?" A good question. I can only speak for myself and my cars, but I think I know a lot more about the condition of my old car than they do theirs. A lot of the cars in the car park are around 10 years old. If their 10-year-old car is serviced once a year before it's MOT, how do they know what it's like 10 months on? I'm not saying it is better not to have an MOT, but I am saying it is good to know the condition of your own car. With such knowledge one can make informed choices.

I'm not one for planning ahead too much – I'm more likely to work to a deadline and just about meet it (or not quite – Bryan?). Consistent with that, and inconsistent with my last

Things I need to do –

- An inner driveshaft CV gaiter is shot (again). I need to decide whether to replace it or to revert to the original shafts, in which case I need to rebuild their UJs. Even if I decide to do the latter, I still need time to do the former as a plan B when I give up with rebuilding the UJs. I have never assembled the double UJs that are at the outer end of the drive shafts but I hear the spring in the middle can be difficult.
- Have a look at the rear wheel bearings – I can't remember ever seeing them so I at least need to grease them.
- Fit front seat belts – I know it makes sense. I've had cause

to test them a few times over the years.

- Restuff and patch the front seat cushions.
- Build the spare gearbox. I started this years ago but never finished it.
- Adjust the steering rack and maybe fit new ball pins.
- Add some relays and fuses to the electrics.
- Add a 3rd brake light and some rear fog lights
- Add hazard warning lights.
- Make sure the exhaust is properly supported – in fact take it off and find out if it is the cause of my 59 mph rattle.
- Maybe add an FM aerial in case there's no DAB coverage.
- Grease and oil everything that needs it.
- Fit a UK sticker as GB is no longer recognised by the EU.

Not a terribly long list but one that needs to be done, including dealing with all the surprises unearthed in the process. I am so confident that the ICCCR will still happen I have already bought the UK sticker to replace the GB plate. I haven't stuck it on yet. But it's a start? Surely?

I will be taking some spares and a few tools as well as the AA breakdown cover which will likely cost about £200. I first took out the AA's breakdown cover about 30 years ago

when it was called 5 Star and, the one time I needed it (a CX cooling system malfunction if you wondered), I found it to be totally useless. Having said that, a friend had quite the opposite experience around the same time. I vowed never to bother again but relented when we took our 1959 Chrysler to Sweden in 2013. I was glad I did because we used the service in Germany and it was great.

What spares should I take? Fan belt, duck tape (or is it duct tape?) wiper blades and bulbs. Maybe a wheel bearing or two and a couple of brake cylinders. Do I need to take a spare gearbox? It's one of those things you take to guarantee it is not needed. It only makes sense if I take the tools to change it. I'll have them most of them anyway – the extra being a couple of axle stands and a bowl to drain the oil into.

As well as the driving and maintenance, the other aspect that needs planning is the sleeping. Camping holds no attraction so it's time to start researching hotels with parking.

Is anyone else planning on driving their Traction to Torun? Some sort of loose convoy might be an idea? My Traction will be slower than probably any other Citroen unless someone is taking a Cloverleaf.

I've been to three ICCCRs - the 12th in Amherst, USA, the 15th in Harrogate and the 16th in Middachten, Netherlands. They've all been quite different, but they do all involve staring at Citroens. I'm expecting the next one to be as



much about the journey and the city of Torun as about the ICCCR event itself.

Torun is a UNESCO World Heritage Site and one of the seven wonders of Poland so it should be worth the trip, even without the bonus of looking at a field full of Citroens. This ICCCR was originally scheduled for 2020. I do hope it happens and that there's less mud than there was in Middachten.

I could make a start on all the jobs now – but it's getting cold so I'd rather not. I should, however, check the anti-freeze situation. A couple of years ago I decided not to use the regular stuff but to try Fernox Alpha 11. This is a corrosion inhibitor sold for domestic central heating systems. The attraction is that it is not toxic and can therefore be disposed of easily down the drain without harming the wildlife – and does no harm when a hose splits and dumps the lot. I bought 5 litres and put half in the Traction and the other half in the DS. Both seem to have survived. The DS cooling system is pressurized and hasn't lost a drop. The Traction, on the other hand, is not pressurized and needs a top up from time to time. Since I only add tap water, I have diluted the Fernox somewhat and ought to drain and refill it. What comes out will tell me if it really is a decent corrosion inhibitor. I'll let you know.

On the subject of using fluids that are not recommended, I'm feeding both the DS and the Traction with E10 petrol. As with the anti-freeze, your experience may differ but, for me, so far, so good.

Why not just follow the recommendation from the FBHVC and use E5? It's not just that it is cheaper to use E10, but the point of increased ethanol is to reduce our carbon footprint. I'm not entirely convinced that bio-fuel is particularly green, but it could be. Any joy-riding I do, let alone a 2000 mile trip to Poland and back in a 70 year old car can hardly be deemed essential so I do feel I need to do something to minimise the impact on the environment. Even if all my old cars are ULEZ exempt.

When this was printed in the Citroenian, an email flooded into the editor stating that I should be told to stop using E10 immediately. Leaks and flames – or at least my car being off the road for ages would be the result. Maybe so. Maybe not though. E10 was being sold in California when I lived there 20 years ago. My 1959 Chrysler did not leak or burst into flames. It did suffer an FTP when the float valves failed to shut off. That may have been caused by E10 or may have been just that they were over 40 years old. I'll let you know how I get on.

Wherever you live in the UK there will be some sort of iconic events in the calendar not too far from you. In my case one

of these is the London to Brighton Veteran Car Run. Given that it occurs in November it is surprising how often it is sunny, and so it was this year.

More often than not I take the Normale and park it on the green at Staplefield, where both a lot of nice cars to look at and two pubs selling coffee are guaranteed.

Mine wasn't the only Traction there. It was good to see some familiar faces. **Ian Pratt** and his wife showed up with their lovely and shiny small boot metallic grey Light 15. **Bertel Bjorvik** brought his slightly less shiny red big boot Light 15 and **Philippe Verdon Roe** arrived in his black big boot Normale. It was good to see you all again. I don't know who owns the black big boot Light 15 which



I also saw at this event in 2019. With mine, that makes 5 tractions. Hopelessly outnumbered by the Morgans who dominate the upper end of Staplefield Green but a very pleasing turnout nonetheless.

I recently wrote about the range of colours that Tractions came in. This sample of 5 cars presented 2 black French cars and 3 Slough cars in black, red and grey.

I was pleased to receive correspondence about that from Traction Avant expert Olivier de Serres, author of, amongst other works, Traction Avant Le Grande Livre which is pretty much the bible for us Tractionistes.

*"According to the colours in the Slough or in the Forest Belgium catalogues, you seem to leave some questions without reply. And the replies to those you have in your library! I know that you own my books on the Traction, like "Le Grand Livre de la Traction", or its new version "La Traction au Panthéon", in which there are very detailed chapters on the Slough built Traction, and the Forest built ones, with the colours year by year. So do not hesitate to have a glance in it and you will set all the light on the subject.*



*In this very interesting subject, it is a pity to see how some people respray their Citroën so far from - not the former colours, but far from un 'esprit d'époque', if you see what I mean. And the chic of the British Traction comes partly from the fact they have the wheels in the same colour as the body, it gives them an incomparable look, very 'Edwardian', that they lose when their wheels are resprayed in beige, to make them look like the French ones. I feel always sorry to see that."*

I agree with Olivier that I should study my copy of Le Grande Livre more thoroughly. I also agree that for the most part



Slough cars look good with body coloured wheels. I do think though that black wheels on black cars, with of course black tyres look a bit sombre. The unknown Light 15 at Staplefield has cream wheels and, maybe because it makes it look more like my own French car, I rather prefer it. I am very grateful to Olivier for his feedback.

The TOC AGM was at Steventon in Oxfordshire. It seemed to me that, since this was the first time there had been a significant face to face event there should be at least one Traction present. And to guarantee that I, of course, took mine. It was a pleasant if uneventful drive there and back, accompanied by the TOC's official photographer Martin. As it turned out there was one other Traction there. During a break in the meeting, I was pleased to give a prospective Traction owner, Simon Stokes, a run out in mine as he had never been in one. The next

task is to help him get his own. Prices seem to be all over the place. Ambitious asking prices are maybe not matched by actual selling prices.

We discussed tyres – normally the single most expensive component of the car – and it needs 4 – or 5 of them. Michelin X tyres last a long time and generally are replaced because they are old rather than worn out. I had not realised that they are available as whitewalls – would the 47mm white line brighten up a black wheeled Slough car? An alternative tyre manufacturer to consider is Blockley, a small independent British company (their tyres are made abroad though). The tread pattern and look of the tyre is different than the Michelin X and the sentiment seems to be that, for the Traction Avant, looks are important and there is a preference to spend the extra for the Michelins. But, on the other hand, since a set of tyres is quite a significant layout the saving that Blockley offers is worth considering. You probably wouldn't be able to tell the difference if they are covered in mud. Furthermore, Blockley claim their tyres are "the best in the world" and they guarantee it will improve the handling. Does anyone run their car on Blockley tyres? If you do, please let me know what you think of them. They don't offer them with whitewalls though...

Chris Bailey

**21 NOVEMBER 2021,  
STEVENTON VILLAGE HALL, OXON**

## **Formal AGM**

In attendance: Chris Bailey, Cleve Belcher, Ian Harvey, John and Bev Oates, Andrew York, Steve Reed, Chris Treagust, Vanessa Plumpton, Bryan Pullan, Peter Riggs, Philippe Allison, John Moon, Martin de Little, Bernie Shaw, David Gardener, Simon Scotland, Simon Stokes, Tony Hodgkiss  
Apologies: Tony Malyon, Jasmin Gagen, Mike Wilcock, Roger Gullen

## **Chairman: Cleve Belcher**

Cleve welcomed all in attendance and outlined the procedures for the meeting to sign-off the last year-end accounts and complete any HMRC returns and for half of the current directors to stand down and offer themselves for re-election.

## **Previous Minutes and Approval of 2020/21 Accounts**

Cleve presented the accounts and minutes of the previous meeting and invited acceptance of both. Bernie Shaw proposed both motions and Bev Oates seconded and they were duly passed.

## **Nominations and Election of Directors**

Ian Harvey and Cleve Belcher were due to stand down as directors and offer themselves for re-election. The subsequent motion to re-appoint Ian and Cleve as directors was proposed by Chris Bailey and seconded by Vanessa Plumpton and was duly passed.

## **AOB**

There being no other business, Cleve closed the formal part of the meeting and handed over to Chairman, Bev Oates.

## **Chairman: Bev Oates**

Bev welcomed everyone and reflected how good it was to be able to meet in person once again. Zoom meetings have worked particularly well and will continue for the foreseeable future. Although it has been a strange 18 months, the Club has continued to function. Furthermore, despite not addressing the SWOT exercise specifically, the committee has been looking at the issues that affect the Club on a more informal basis and implementing changes as necessary.

Bev sees her role as a 'motivator' and 'chivvier' – not just chairing meetings but liaising with Ian and Cleve to ensure we are doing what we need to and doing it when required. This was her opportunity to thank the Committee and to try and make the membership more aware of the good work it does to keep the Club going by including the Minutes of this meeting in FP.

Bev thanked Tony for the daily running of the Club's finances having made a fairly smooth transition of the accounting system to QuickBooks, with thanks also to Cleve for managing this process and for spending time on a monthly basis to monitor the financial position.

Bev also congratulated Bryan for his continuing stewardship of our excellent magazine, Floating Power. Bev remarked how good it was to see Chris Treagust here having made a good recovery after his illness over the summer. She thanked Chris and Vanessa who both work diligently to ensure we have the necessary parts available to members to keep their beloved Tractions on the road. Further thanks were given to Cleve who has spent many hours trying to sort out import duties, transit coding, appropriate form-filling, etc. to keep the supply of parts coming from Europe and for whom there appears to be a glimmer of light at the end of a long, dark tunnel.

Bev also reiterated the necessity to keep promoting TOC and encourage people to find out more about Tractions, hopefully acquire one and join the Club. She thanked Ian and Mike Wilcock and those other members who helped them deliver three very successful TOC stands at shows this year – The London Classic Car Show at Syon Park, the British Motor Show at Farnborough and the National Classic Car Show at the NEC.

Bev also thanked Chris Bailey for his efforts in promoting Tractions in articles and photos in print and on-line media, and also Andy York who maintains our social media presence.

Bev then introduced and thanked a knowledgeable and keen member, Simon Scotland, who has been assisting us with our website in close co-operation with Cleve and John who were also thanked. She also thanked Steve Reed for continuing to man the Helpline, and also our membership secretary and her better half, John, who not only manages the membership database but also has an important role co-ordinating data across all aspects of the Club's operations.

Finally, Bev extended thanks to all the Section Co-ordinators who have been making contact with new members and arranging events in their areas

## Election of Committee Members

As a minimum of one third of the committee are required to stand down each year, the longest standing members, Chris Bailey, Vanessa Plumpton, Martin de Little, Bryan Pullan and Cleve Belcher, stood down and all were willing to stand for re-election, furthermore, Simon Scotland would be standing for election to the committee. The motion that those standing down should duly be re-elected and Simon should be elected, was proposed by Bernie Shaw and seconded by Bev Oates, and they duly were. Finally, John Moon announced that he would be standing down from the committee but would continue to be the Champion of Slough-built Tractions.

## Finance

In Tony's absence, Cleve reported that the QuickBooks accounting system was working well and that at present the Club is consistently breaking even or showing a small profit. The various aspects of the Club's activities, particularly subscriptions and the spares operation are now working well together.

The ongoing import duty issues are particularly frustrating although HMRC have allowed us a duty deferment account so that we are not required to pay duty on imported goods at the point of entry into the UK. Andy suggested that in most commercial situations, an agent is normally required to deal with importation issues. Cleve responded that in our case, the carriers should deal with the import administration but Parcellforce, who we have been using, are proving somewhat inept, hence the need to find an alternative.

Finally, an invitation to vote on the proposal to increase the Club subscription from £36 to £40 had been sent to the membership by email with a deadline of 19 November. Ian reported that he had received 55 responses from the membership (excluding committee members). The results were: For - 50 Against - 4 Abstentions - 1

A vote was taken at the meeting and all were unanimously for the motion, thus the increase will take effect from January 2022. Ian further reported that of the voting replies he had received, 8 members had also taken the trouble to express their appreciation of the work carried out by the committee and how much they valued the Club and the services it offers to its membership.

## Floating Power

Bryan Pullan reflected that he had been in post nearly 4 years and during that time he had altered the format of the magazine and introduced colour to the cover pages, which seemed to have met with approval from almost everyone. Tony expressed his preference for black and white images for the cover and Bernie agreed, but appreciated that the magazine was brighter and more welcoming in colour.

Bryan had also carried out a re-tendering exercise to establish if the costs involved in the design, production and distribution of FP could be reduced, after which a turn-key operation with the original printing firm was agreed with added benefits.

He confirmed that FP production continues to go well and he has some interesting technical articles in the pipeline but the loss of many social functions over recent months has meant much fewer social reports. However, the Sections Coordinators are very good at providing interesting reports on their activities, in particular, Peter Fereday in Scotland.

Bryan was particularly appreciative of Chris's 'Bailey's Banter' and requested more articles related to RWD cars to add more interest and looked forward to more reports from the Australian member restoring a Big 6 but who was finding the latest lockdown was hampering progress. He also proposed to try and exchange articles with the editors of magazines from other European and Australian clubs. Bernie suggested he would send him the Traction Universelle magazine to which he subscribes as a source. Bryan also requested more content from members and reminded us that there will be no calendar for 2022 as production costs had been deemed too costly. Simon Stokes suggested that a calendar could be pre-sold and advertised for sale in FP at a price that would cover the cost of production and postage. Martin informed us that it was normally 5 days work to produce the calendar and to be viable would require a production run of at least 100. Simon Scotland suggested that further research into the actual cost of the calendar should be undertaken and Bryan suggested that a Club calendar could have a sponsored charity content with a charity contribution from each one sold.

## Membership

John reported that there were now 605 members of TOC (622 at the same time last year) of which 35 were based in the European Union and 47 elsewhere in the world. Phil Allison queried the actual numbers of members leaving and new ones joining and John replied that very few members actually formally resign from the Club but rather they stop paying their subscriptions which may be because they had

died or had sold their cars and he would not necessarily know which. Cleve reflected that only around 50% of Traction owners in the UK were actually Club members. Simon Stokes also reflected that many people his age and younger tended to live their lives on-line and often have less permanent homes mostly without access to garaging or even off-street parking, but many have a keen interest in classic cars so an online FP would be of particular interest and could be the catalyst for future ownership and hence Club membership.

## Spares

Chris Treagust reported that the current year was proving to be the most challenging for him since taking on the spares operation and that as a former Brexiteer, he had now changed his views having experienced first-hand the ramifications of trade with suppliers within the EU. Orders were now regularly taking 6 weeks from order to delivery as opposed to the 3 or 4 days of 2 years ago and VAT payments were causing major problems and suppliers were starting to chase payments long before the goods had even arrived. Many of the issues were connected to the freight carriers engaged in the deliveries and the complications of the excessive administration required. He was actively engaged in changing to another distributor, such as Fed-Ex, to try and resolve the issue and suggested that a further stock-take should be undertaken in April next year.

Chris added that he would welcome more shelving for the stores to make the storage and collection of parts easier and Bernie suggested splitting French and Slough parts into two separate categories to further simplify the operation. Chris also noted that many parts suppliers, including CTA, did not actively want Club members to buy parts directly from them, but preferred to deal directly with the Club who would then supply to the membership, as this greatly reduces the administration process.

It was suggested that if the problems of parts deliveries continued, it may be an idea to arrange for regular parts collections to be made by someone in the Club.

Phil asked if we had considered CAS as a possible alternative parts supplier but Chris noted that in many cases their costs were notably higher than CTA, but Phil replied that this was because their parts were often manufactured to a higher standard and therefore were of superior quality. John Moon added that in his experience in rebuilding the rear suspension of his car, the silent blocs from CAS were of considerably better quality than those supplied by CTA, and there had been very little difference to cost between the two. Furthermore, James Geddes who has been professionally rebuilding Tractions regularly uses CAS parts. No final decisions were made, but the matter would continue to be considered and discussed at future meetings.

## Shop

Vanessa reported that there had been minimal sales of late. She had 50 grille badges now in stock and a few grey polo shirts, and if more were sought, a new clothing supplier would need to be found.

Simon Stokes suggested an alternative approach whereby the Club logo could be made available for printing on a wide variety of products from on-line suppliers with orders arranged through the website.

## Marketing

Chris presented his report and continued to reach out to relevant magazines, in particular, "Practical Classics" was an ideal publication for us but preferred previews rather than reviews. The YouTube channels were working well, in particular, that of James Martin, who was looking for a Traction to review in a short film, ideally within reach of Ipswich.

Andy continues to add content to our Facebook page and Ian regularly posts Traction-related images on Instagram. Simon Stokes suggested a 'back-to-basics' approach with a web-based introduction to the whole Traction experience for newcomers, something like "Tractions for Dummies".

## Social Events

Bryan reported that the Annual Rally in the Lake District would be attempted next year for the third time. There are 21 cars still booked and he would be requesting final numbers by the end of January in an ad in the next FP.

Bev suggested we should start considering the 2023 Annual Rally and Chris Bailey suggested that the West Country would be ideal. Thus the Sections would be asked to start looking for suitable locations and someone to coordinate the event.

Ian reported that the TOC stand at the National Classic Car Show at the NEC in November had been quite successful and 6 or 7 new membership enquiries had been taken. The plan had been to promote the Club at the most prestigious classic car show as economically as possible and the only expenses were Ian and Mike's hotel bill and the cost of fuel getting the 4 cars to and from Birmingham (less than £650.00). Furthermore, as Ian has been storing 2 of the 3 wooden crates holding the exhibition display components in his garage since May, the cost of storage at RDW in Shropshire has been reduced by around £600.00. The 3 shows also demonstrated the benefits of the TOC Roadshow concept whereby a comprehensive display relating to early Citroen cars – Tractions in particular and the activities of the Club – could be delivered and erected



quite efficiently anywhere in the country with local Sections and members providing display vehicles, people to man the stand and accommodation for the build crew. Obviously, an outdoor show would require a shelter for the display and in time it would be necessary for the Club to have its own collapsible shelter.

Finally, Chris Bailey reported that the 17th ICCCR event would be taking place in Poland next year and he intended to attend and invited others to join him.

**Helpline**

Steve confirmed he was actively responding to mainly technical enquiries and continued to be astounded at the preposterous nature of some of the enquiries he receives.

**Website**

Cleve reported that he and John were jointly administering the website but were still some updating issues with the software but were now assisted by Simon Scotland who has now been appointed Webmaster.

Simon introduced himself as the owner of a Traction for the last 30 years and was professionally experienced in all website design, production and administration issues. He had been looking closely at our website for some time and had identified a number of areas which could be improved

upon. He proposed a fresh initial page which would be welcoming to those new to Traction and would provide an informative introduction with fresh content to attract positive interest. He later showed us a flavour of what he had in mind through a laptop presentation.

**Other Business**

Phil reflected that as Coordinators for the Surrey, Hants & Sussex Section, he and Sue had found it increasingly difficult to get events organised of late due in part to a general apathy, probably connected to the ongoing pandemic.

However, he did announce that he and Rob Kiff and their respective wives were taking part in the Cape to Cape Classic Car Rally 23 April – 8 May 2022 in their Roadsters. This would be a 2,700 mile tour of Great Britain and Ireland in aid of Macmillan Cancer Support and they were aiming to raise £8,000 in donations. Details and more information would be provided in forthcoming FP and it was suggested that the Club could become involved with perhaps a display at the start and/or the finish.

Finally, Tony reported the recent death of Tom Evans, an early Club member and official and suggested a tribute in the next FP. He would liaise with Jasmin Gagen as Tom was in the Eastern Section and well known in the area.



The AGM was held with most of the committee and a small number of members present. This was a particularly notable event, in that the committee had not been together 'in the flesh' for over 18 months due to the pandemic, having been obliged to resort to 'zoom' meetings. It was also particularly good to see our President amongst us again, after his ongoing health problems. As ever, our resident camera man, Martin de Little was on hand and here are a selection of his images of the day.



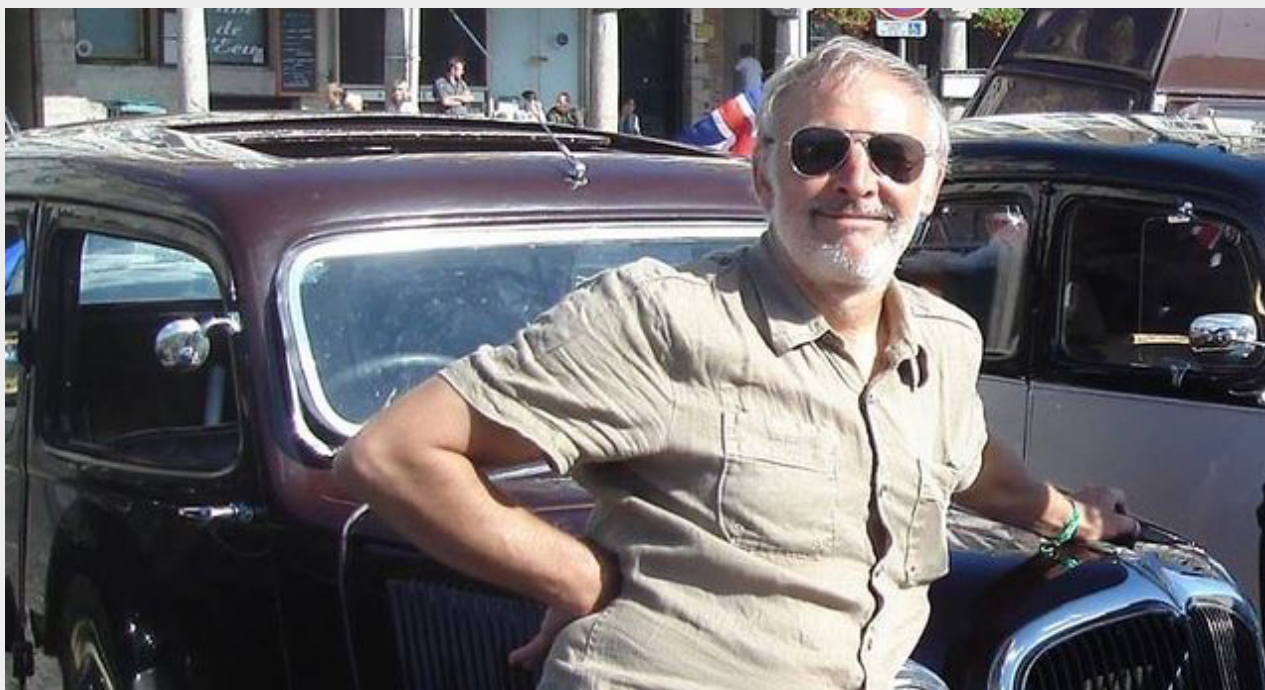
## Driving Abroad

Driving Abroad: We ran a piece last time around on driving abroad and if you are contemplating taking your car across the Channel in 2022, you are strongly recommended to read that, particularly in terms of what documentation is needed in the post Brexit era. As we write this article, Franco British Government tensions remain high and it is possible that entry requirements for documentation may well be targeted for extra attention, resulting in fines for non compliance, or even refusal of entry. There are also selective lockdowns still under way and you are strongly advised to watch how these evolve in terms of local infection rates, new variants, etc. in the areas that you are contemplating visiting.

In terms of documentation, you should keep a particular eye on the MOT issue. Not all countries recognise our MOT exempt status post Brexit and it is worth watching the YouGov/AA/RAC pages for more advice on this. Or to be on the safe side, get your car MOT'd anyway, well before travelling and include the certificate in your document pack.

Watch out for your fuels as well. E5 and E10 are the usual fare in Europe. However, on some forecourts, particularly in Scandinavia, E85 is available. It can be significantly cheaper in most outlets, which may catch your eye, but really won't do your Traction any good at all. Just watch out for the labelling on the pumps.

## Tom Evans



TOC members will have been sad to hear in the last FP, of the passing of long-term member Tom Evans, aged 71. Tom died in hospital on October 13 following a long illness.

Tom was one of the founding members of the TOC back in the 1980's. Along with his wife Rosie, he was Eastern Region social secretary and a great organiser of Citroën-related events in East Anglia, including the 1981 TOC rally near Thetford. Using his creative talents, he was a Graphic Designer by profession, he became the artwork designer for FP from July 1981 – March 1983, a period when FP collected various awards amongst other car club magazines. (There was no computer-aiding then. This was when it all had to be manually typed, drawn, compiled and posted!). He also created the artwork for several dramatic TOC posters, T-shirts and displays.

Tom's first Traction, bought in 1972 was a Light 15 [HCR 540] and his final one, the Big 15 [originally JJF 6, but changed to YVF 654A], with several others along the way. He enjoyed doing innovative and practical work of all types to a high standard,

both in his house and on the cars. He converted the Big 15 with a 4 speed gearbox, one of the earliest conversions in the club and his description of this was published in FP.

In more recent years, he was an occasional contributor of articles and pictures to this magazine, and indeed sent in some photographs of a recent Traction expedition only a few weeks before his death.

Tom was described in the local press as a 'quirky, Citroën-loving graphic designer, remembered with a procession of classic cars ahead of his funeral, headed up by Mr Evans' beloved Citroën Traction Avant Big 15. As a mark of respect, a parade of cars including three Traction, a Citroën 2CV, four Citroën DS models, a Humber Snipe and Mr Evans' own Citroën were driven to his funeral at Colney Wood Natural Burials Ground on Friday, November 12.'

He will be missed by all who knew him. Our condolences to his family and friends.

Tony Hodgekiss

# SCAM WARNING

Please note that as per previous editions' **'Red Box'**, there are scammers out there.

The latest one is to pose as someone with a car that they are breaking for spares, the excuse usually being that it is no longer used due to their ill health. Various names have been used and the response is usually accompanied by a picture of a similar car, usually far too good to break and often the wrong model also, and they are usually anxious to get an address out of you. What follows next may be theft of your car, or simply a ruse to con you into paying for spares that don't ever turn up. **BEWARE!**



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Probably not much to talk about in the immediate future, but there will have been some New Year events in your area, and more local meets may emerge, so do keep in touch with your Section Representative for any opportunities to get your car out.

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### **Restoration Car Show at the NEC:**

Note the date: It's been rescheduled from this year to the weekend of **18th-20th March, 2022**, not June as was indicated in previous copies of FP. The Club Exhibition Road Show is hoping to have a stand there

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**Drive it Day** will beckon on April 24th, 2022. Details will be available soon. FBHVC will continue to support the NSPCC's Childline® to raise money as an integrated part of Drive it Day.

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### **Tractions in the Lakes - June 24/25/26 2022:**

The TOC National Rally will be obliged to close its block booking for the hotel at the end of January. After that anyone wanting to book into the rally will still be able to do so, but will have to take their chances with room availability. Details of the Rally are elsewhere in this magazine.

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**ICCCR:** Chris Bailey advises that the **17th ICCCR** event will be taking place in Poland next year. He intends to attend and invites others to join him in a convoy (**August 3rd-10th 2022**.)

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### **Brittany:**

You will have seen, just too late for the November/December magazine, that there were problems for the **2022 Brittany Rally**, in terms of a limit to numbers being imposed by CTAB. For the latest news on this, please contact vicmarnic@gmail.com

By the time that you read this a draw will have been conducted by the Chairman, and the lucky 10 cars/twenty people will have been notified. I understand that the remaining individuals will be on a short list who will be offered a place if either someone drops out, or if the Covid rules in northern France are relaxed in the meantime and the UK element can be increased in numbers.

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### **Jersey Rally:**

Another pandemic casualty was the Jersey rally and Bev Oates and Brian Follain are aiming to resurrect this and organise something for the 11th -15 May, in 2023. The Westhill Hotel have agreed to retain the same room rates as were proposed in 2020.

More details and a proposed itinerary will appear later in 2022, but in the meantime, if you would like to express an interest, then please contact Bev Oates on chairman@traction-owners.co.uk .

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## TRACTION



## REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

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No job is too big or too small.

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**James Geddes**

Morpeth, Northumberland.

**07783259874**

[www.tractionrepairs.uk](http://www.tractionrepairs.uk)



## Citroen Classics

Tel: 01784 452299

Owned and operated by Darrin and Kristina Brownhill, Darrin has been repairing Traction's and other classic Citroëns since 1987.

From our premises at Staines-upon-Thames, we offer full mechanical, electrical, bodywork / paint services, in fact anything you need to keep your Traction on the road.

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\*\* EZ electric power steering systems supplied and fitted \*\*



[www.citroenclassics.co.uk](http://www.citroenclassics.co.uk)

Unit 8 Tims Boatyard, Timsway, Staines-upon-Thames,  
Surrey TW18 3JY

# 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)

# Traction

OWNERS CLUB



## CARS FOR SALE

### 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.  
**£15,500 Herefordshire.**  
**Tel: 07800549263**



### FOR SALE:

**1954 Traction Commercialle 11c**  
DS engine (1961) 4 speed gearbox, 12volt electrics, peacock driveshafts, recent new tyres, new headlining not concours but a good useable car can be seen in North Norfolk **£15,000**  
**l.coburn@btinternet.com**  
**mob 0799534731**



### 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.**  
**Contact 07944131671.**  
**Email dands@btinternet.com**  
**Car in Mid Wales.**



### CAR WANTED:

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

### CAR WANTED:

New member seeks **Slough built Light 15**, either big or small boot. A reliable, fully sorted club car preferred. I am interested in a French car too, but would prefer RHD. Do you have or know of one for sale? If so, please contact **Al Bentley on [alasterbentley57@gmail.com](mailto:alasterbentley57@gmail.com) or 07860464104**

## 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](mailto: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](mailto: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 01527 894599 - Redditch.**

**FOR SALE:**

**ID 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](mailto: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)**

**FOR SALE:**

**Original parts for sale**  
Large collection of Traction spares available Gearboxes, Bellhousings, Chrome Light 15 grilles, gaskets, U/J's, 12 volt starters, lights, points, plugs, 140 x 40 wheels, pre-war hubcaps and lots more.  
Just email your requirements and enquiries to [bryndhughes@yahoo.co.uk](mailto:bryndhughes@yahoo.co.uk)  
Thank you and regards **Bryn Hughes**

**FOR SALE:**

English instrument panel, aluminium wing guards and chrome grill, poor leather front seat squabs. French steering wheel, rear lamp, Scintilla indicators and column electrical controls and other small parts. I'll make a list. Three spare gearboxes (in case I broke one when racing....I didn't); one is early with left hand clutch bell housing and no gear-lock mechanism. Heavy stuff will be donated to TOC to give Chris T back and head-ache.  
**Willie Sellers, based Leicestershire; LE168SH 01536771169, or 07765446298 email: [wfssellers@doctors.org.uk](mailto:wfssellers@doctors.org.uk)**

**PARTS WANTED**

**WANTED:**

**Tyres wanted:** I urgently need x4 serviceable tyres, 165R400 for my 11BL 1952. My contact number is:  
**07960018306 - [joeambaye@gmail.com](mailto:joeambaye@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](mailto:mike@tippingbrow.f9.co.uk)**

**MEMBER SERVICES**

Classic Citroën Specialist.  
Mark Harding, Devon Traction  
For servicing, repairs and restorations.  
Contact: [fb.me/DevonTraction](http://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](mailto: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](mailto:spares@traction-owners.co.uk)  
Please note, a full spares list is available on the club web site at [www.traction-owners.co.uk](http://www.traction-owners.co.uk)

**TOC SHOP**  
[shop@traction-owners.co.uk](http://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

**SOLD OUT**

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

