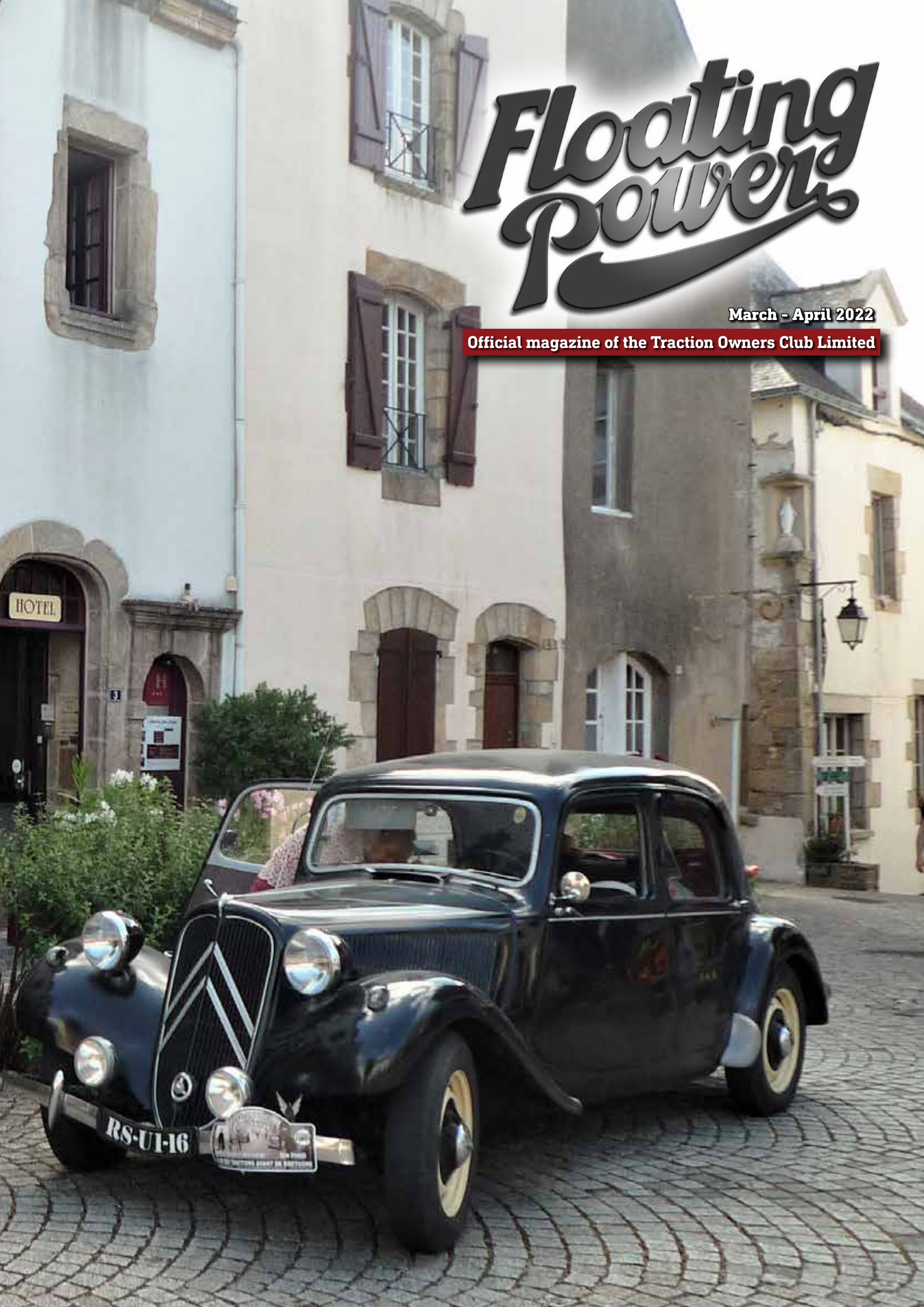


Floating Power

March - April 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

Published bi-monthly since 1976
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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 May/June *Floating Power* will be

Sunday April 17th 2022

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Somewhere
in Brittany, 2018*

Martin de Little



Editor's Epistle



It must be getting towards a time to get out now in our cars, although as I write this in February we are still having some wintry intervals up here in the Lancashire hills, leading the County Council to deploy their gritters. Not the sort of thing that we want to see splattered over the underside of our cars! However, sunset is getting comfortably later, and Drive it Day is beckoning in April when hopefully we will be able to do something a

little more ambitious than the somewhat locked down drive that took place, in Lancashire at least, last year.

In this magazine we have a look at episode one of a marathon Paris to Moscow Rally in the 1980's, a piece about helical gears, and news from Australia of the Big Six restoration. There is also a statement from FBHVC about carbon capture, emphasising that unlike many, it achieves its aims by planting trees in the UK rather than overseas, where, to be blunt, it is sometimes hard to see exactly what is happening to your contribution. If you are contemplating some long distance driving in 2022, then you should consider the FBHVC scheme. Can I also welcome Andrew Peel to our regular list of contributors. Andrew already writes for the Citroënian about RWD matters and is aiming to provide us with a regular column regarding the RWD cars and light commercials that the club also supports.

If anyone is looking for a car, there have been a few Tractions advertised in classic car dealerships around the country in recent months, one in particular claiming to be a restored 1950's rally car capable of 100 mph. I can't quite visualise the ton in a 4 cylinder Traction somehow, but they seemed sure of its provenance, although beyond a twin carb setup it was not clear from the ad how the car had been tuned up. They wanted around £27k for it. I see also other Tractions for sale, (these are all 4 cylinder cars incidentally) at around the £17-18k mark. Will they sell? Only time will tell.

As you know, I keep tabs on prices, but a trend is still hard to spot, and it is not always possible to get the feedback that would establish a rise or fall in values. Dealers and private sellers websites are keen to show that they have sold the car, but often reluctant to reveal how much for, the main exception being the much derided EBay. Interestingly, Andy Burnett came across an incomplete and derelict Traction up in Scotland that was being offered for an astronomical £5k. See his Section Report for more details.

I had a call just before New Year's Eve from member, Tim Walker, who, as some of you may know, has been trying to sell his Traction Cabrio for some time. He had managed finally to sell it for £60k, having advertised it in online classifieds for £65k. This was after a number of false trails with people expressing an interest and then either making low offers or simply mysteriously disappearing into the woodwork again. What is particularly interesting, after my comments on car auctions in the last magazine, was that he had also offered it through both Anglia Car Auctions and Bonhams, and received not a single bid via either auction house, even though Bonhams in particular, had been very enthusiastic and optimistic for a sale. Why did he think that this was? Well he felt that there were a number of factors acting against it, Citroën isn't a prestigious marque, and the car was a pre-war design in a market where 60's and 70's prestige or performance brands are the ones now making the serious money. My own thoughts would concur with this,and think what the buyer's premium would have been on a £65k hammer price.....ouch!

Interesting and in similar vein, was a recent comment in the Classic Car press by Derek Matthewson of TV 'Bangers for Cash' fame. His opinion was that the pre-war car market was rapidly fading away. If you wanted to sell your car for a premium price, then it needs a Ford badge and to be a 60's/70's/80's performance model. He viewed this as the result of the car buying generation having moved on, although he was surprised that it had happened so relatively quickly. This roughly translated seems to imply that the drop off in popularity of pre-war cars is caused largely by their supporters and enthusiasts getting to a stage in life where they are not able to drive and maintain this generation of classics, hence the reason why so many are on the market and why values are slipping significantly.

Happy landings

Contents

Editor's Epistle	2	SU Conversion 3...Sorry Folks	20
Contents / Committee	3	MGU 48	21
President's Ponderings	4	Yet Another Peking to Paris Rally Car...	21
Chairman's Chat	5	PARIS-MOSCOW-PARIS 1984, Part 1	22
Images for FP Covers	5	Bailey's Banter	26
Section Details	6	Citroën automobiles - the early years	30
Beijing to Paris 2007	11	News	34
Club Expo Conference - FBHVC	12	Display Advertisements	35
Your Letters	14	Events	36
Over the Border by Plateau	15	Display Advertisements	37
121st Anniversary	16	Classified Advertisements	38
Big 6 Downunder	18		

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

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

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President's Ponderings

A very belated Happy New Year to one and all.

Looking ahead into the coming year, it is beginning to appear that the difficult decision to further delay the "2020" Jersey rally to May 2023 was wise (if not lucky). However, the '2022 Annual', in the Lake District, being a couple of months later, gives "normality" that little longer to re-establish itself thus greatly decreasing any likelihood of the plague interfering with that particular event this time round.

Similarly, the twice cancelled CTAB (Brittany) rally has been rescheduled for this coming July but, due to current French regulations governing restaurants, participant numbers will be severely restricted this year. As a result, the event is already fully booked with a waiting list of regulars not lucky



enough to have been allocated a place.

2022 also sees the centenary of the 5HP with a 3-day celebration planned in the Loire region in mid-June. Several UK owners are already signed up and, if any other members are likely to be interested in this event, please contact me and I shall be happy to pass on details and a registration form.

For some time it had been my intention to attend both the above events in "one hit", trailering the Cloverleaf behind the 15/6 and catching up with friends between the two dates. Unfortunately, I fear "plan A" may need to be revised because the shoulder replacement I require has become more complicated than anticipated and may not now be completed in time for me to rebuild the strength needed to drive the 6 comfortably not to mention safely. Hey-ho, say larvae!

Looking to September, the ICCCR in Torun, Poland, is

likely to be a very enjoyable event. The same enthusiastic team of organisers was responsible for staging the very successful 2016 2CV World Meeting. Torun is an interesting city and the team have an excellent relationship with the Torun administration, who are keen supporters of the event.

Meanwhile, back on the home front, recent Forum posts suggest that there are members who are unaware of the fact that Chris Treagust (Club Spares) also holds a fairly large stock of second-hand parts. Of course, a new part is usually preferable but new parts for Slough models in particular are not always so readily available and, in such cases, a used component could perhaps be a lifesaver.

I am also aware of a number of Forum posts seeking technical information which can often easily be found by simply consulting the workshop manual. I would therefore like to remind members that copies of original manuals (as well as numerous other useful information sources) can be accessed - and downloaded - from the Technical Section of the website.

Finally, I should like to draw your attention to the fund-raising challenge to be undertaken by Phil and Sue Allison and Rob and Carol Kiff in their respective roadsters. They are signed up for The Fourteenth Grand Tour Cape to Cape in support of Macmillan Cancer. Full details of their epic trip and how to support them are elsewhere in this issue and I hope those who can will support this very worthwhile effort.

..... And even more finally, on a personal note, I would like to take this opportunity to offer my heartfelt thanks to the many TOC friends whose kind support and encouragement has recently helped me through a difficult few months. Thank you.



New Members

Welcome to the Traction Owners Club to the following:

2862	Richard Turner	Exeter	Devon
2863	Colin Lea	Formby	Lancs.
2864	John Mackenzie	Beaulieu	Inverness
2865	Robert Kitcher	Vienna	Virginia USA
2866	Charles Mildred	Manningtree	Essex
2867	Chris Jones	Ely	Cambridgeshire
2868	Paul Bennet	Abingdon	Oxfordshire
2869	Rudy Jakma	Leixlip	Kildare



Chairman's Chat

I hope you have all spent the winter months fettling your Tractions ready for a busy summer of events – local meetings starting with Drive It Day on 24th April, our annual rally in June in the Lakes, Brittany for the lucky few and lots of other Shows to support.

Talking of Rallies – we need a volunteer and somewhere for 2023 in the UK. Could you co-ordinate this where you live please? Could a local Section take this on? Help will be available from the Committee.

Telephone me or email me please if you have an idea to explore. Don't forget we also need a Social Secretary if you would like to come and join us on the Committee – you will be made very welcome.

Thank you to those who telephoned John & I asking about this year's calendar. A few members were worried they had thrown it out by accident. As you will know from reading 'In Committee' we decided not to produce a 2022 calendar due to rising costs – it was difficult at this time to justify a "free" gift for members. However if there is enough interest from you we will look at a TOC calendar for 2023 – these would need to be pre ordered, charging you for the calendar plus postage and possibly a small donation to a charity – such as ChildLine, the Charity supported by FBHVC. Would you buy one? Let me know – the more interest we get the cheaper it will be.

Again do email me your thoughts.

Bev

Images for FP Covers

When the January/February Section reports started to arrive I spotted that the photo within the Kent/East Sussex one was absolutely spot on for a cover image. It was nicely symmetrical with the subject matter divided equally between front and rear covers. I do receive quite a few good quality photographs with the senders' suggestion that it might make a suitable cover image. Unfortunately many don't, for although they are excellent images in their own right, if you think of them enlarged and inserted into a Floating Power cover, in so many cases the subject matter is largely going to end up on the back cover, being in the left hand half of the image. To summarise, therefore, a good cover image needs to be:

- Landscape in format.
- Sufficiently high resolution to withstand being blown up to A3. Send it as an attachment or send me a link to it in its basic format (eg: jpeg) on something like DropBox, not inserted into a Word document, a.pdf or into the body of the email. This drops the resolution drastically and kills off many a nice cover image due to lack of clarity at A3.
- The composition needs to position the main subject matter in the right hand half of the image or be evenly spread across the whole photograph, so as to provide a suitable composition to compliment the front cover, title, etc. Although traditionally front and rear covers are usually a single continuous image, I can also deal with two related portrait oriented photographs, one for front and one for back.
- Bear in mind where the magazine's cover title is likely to be placed, hopefully not covering a crucial piece of interesting detail in the image.



The image needs to either be your own, or sent with the permission of the photographer. Copywrite is an increasingly ticklish subject these days, with many images online 'owned' by organisations such as Alamy, who make a living by charging a royalty. This also applies to images used in articles, incidentally. Ideally, if we have a name, we will give a credit.

I look forward to receiving your images..

Thank you.

Editor

Traction Owners Club: Section Details

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

Northern Scotland

ANDY BURNETT

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See section report for coming meetings/events.

Southern Scotland

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See section report for coming meetings/events.

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ANDREW TWEED

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See section report for coming meetings/events.

South West

HOWARD SPEIRS

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M: 0797 418 7267

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See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

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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

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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

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E: eastern@traction-owners.co.uk

Our regular meetings are every three weeks alternating between pubs below. The Angel Inn, Larling, Norwich NR16 2QU
The Compasses Inn, Littley Green, Chelmsford CM3 1BU

London

MIKE WILCOCK

T: 07761608656

E: london@traction-owners.co.uk

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

Surrey/Hants/Sussex

SUE & PHILIPPE ALLISON

T: 01256 765040

E: surrey-hants-sussex@traction-owners.co.uk

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

Kent/ East Sussex

JOHN BARSLEY

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See section report for coming meetings/events.

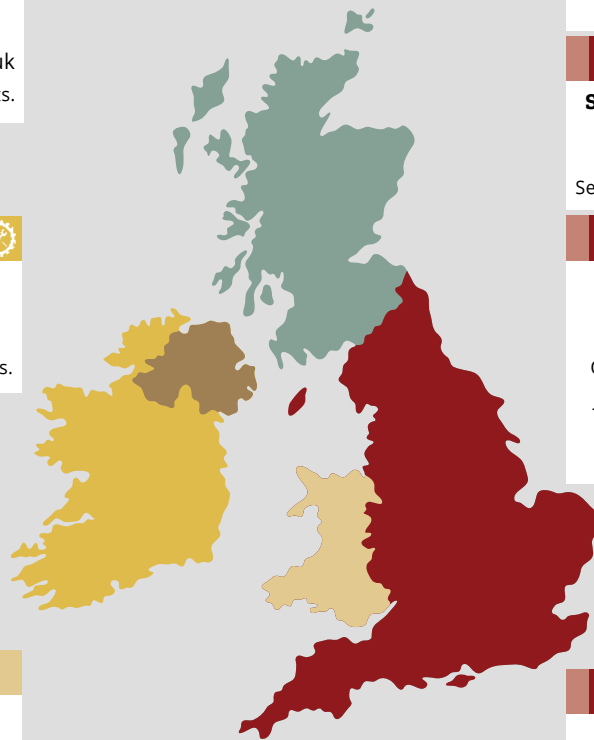
West of England

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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

Wow, the seasons are certainly changing!! In years past, we would normally have a foot or so of snow by now, but this year, as in the past two, no more than a few inches! We are certainly having more highly destructive gales with electricity out for several days. At time of writing, we have had another storm, whole forests flattened, but this time our electric supply was only out for a day! Not much chance of many here buying an electric car as they would really be stuck for transport!



We have another 2 members, father and son Thomas and John Mackenzie from Kiltarlity, Inverness-shire who have just bought a black 1949 Light 15, apparently in very good condition, so must visit when next in their area. Great to welcome new members.

Long time member James Ingleby, from Glass has moved house, now near us at Aboyne, and whereas he had a massive purpose-built building to accommodate his really big collection of classic cars, his new house has at the moment much less storage room, so is thinking of selling his late model Normale, which is in full rally format so interesting to see what will happen.

Also heard of a Light 15 for sale in Fife, so went to have a look. Total waste of time, this remains of a car is in extremely bad condition, remains of whole interior loose in a heap, windscreen headlamps, many, many fittings all missing, gearbox lying inside the car, which is outside with some bits of a rotten cover over it. There may be a limited amount of parts which could be salvaged, but the owner who deals in old cars stated he valued it at over £5000!! Time to say goodbye and get home again!

Until next time, take care and keep safe!!

Andy Burnett

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

Southern Scotland



So we seem to be moving gradually towards a state of normality or new normality, where life is like it was before Covid, but not entirely. At least there is now a season of events to look forward to.

Lined up so far are:

Drive it Day. This is on Sunday 24th April; details are yet to be finalised but I will contact all members in our area when they are. It will definitely be a good drive out with a meal stop at the end.

Stirling and District Classic Car Show, Bridge of Allan.

This is scheduled for Sunday 15th May, but, once again, full details are not available yet.

BVAC Classic, Thirlestane, Lauder. A special event this year celebrating 50 years of the Border Vintage Automobile Club over 2 days - Sat 18th and Sun 19th June. The main show is on the Sunday and it would be great to have some tractions there. Further details are on the BVAC site - bvac.org.uk

Moffat Car Rally. This is the following week, once again over 2 days on 25th/26th June. Unfortunately, this clashes with our own Third Time Lucky Rally in The Lakes, but the CCC Scottish Section will be going so you can join with them if not going to our bash. Details on sre-scot.co.uk

Please let me know if you are interested in any of these events – after 2 years doing very little it will be brilliant to get our cars out and about again. And the combined **CCC/2CV Ecosse/TOC Monthly Meets** are now continuing live at The Stables, Kirkintilloch, last Thursday of each month at 8pm.

An interim report from John Van Looy about the troubles with his 11BL, documented in the last FP, – he has now received and installed the brand-new petrol tank but has final fettling to complete, some adjustment is required to locate the filler pipe in exactly the right place. Consequently, we don't know yet whether it is all now running correctly – but I've told him he's entered for Drive it Day so it has to be ready for then. Finally, I'll leave you with a photo of an ignominious end to my trip to Perth for the CCC Spring Meet in 2012. I was convinced at the time it was the fuel supply playing up too. As I recall, some 6 months later we discovered it was the coil playing up intermittently when hot.....



Peter Fereday

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

Section News

Northern, Lakes and Borders

A trickle of events is now coming through, although some have been postponed to later dates due to worries about ongoing Covid restrictions. This is ironic because as I write this, they are disappearing at the end of January. Ah well! New Year's Day was up to its usual standard at the Corner House with a couple of Tractions amongst the general melee of cars of all ages, the oldest visitor being a Hurtu, from 1898, which had driven very slowly across from Southport! (usually about twenty five minutes away)



A small group of us joined the local multi marque car club for a Burns Night supper, again at the Corner House in Wrightington. This was in lieu of the more usual Christmas do, which was shelved in December when Covid restrictions were still a little 'on edge'. A good night was had with a suitably 'North of the Border' menu, although nobody was brave enough to don a kilt!

The St Catherine's events are holding up, with cars appearing every second Sunday of the month and the Corner House have also continued with their first Sunday of the month meets, unlike in previous years where there has been a shut down until April..

There is an interesting event involving a coast to coast rally due to take place in July, starting at the Midland Hotel in Morecambe on the 15th and ending up in Scarborough at the Crown Spa. it costs £12 entry fee, plus any accommodation, meals etc. at either end. It is organised, I believe, by the MG club, and a lot of MG's of various types and vintages are anticipated, but it is open to all comers, so Citroens will be welcome. For full details visit www.frenchblat.com/c2c.htm

Drive it Day is also imminent, so prepare yourselves for what is for many, one of the first outings of the season. Probably due to the somewhat widespread nature of the Section (from the borders with Dumfries and Galloway in the North down through Lancs, Merseyside, and Manchester to the Cheshire/Staffordshire border in the

south) a single event is impractical, but get out there and enjoy the day. Those of us in Central Lancs. will be planning something and I will be in touch shortly.

Not much other activity to report at the moment. Martin Jelley (seen on New Year's Day) has made a New Year's Resolution to finally get his Traction back on the road after a lengthy period stuck in the garage with running issues. Welcome also to new member Colin Lea who has joined us recently, and has a 7C to reassemble.

My SU conversion is now complete and has had some testing, but I now need some decent weather to do some longer runs. Alas, as I write this the weather oscillates between wet and misty and bitterly cold and clear (with lots of salt and grit on the roads) so the car sits under its dust sheet awaiting a decent spell of dry and milder weather.

Bryan Pullan

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

Eastern

Thanks go to David of CCC for organising our January Christmas Lunch at Hintlesham Hall, we enjoyed a lovely meal and the opportunity to catch up. A wonderful collection of (Citroën) cars in the Hall's car park made an interesting line up, including Paul's Traction (sorry I went in a DS).



Regular Meet Ups

1st March The Compasses Littley Green Essex

22nd March The Angel Inn Larling Norfolk

12th April The Compasses Littley Green Essex

3rd May The Angel Inn Larling Norfolk

Drive it Day

We would love to see you all the the Museum of Power Hatfield Rd, Langford, Maldon, Essex CM9 6QA

Opens 9.30am last entry 2.30pm entry £7, we hope to secure a group visit discount, this confirmation not available at time of FP going to print. I am still hoping to receive more detailed information of our planned visit, so if attending, do give me a shout, I can fully update you of

any requirements. The museum has a massive selection of interesting things to view/do promising a great day out.

Jasmin Gagen

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

Peak



At the beginning of February we revisited The Bentley Brook Inn in Fenny Bentley for Sunday lunch – I think it is at least 10 years since we last frequented this pub. In all we were 14 adults and 2 very well behaved children. Most of us opted for the Carvery which was excellent. The Inn gave us our own small room which was great – all in all a good meeting, so much so I think that we will be back there before too long.

Our next event is Drive it Day on Sunday 24th April – we haven't finalised a route yet due to lots of current road closures. However the plan is to meet for coffee at 11.00, go on a Scenic drive and end up in a pub for lunch.

Bev Oates

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

Surrey/Hants/Sussex



Our article in the January-February Floating Power regarding our Cape-to-Cape challenge should have read that this is happening in April 2022, we apologise, to confirm;



Sue and I have taken up the challenge, along with 33 other cars, to take part in a fund-raising event to raise money for Macmillan Cancer Support. For two weeks in April, we will be navigating our way from Cornwall to Scotland, Ireland, Wales and back to Cornwall' 'Cape to Cape'. We will be joined by our friends Rob and Carol Kiff in their 1937 Light 15 Roadster, our two cars will be the oldest competing in this 2,700 mile marathon over 16 days. No SatNavs or mobile phone assistance will be allowed on this navigational challenge!! Penalties will be awarded for infringements of the rules and prizes for the best results. We will be doing this in our 83-year-old Citroen Roadster. We decided to take part because this is such a worthy cause and the last 24 months have been so difficult for everyone, those suffering from cancer and for the charity financially. Please give a donation by going to the link

<https://macmillan-org.enthuse.com/pf/philippe-allison> and help us to provide care desperately needed by cancer sufferers and their families. All the money raised will go to Macmillan Cancer Support. If you would like to sponsor Rob and Carol please go to [Macmillan-org.enthuse.com/pf/rob-carol-kiff](https://macmillan-org.enthuse.com/pf/rob-carol-kiff)

For those of you that are interested these are the hotels we are staying at overnight. Remember we will be leaving these hotels the following morning.

22nd April	Bedruthan Hotel and Spa, Mawgan Porth
23rd	Holiday Inn, Taunton
24th	Park House Hotel, Shifnal
25th	Castle Green Hotel, Kendal
26th	Arrochar Hotel, Arrochar
27th	Muthu Newton Hotel, Nairn
28th	Royal Hotel, Ullapool
29th	MacDonald Forest Hills Hotel, Aberfoyle
30th	La Mon Hotel and Country Club, Belfast
1st May	The Glasshouse Hotel, Sligo
2nd	Fitzgeralds Woodlands Hotel, Adare
3rd	Midleton Park Hotel, Cork
4th	Clayton Ballsbridge Hotel, Dublin
5th	Park House Hotel, Shifnal
6th & 7th	Bedruthan Hotel and Spa, Mawgan Porth

Back to our local events. We have a full programme returning to our monthly meetings at the Fairmile in Cobham in March, which will now take place on the 1st Sunday of the month.

If you are in our area and are not receiving emails, please let us know. We are always happy to include members from other Sections in our events as well.

Philippe Allison

For contact details see main table at beginning of this section

Kent/East Sussex

We are still getting over making the front double page spread of the last FP!

However, we do have a couple of interesting visits coming up. Please 'Save the dates in your diaries.

1)We are able to visit **Brattles Farm Barn Museum** at Staplehurst, Kent, TN12 0HE at **10.30 am on Wednesday 6th April.**

This is a 'Closed to the public' museum of early 20th Century farm machinery, large stationary engines, domestic equipment and some classic cars thrown in!

It was gathered together by the late Mr Thompson, his son Steve Thompson, has kindly agreed to open it up for us.

Be prepared for some chaos and dust as it has remained dormant for a few years now. But 'Barn Finds' are all the rage now!

Section News

Cost of entry including a warm drink £8.00 pp

We plan to spend up to 2 hours looking around the Museum and then, for those that wish, we can travel the short distance to Frankies farm shop for some lunch www.frankiesfarmshop.co.uk.

If you would like to book in for this visit please let me know ASAP, and by the end of March.

2) **John Gillard** has kindly come back with an invitation to visit his premises at Collier Street near Yalding, Kent on **Saturday 11th June**.

More details about exact time & directions etc. to follow, I will check out the nearby pub to see what can be arranged for lunch.

I must get ready with relining the rear brake shoes of the Big 15 now.

Safe 'Tractioning'

John Barsley

For contact details see main table at beginning of this section

London



Members may have heard that at New Year, Andy York suffered a heart attack. The good news is that, after a day of hospital checks he was discharged for a programme of outpatient observations and some alcohol free taking it easy at home. Thursday's London section get together at the Hare and Hounds was Andy's first day off weak tea so it was a pleasure to share a pint with him. Despite magnolia almost in flower it's still cold down here and so it's good to be with Tractionistes in front of the fire while we make plans, a good turnout with one Traction that had fought through nearly 2 hours of London commuter traffic.



I didn't make the December get together, I was still working with Ian to get everything back in place after the NEC show. The show was a great success, after missing the two earlier shows we managed to get both Ian's lovely Cloverleaf and my Legere on the stand. The logistics were convoluted, partly because we had decided to move all the exhibition kit in the cars without crates or a van, and partly because the tow car and my part assembled Legere started in central London. Similarly Bernie's magnificent Paris Six and Cloverleaf trailer, with his Cloverleaf on top of it, were in Wellingborough with Bernie unfit to unload or drive, and Ian's Cloverleaf was tucked up in Shillington. After much shuffling, I caught the train back to London to sort the Legere. With help from Jonny Taylor it was all done and at 3pm on the day before the show I set off back to Birmingham arriving at 7pm!

The 4 hr drive included 1 1/2 hours of grindingly slow "rush hour" traffic, a fair test, especially as the engine has an experimental 3 bladed fan. Of course it's hardly summer however the engine temp. barely rose above normal. Next stage a 2 bladed fan.

The show was quite different this year, Covid bio security limited the numbers so no crush of visitors with more space to relax and see the exhibits. Special thanks to Graham, a new member, who gave up a whole day in a busy weekend at another show to man the stand. He piled in with great determination to ensure the final set of our graphics was perfect. I must also guiltily thank Tim Ewing who called in to say hello and was immediately sat at a bench with the tools to bring some missing parts of my car to a proper show standard. A hard hours uncomplaining work even though I hadn't realised that he wasn't in our show "team" and was really working on a different stand!

On Dec. 1st we returned Bernie's Six. As always, a welcoming afternoon with an irrepressible and improving Bernie and a not to be missed cross country, high speed run in the Six (don't tell Bernie). Sixes are sensational!

My car had spent a week with Ian, who must have spent hours painting, adjusting and tightening plus brake bleeding to ensure a safe trouble free run back to London. We also enjoyed a day at Chevronics in Hitchin. They are well regarded Classic Citroën specialists with particular interest in GSAs and Amis, and they've recently recruited a Traction consultant to complete the team.

Mike Wilcock

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





Beijing to Paris 2007



Former member Alan Crisp has sent me a series of photographs of his roadster, taken during the Peking to Paris Rally in 2007. This was exactly a 100 years since the first Peking to Paris run and in the tyre tracks of the original five brave drivers. Alan's car was originally a 1958 Citroën Normale and had been delivered in a knock-down state to the Citroën factory in Hanoi. It lived thereabouts for many years, then in around 1988 it was made into a Roadster copy by a workshop in Hanoi. Alan saw it in a yard in Spain where he used to live, and bought it.



Once back in the UK, the car was fitted with an ID 23 engine, all new electrics, and Alan replaced just about every part over approximately a year. The fuel tank is huge, the seats are rally seats, the car has SU carbs, navigation equipment, roll bar, etc.

An interesting adventure and an equally interesting car. Alan is now seeking to sell it, and if you are interested, have a look at his ad in the back of this magazine. Editor





Club Expo Conference – FBHVC



John & I attended a day's conference organised by the FBHVC at the British Motor Museum on Saturday 24th January. There were some interesting topics covered and below is a precis of the day.

It started by the Chairman of the FBHVC saying interest in "old vehicles" is not dying as there are over 500 Clubs in the FBHVC.

The **keynote speaker** was the **Rt Hon Sir Greg Knight** – Chairman of the All Party Parliamentary Historic Vehicles Group. This group was formed in the 1990's and is a "voice" in Parliament with no political bias -currently there are 30 MPs in the group. Sir Greg started by thanking all the Clubs who are keeping old vehicles on the road. The Parliamentary group has had a number of successes over the years :-

- Excise Duty Exemption for old vehicles
- Low emission Zone Exemption
- Wedding hire Licence dropped
- MOT exemption

Sir Greg acknowledged that not everyone agreed with the MOT exemption but pointed out old vehicles make up 0.6% of all vehicles on the roads. 97% of accidents are due to human error and not the state of the vehicle. 0.3% of accidents involve an Historic vehicle

The threat for the future is Zero Carbon Emissions – are Electric cars really the way forward? Sir Greg felt there needs to be more flexibility regardless of which Party is in Government. E5 has been mandated by Law must be

available for the next 5 years and will be reviewed on a 5 year cycle – FBHVC have produced a document showing which fuel suppliers must stock E5 so we are a long way off not having fuel available for our historic vehicles – Coal for Steam Engines is a separate and more complicated issue. A question was asked why is E5 more expensive – Sir Greg explained that E5 is usually a premium grade fuel so should give more mpg and also it is an issue of supply and demand.

Synthetic Fuel which has low emissions is currently being researched and may be the way forward for us.

Sir Greg felt that no one in Parliament is insisting all old vehicles should be off the road but the "green" agenda is definitely growing. Use of historic vehicles is very low so not being targeted. However all Clubs, along with the FBHVC, need to keep lobbying and keep all Parties on our side. Keep a high public profile – write to local MPs with positive stories, invite them to Car Rallies & Shows.

A question was asked about the 40 year cut off for tax. Sir Greg didn't feel it was an issue that should be part of any lobby at present as the Government is focusing on ways to raise tax on electric cars. Once this is sorted then they may well look at the 40 year rule.

Tree-V -this is an initiative set up between Tree-V and the FBHVC to carbon capture emissions from historic vehicles so help fight climate change. Tom's Wood in North Yorkshire is the site for native British trees to be planted. Any driver can go on the website and calculate their carbon usage – www.trees.fbhvc.co.uk. Is this something we could pursue as a Club? Look at a contribution by members for such as attending a Rally? Drive It Day? Food for thought.....

Peter James Insurance - sponsored the event and also did a Q&A session. A new initiative they are piloting is a Young Driver's Insurance for classic vehicles. Clubs can help as they would expect a young driver to have joined the relevant classic car club and have a family lifestyle of owning such vehicles. The Insurance would be offered on a case by case basis.

DVLA – Ian Edmunds an Advisor to the DVLA- Ian started by saying we would all be aware of the huge problems DVLA have had over the last few years due to the Pandemic. The situation is now greatly improved as they have taken on additional staff in Swansea and Bristol and extended their premises. Online services are back to normal but there is still a backlog of paper services. Always check you use the correct Postcode as this can cause a further delay. DVLA is setting up a new group "Historic Vehicle User Group" which will include members of FBHVC and the RAC. This group is to look at issues such as registering historic vehicles. The

Group will only meet quarterly so Ian admitted changes/new policies will be very slow in being acted on! One useful piece of advice from Ian – keep your old chassis plate safe as DVLA are tightening up their checks for original vehicles. It was even suggested taking the original plate off for safe storage.

Motul – a new sponsor of FBHVC who is offering a discount to Clubs (and their members) that register with them. Within the next month there will be a Product Selector available online to help customers decide on the right product for their historic vehicle.

Childline – is supported by the FBHVC. Did you know over Christmas Childline received over 500 telephone calls per day? Last Year £40,000 was raised on Drive it Day by members buying a Childline plaque for their vehicles and other fund raising activities. (Bev – should we consider this in the local Sections?)

An interesting way to spend a Saturday and we did get time during the lunch break and 40 minutes at the end of the day to have a quick look around the Museum.

Bev Oates



Tree-V (Extracts from the recent FBHVC press release on their Carbon Capture Scheme)

The FBHVC is launching a new Carbon Capture initiative at www.trees.fbhvc.co.uk. This scheme will allow Federation members to carbon capture their emissions and plant new woodland in the UK, via Tree-V. Simply head to the website, select your vehicle type and pick how many miles you do a year. It couldn't be easier, or cheaper! For example a car can be balanced for the sum of £20 or a motorcycle for as little as £15 per year! Bonus: you also receive a sticker for your vehicle to wear with pride and show off that you've carbon balanced.

As you'd expect, the Federation's Carbon Capture programme embraces all historic vehicles including categories for cars, motorcycles, buses, coaches, lorries, commercials, military, agricultural and steam vehicles. With this in mind the FBHVC has worked closely with Tree-V to tailor bespoke prices for their members, providing prices for all the vehicle categories in the FBHVC family, in bands

that reflect each vehicle type's average usage. All thanks to the data from the recently published 2020/2021 National Historic Vehicle Survey.

The FBHVC were keen to secure a partner who could provide a holistic solution covering individuals through to large clubs that delivered a project in the UK. Many capturing programmes available only cover cars but the FBHVC are proud to look after all historic vehicles and a simple capturing service through the Federation's own website allows every individual to feel confident in their contributions to the initiative and the planet's future. The FBHVC provides a green banner under which we can demonstrate how we care as much about our planet as we do our vehicles. After researching a capturing solution for more than a year they discovered many of the solutions are global in scale. Laudable as these solutions are, they were left with the feeling that historic vehicle enthusiasts would enjoy a solution closer to home. And what could be better than planting new woodland within the UK?

Tree-V are a company set up by a family of classic car enthusiasts. In fact they were inspired to set up Tree-V when buying Myrtle, their Morris Minor! They're passionate about the environment and driving in equal measure and are determined to provide a way for their fellow enthusiasts to enjoy their hobby, while remaining conscious of the environment.

Whilst Tree-V provides the delivery of the scheme and an automotive lens to planting trees, the planting, validation and monitoring of the Federation's trees is delivered by Tree-V's tree planting partners, Forest Carbon. Established in 2006, they've planted over 13 million trees and are certified by the Woodland Carbon Code – which is supported by the UK government and internationally recognised by ICROA (International Carbon Reduction and Offset Alliance). They make sure they plant the 'right tree in the right place' as required through adherence to the Forestry Commission standards. With the FBHVC and Tree-V you can build a bespoke package to carbon capture one-off events from drive or ride outs to shows. You can make sure the miles of your participants or visitors are balanced to highlight your green credentials to your members and the communities you drive in! So, if you're in the process of organising an 2022 calendar for your club, get in touch to see how you can make it even more eco friendly.

Your Letters

Tractions Down Under



Dr Christopher Downham was on sabbatical in Perth (Western Australia) in 2020 and took these photos at a local car show.

No info on the cars alas. does anyone recognise theirs?

Willie Sellars

Blossom Noir

From the Port de Limeuil beach: **bye, bye 2021**
hello 2022

thank you

1953

Our 1953 "Blossom Noir" Traction Avant is resting on Limeuil en Périgord beach on December 31, 2021 after more than 20 years of travelling in the footsteps of the Second World War:

Los Angeles, New York-5th Avenue, London, Paris, Saint Petersburg, Moscow-Red Square, Kiev, Budapest, Vienna, North Cape and Scandinavia, Marrakesh, Rotterdam, Oradour, Colombey les deux Eglise, Lagudal, Percy Pink stele of Cadouin and others. More than 50,000 km of happiness!

"Blossom Noir" and its crew Ronald and Hélène (Knoth) wish you **Happy New Year and Good Health!**



Blockley Tyres

In Bailey's Banter in the Volume 46 Issue 1 of the magazine, he asked if anyone was running their car on Blockley Tyres. Well my Light 15 doesn't have them on at the moment, but once I get enough jobs sorted on it that I'll be happy taking it out I'll certainly consider replacing the elderly Michelins currently fitted with Blockleys, as I've been running a Morris Minor with them fitted for the last 18 months.

You'd think that tyres wouldn't be a problem for something as common as a Morris Minor, but although there are tyres readily available, it's just not that easy. The original crossply tyres are no longer made, not that I'd use them on a vehicle driven as much as my Minor is. The radial equivalent is 145 14", which while the correct width most tyres available have a much lower profile. Going up to 155 width gives a better overall diameter, but they're too wide for the rims fitted to the cars and the handling suffers as a result. Both Blockley and Pirelli make high profile 145 width tyres for cars like the Morris, which have a rolling radius close to the original crossplies. When I checked the process however, at the time the Pirelli tyres were 50% more than the Blockleys.

Delivery was quick (2 to 3 days from memory), and I have a local independent tyre fitter who are happy to fit customer supplied tyres and don't mind me watching proceedings. Unlike some cheaper tyres they didn't need huge amounts of weights to balance them, and they have an old style tread pattern that suits the car. I've covered around 7,000 miles since, in all sorts of conditions, and so far I've been very happy with them. I think the only conditions I haven't encountered with them now is

deep snow. Grip and road noise are good on the Morris, and the only issue I have had with wear was due to the tracking being out after I replaced a torsion bar and all the bushes on the front of the car.

While the Blockley tyres don't have the visual appeal of the Michelins, as I would need to buy a full set my experience with them along with the price is steering me towards fitting Blockley tyres to the Traction when I get that far with it.

Mike Sims Member 2827

Blockley tyres are commissioned and supplied by a UK firm, and are made in Indonesia, according to my sources. They specialise in 'odd' sizes for Historic cars that are hard to source via the mainstream producers, or are prohibitively expensive. Most of the feedback that I have seen appears to indicate that those who fit them are happy with them, although a few have suggested that they are noisier than comparative brands. 'What Tyre' gave them a 'Conditional Recommendation' whatever that might mean. Quote: 'tanked in the high-speed test when performed according to Auto Bild's stricter requirements (with two degrees camber), but passed the standard test performed according to UNECE requirements. Positive qualities included very good safety reserves in the aquaplaning test as well as balanced driving behaviour on dry surfaces.'

Incidentally, regarding Morris 1000 tyres, the later Moggy 8cwt vans had a slightly wider wheel (4.5 as opposed to 3.5) which accommodates a 155 quite comfortably, has a 'safety' rim that is suitable for a tubeless tyre and, I am assured, helps with grip. Quite a few enthusiasts who use a Morris as a daily, upgrade accordingly. Editor



Over the Border by Plateau



My name is Mike, and both my friend Paul and I have a love of old vehicles. Paul lives in the north of England where there is easier access to quiet roads. Even better he is also close to the south of Scotland. Over 4 days in September 2021 we both went on a short tour of south west Scotland in Paul's 1926 Citroen B12 which was converted into a "Plateau" a long time ago.

On the first day, to ease us in gently, we only travelled 35 miles, this being the first trip of any distance this vehicle had done in a long time. We left Brackenthwaite at about 9.30 a.m. and taking back roads headed towards Carlisle. Then, again sticking to quiet roads, made our way across the border into Scotland. By this time, we felt the need of refreshments so at the village of Easttriggs we stopped at The Devil's Porridge Museum which tells the history of the munitions factories that littered this part of the Scottish coastline during the 1st World War. It also has a pleasant little café which we went into, leaving the Citroen on display in the car park. Lots of people liked this and it attracted quite an admiring crowd.

Saying goodbye to the staff at the museum with a cheery ring of her klaxon, we headed towards the Royal Borough of Annan. It was the Citroen's turn for refreshments and was topped up with Super Plus Unleaded (E5). She turned quite a few heads travelling through the town. There are a lot of nice traffic lights here and we stopped at every one. It did make it easier for people to admire her. From Annan it was

all but 5 miles to our first camp site, right on the side of the Solway Estuary. There are views straight across to the Lakeland Fells and down the Nith Estuary to Criffell. On this camp site the Citroen had her picture taken many times. Funnily enough, no-one ever took photos of Paul or I!

The following day we again followed the quiet back roads towards Dumfries via Glen Capel. The traffic in Dumfries proved a little demanding but we soon found our way to Morrisons and being midday, we went for an all-day breakfast. From Dumfries we tackled our first A road of the trip, heading north towards Thornhill and our next camp site. With a top speed of just over 40 mph I was concerned that we might hold up this new fast traffic but it was never an issue. On arrival at the campsite we set up our tents before it became a little bit bleak. Luckily, I'd remembered the car cover so it was well wrapped up.

We planned to stay 2 nights at Thornhill and the following day saw us driving to visit friends and spending a very pleasant morning eating scones and drinking tea in the sunshine in their garden. Thornhill is a small town but has a remarkable number of independent shops and we were able to buy food and other supplies before returning to camp. The weather forecast was good and the Citroen wasn't covered up. The weather forecast was wrong! She should have been covered up! Her Rexene roof proved no match for the heavy rain which lasted most of the night. Paul's tent leaked during the night but the Citroen was of no use to him because she also was soaked internally as well as externally.

Day 4 dawned to heavy mist but soon gave way to a pleasant drying sunshine. At this point the decision was made to drive back home maybe stopping for breakfast in Dumfries again. Now confident in the Citroen's abilities Paul drove the 60 miles back to Cumbria only stopping to top her up in a very nice garage that had the right sort of fuel.

The Citroen gave very little trouble over the trip, needing only a clean of the plugs at the halfway point. She was quite happy cruising at 30-35mph, and returned around 20mpg while doing so.

We enjoyed ourselves so much that we are hoping to explore more of the area next year, hopefully with Paul's B12 joined by my own B2 torpedo. If there's anyone out there with a RWD Citroen that would like to join us please contact Mike Sims on 07432 597678 or email him at mike.sims@muller.co.uk

Mike Sims, Member 2827

121st Anniversary

AMICALE CITROËN POLOGNE CLUB CELEBRATE 121st ANNIVERSARY ACHIEVEMENT OF ANDRE CITROËN IN GŁOWNO



Photo by Jędrzej Chmielewski

GLOWNO, POLAND, April 26, 2021

Bernie Shaw found a brief piece by Amicale Citroën Pologne proudly announcing its 121st commemoration of Andre Citroën's first visit to Poland on April 18, 1900. To honour the occasion, Polish Citroën club members drove a 1931 Citroën C4 alongside a new electric Citroën C4 model within a motorcade from Szczecin to the town of Głowno in the centre of Poland.

Due to the COVID-19 pandemic, a special website carried the live-streamed broadcast from cameras mounted in the cars so viewers could follow the cars' progress on a special map. Along the way, the motorcade stopped at Citroën dealerships, meeting with journalists and fans of the Citroën brand.

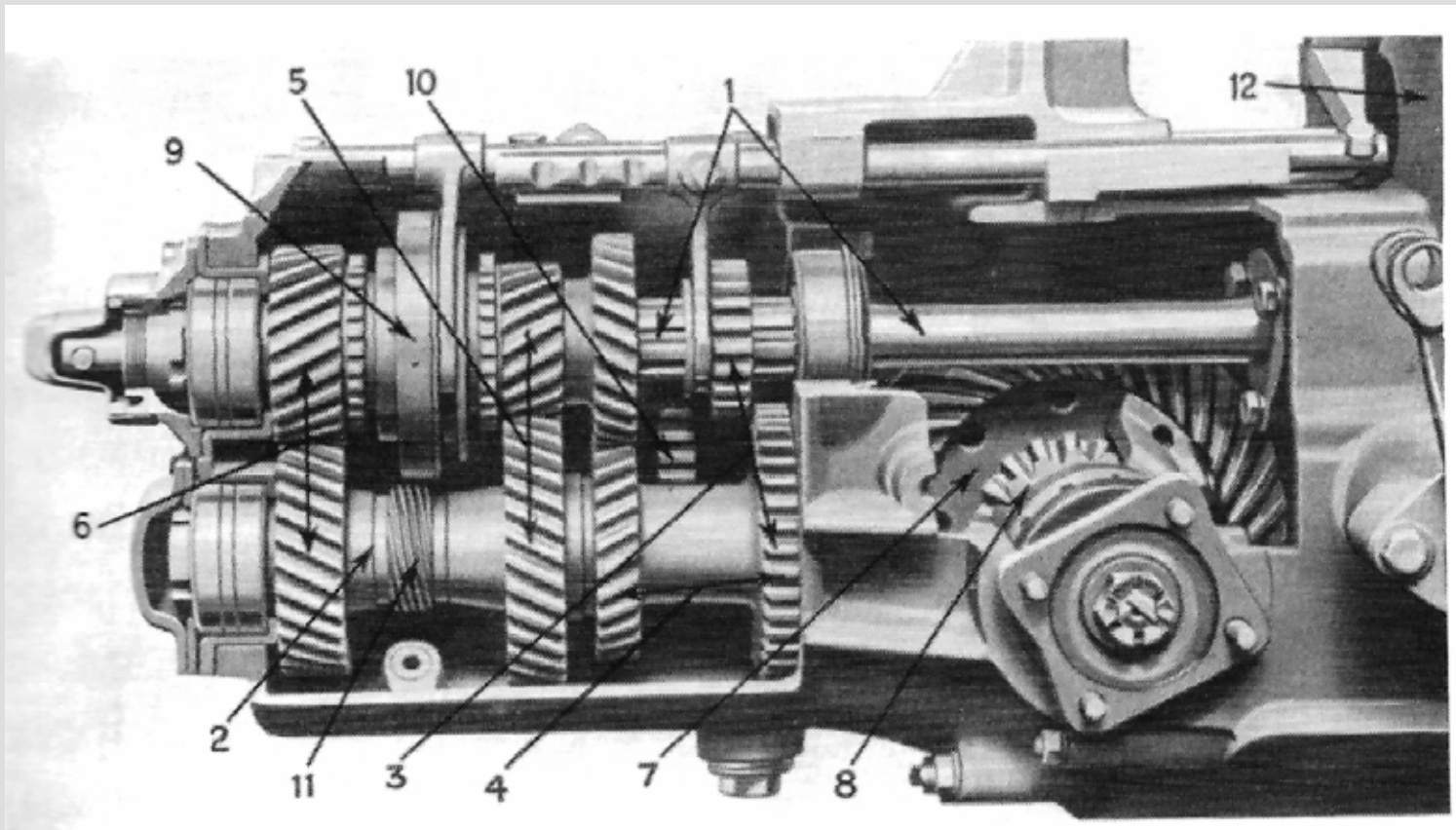
"Celebrating Andre Citroën and his connection to Poland is important to us," said Konrad Dula, President of Amicale Citroën Pologne. "We knew that Citroën's parents were married in Poland and his grandparents lived and were buried in Warsaw. Many well-known figures of Polish public life were related to Citroën, including a commander of the famous RAF 303 Squadron during World War II. He owned a Citroën dealership in pre-WWII Warsaw. Amicale Citroën Pologne

celebrates Andre Citroën as one of our most famous 'honorary Poles.' We are happy to connect Poland to one of the most famous car companies thanks to his great discoveries, and Polish citizens are thrilled to find fun history and connect to their local roots." The press release states that in 2020, a Polish historian discovered documents detailing Andre Citroën's 'wheel' inspiration. The world's largest online French car magazine, francuskie.pl, founded by Jędrzej Chmielewski, published articles about these archived documents, adding to the history of the marque. The press release goes on to say that "When Citroën visited Poland in 1900 to see a "weir," a low dam built to raise the level of water, he was inspired by the iron and copper mills powered by overshot water wheel technology. Citroën worked on his own version and applied for a patent, adapting the robust (gear) wheels for mining, factories and ships. Citroën's most famous ship wheels were inside the Titanic.'

It is also worth noting that the 17th ICCCR is also in Poland in 2022 (at Torun) as per Bailey's Banter in the January/February copy of FP, having been cancelled in 2021 due to Covid restrictions.



Citroën is credited with the widescale manufacture of double helical or herringbone gears. Indeed there is a belief in some circles that the helical and double helical gear was invented by Andre Citroën. This is not, strictly speaking, true. The helical gear was in fact invented by Robert Hermann Pfauter, born January 30, 1854 in Göltzschen near Leipzig. He was a German designer and entrepreneur in the mechanical engineering industry, who developed and latterly manufactured a machine



Gear Box and Differential.

- | | | |
|------------------------------|---------------------|-------------------------|
| 1. Drive shaft. | 5. 2nd speed gears. | 9. Synchronised sleeve. |
| 2. Driven shaft. | 6. Top speed gears. | 10. Reverse gear. |
| 3. 1st speed gears. | 7. Crown wheel. | 11. Speedometer drive. |
| 4. Driven shaft idler gears. | 8. Differential. | 12. Clutch casing. |

which was capable of accurately cutting helical geartrains.

According to Pressnell, Citroën did indeed visit Poland, where he had a number of family members and visited a factory where they were making double helical gears out of iron. A double helical gear removes the problems associated with single helical gears which exert significant lateral thrust on the bearings. He foresaw the advantages of manufacturing these items out of steel, purchased the rights and funded development of the cutting machine into one which would cut all the teeth in a single pass. He went on to use the double helical /herringbone arrangement in various applications, from Hydro Electric installations to car final drives and supplied the gears for the steering apparatus of the Titanic.

The logo of Citroën is, as you will know, a graphic representation of a herringbone gear, reflecting André Citroën's earlier involvement in the manufacture of these gears. Early Mors and Citroën cars used a herringbone bevel gear final drive in the rear axle. Panhard Dyna X and successor cars (1948-1967) used double helical gears in the transaxle and for the camshaft timing gears in the engine.

Helical gears are also used in the Traction gearbox, apart from the first (and reverse) gear which is straight cut. Straight cut gears tend to be harsher and noisier than helical cut and their use in first (and reverse) gears was commonplace in cars with non fully syncromesh gearboxes. Competition gearboxes are often rebuilt with straight cut gears for strength, hence the characteristic whine from their transmission..

Citroën was not the only engineer who developed the gear cutting technology further, and the English Sykes gear shaper made it possible to have continuous teeth with no central gap. Sunderland, again in England, also produced a herringbone cutting machine. The Sykes uses cylindrical guides and round cutters; the Sunderland uses straight guides and rack-type cutters. The W. E. Sykes Co. ceased to trade in 1983.

Editor

Gearbox Image courtesy Citroën Cars. Sources: Citroën Traction Avant by Jon Pressnell and Wikipedia.



Big 6 Downunder

Kevin Taylor has previously been hampered, rather like many of us back here in the UK, with ongoing Covid restrictions. Nevertheless, in spite of that and other technical issues, he has managed to make some further progress on his restoration.

The last time I wrote I said that I had dropped the seats off to be re-upholstered and that was back in July. Due to lockdown changes introduced in NSW I was unable to collect despite them being finished by the 12th August. Rural NSW is currently out of lockdown so I was able to drive to Goulburn to pick them up. The trip takes about 3 hours each way but I think the time was worth it.

Thanks to Steve who did an excellent job using 4 hides as well as providing enough hidem piping in the process. As mentioned before the colour is called "Simply Red" and I am more than pleased with the outcome.





While in lockdown I thought it an ideal time to get some paint on the car. Why is it that the best laid plans often fall at the first hurdle? First off my air compressor decided it had had enough and would only put out a few PSI, and then I could not get hold of any acrylic thinners. It took a few weeks before I could get a new compressor as well as suitable thinners. I have given the roof a



couple of coats of acrylic but one area has come out in a rash of micro blisters. It appears to be reacting with either the etch primer or primer filler, although the other side of the roof is clear of any blistering. I had been warned by Bob that paint often reacts with the lead used on the roof but I cannot fathom why it appears to be just on one side when I've used the same materials on both.



During a day of rain I decided to check things over. Of course when I torqued the studs for the manifold one snapped. I had visions of having to drill the broken stud but was pleasantly surprised when it turned out to be hand tight. Phew. I've since replaced several that looked worse for wear.

I have recently attached the drive shafts but struggled to get the inner section that attaches to the gearbox to line up. I eventually had to raise the gearbox slightly to clear the cradle framework. Once enough clearance was achieved the splined shaft slips easily into the gearbox.

Big 6 Downunder

It is now 2022 and I was hoping to get the car running before the end of 2021 but unfortunately things never quite work out as planned. I've bought a 12v battery and started to wire up the ignition and made sure the engine and gearbox are full of fluids. So in the near future I hope to fire up the engine so that I can get an exhaust made and be able to move the car in and out of the garage. I've started to replace the window runners, which is a fiddly job as the originals are brittle. The four small lugs that hold them in place need to be transferred to the new rubbers. I have also replaced the webbing on the firewall using a bradawl to locate the small screw holes and started to glue the rubber seal in the boot.



Postscript: I am still having issues with the paint blistering but only on one area of the roof and it looks like I will have to take it back to bare metal as something is obviously amiss.

Perhaps time to consider a coat of isolator? I had a similar problem with an ex Dutch army VW Trekker that I restored a few years ago. It had been originally painted with some kind of rubberised NATO standard paint that was extremely volatile when overcoated with standard primers. I used the UPOL Barcoat, but there are any number of similar products. Editor.

SU Conversion 3.....Sorry Folks

I had hoped to be able to give you a glowing account of long drives through the local Lancashire hill country, extolling the virtues of SU carburettors....but alas, through no fault of either car or carburettor, it just hasn't happened. This is due to a combination of dreadful weather throughout much of January and a short illness (thankfully not Covid) which also has had the effect of occupying a series of otherwise suitable dry and non freezing days and at the time of writing, has therefore also written off the last week or so before the mid February copy deadline.

All is not lost, however. Performance was good on the pilot run and I subsequently took off the air cleaner and tightened everything up again and tweaked the idle speed. I also drained the fuel system and replaced some by now quite aged petrol (I don't seem to have topped up the tank since April 2021, when the car's problems started.) with 10 litres of Esso E5, which may have little or no ethanol present, together with the appropriate dosage of the Duckhams Snake Oil additive, as recommended by FBHVC, which is supposed to prevent oxidation and mitigate the effects of any ethanol present.

Subsequent start-ups suggest that I have now gone too far the other way with the tickover and so I need another warm up and to 'de tweak' the throttle stop which dictates tickover speed. I also need to 'remember' how to start up a car with an SU. It comes naturally in my Wolseley, but I am still mentally sitting with a Solex on the other side of the bulkhead when I climb into the Citroën.

If the engine is revved whilst stationary in the garage, then there is some induction noise that can be heard, but if sat in the car, and whilst driving, it is inaudible. I may eventually try a good quality 'pancake' type filter and see how that feels and sounds.

So, if before the deadline of this latest copy of FP, I can squeeze in a decent length drive, then I will add an account of it to this report.

If not, until next time.....

Bryan



MGU 48



This is the story of our recently restored, Slough built, 1949 Citroën Light Fifteen, MGU 48.

Imported new into Arusha, Tanzania by an Agriculture Government Official on the 31st March 1950, it was initially registered with a local number, AR2254.

It was re-imported back to the UK on the 17th August 1951 by the same owner, who then lived in Edinburgh.

This gentleman kept the car for many years until it was sold to a person in Diss, Norfolk in the 1980's.

Some 20 years later, it having not been on the road since that purchase, we heard that it was for sale and bought the car and brought it back to Nottingham.

Mick reconditioned the brakes soon after purchase, but, as we still had the black and cream Citroën Traction Commercial, there was no incentive to continue with the restoration. We therefore sold the Commercial at the end of the Rally season some four years ago, which made the restoration of the Light Fifteen necessary to continue our Traction adventures.

We had no plans to make this into a concours car, more to have a nice looking car to continue with the rallies with the TOC that we love. To that end, the interior is mostly original, with the exception of a new head cloth, made by ourselves, as we were unable to obtain a new ready made one.

The leather, whilst worn, has a lovely patina, and the carpet has been repaired where possible.

After much hard work and perseverance, it is now ready for the road, having done some small runs locally this year.

Our thanks go to Andy Burnett for his invaluable help with various missing bits and pieces, John Oates for his help with the electrics, Chris Treagust for his very prompt help with more parts, and last but not least, our son Paul for his endless help in respraying the car in its original colour, and also with much of the mechanical work.

We now look forward to the 2022 season making new memories in MGU 48.

Mick Holmes

Yet Another Peking to Paris Rally Car...



We seem to be into rallies in this edition. Not a Citroën this time, but another Peking/Paris rally car seen at a recent breakfast meet in Lancashire. The owner didn't seem to be around, but it was thought to be a '38 Chevrolet Coupe, extensively modified, which according to its stickers, competed in the 2016 rally. It certainly looks the part and compared to the relatively standard looking Traction on page 11, appears much more heavily altered than the Citroën.

PARIS-MOSCOW-PARIS 1984, Part 1

Back in 1984, member Graham Bradley and his (then) wife Susan, decided to join in on a Rally that would take them from Paris to Moscow and back. This is the first part of a serialization of Susan's diary, only relatively recently written up, plus photographs taken at the time.

Leisure travel to Russia in 1984 at the height of the Cold War, prior to the break up of the Warsaw Pact in 1989 /90 was unusual, but this rally was put together to celebrate the 50 years since Francois Lecot, a restaurant owner from Rochetail, drove the exact same route through all kinds of weather, covering the 3,200 km and establishing the first postal link between Paris and Moscow.

Apparently 130 Tractions took part in this rally..... now read on.



Claydon, Suffolk 4.30pm: 12TH July 1984

After months of preparation, meetings and planning at last we are off. The car has been serviced, polished and preened: it is finally ready, but are we? Suddenly the enormity of what we are about to do hits home. As part of a small UK contingent we are joining an international rally in Paris for a journey which will take us through several European countries then to the city of Moscow and back. Russia is still firmly behind the iron curtain and the cold war is yet to warm up. My feet are also feeling just a little bit chilly.

Rain is bucketing down, putting yet another damper on my feelings and the butterflies in my stomach are not due to excitement. I am overcome with anxiety about leaving our two young girls for a month even though they'll be in the care of their doting grandparents. For the first time I question our decision to undertake such a journey in a veteran car, to a final destination that isn't exactly welcoming to visitors from the West. As yet we don't even possess entry visas for Russia despite several visits to the embassy in London when the doors are firmly closed in our faces. Now all sorts of worrying scenarios pop unbidden to my mind: we hadn't even made a Will.

Why not?

What were we thinking?

As soon as the Citroën Car Club Magazine dropped on the doormat one morning giving details of this very expedition, we knew we couldn't possibly pass up the chance.

How could we think of leaving our children without making provision for their futures? Taking them with us was not an option but I resolved that this would be the last time it would happen.

So this is the atmosphere inside our Citroen Light 15 as we set off towards London where we endure nose-to-tail, rush-hour traffic. It's not the start to the adventure as I'd imagined it.

Hang on though, what's this? Ahead of us in the line of traffic we suddenly spot the beautiful flowing lines of John Trevallie's cream-coloured Citroen coupe. This is more like it! John is also a member of the UK team who, like us, is en-route to Brighton, our team meet-up destination before crossing to France. We'd previously met John at the social events hosted by John and Josie Waghorn, two other participants, at their home in Kent.

And so, by the time we arrive in Brighton we are in a much more cheery mood especially, after platefuls of pub-grub, when our morale is considerably lifted. It lifts even more on arrival at the ferry terminal when we spot two more members of the team; co-drivers Derek and Dennis with their shiny black Big 15. By the time four team-tractions are lined up, including that of Helmut and Pat Schultz, our spirits are flying. Our cars, all polished paintwork and gleaming chrome, draw glances of admiration from fellow-passengers waiting to board the ferry. But it is almost two hours later when we finally drive our beautiful vehicles across the ramp. Our spirits were momentarily dashed at the sight of the old tub of a ferry which had arrived disconcertingly late for the start of the passage. It was definitely looking down-at-heel, an impression that its internal accommodation did little to deflect. However, we were at last on our way and put aside our concerns that this might be the old tub's final trip before retirement.

Sleep evades for much of the night. Each one of us had been too budget conscious to book a cabin and it was a long uncomfortable night stretched out on grimy reclining seats before we reached Dieppe but at least the sun was shining and we stretch our stiff, sleep-deprived bodies and follow John and Josie down the ramp onto French soil. This is much more like it; at last the start of the journey as we had imagined all those months ago.



line-up of UK team in Dieppe.

PARIS-MOSCOW-PARIS 1984, Part 1

Strong coffee and fresh croissants eaten in a cheerful red-check tableclothed café! Yes, we are in France and in fine form.

As we drive through the countryside past charming farmhouses and rustic cottages, clean and neat and geranium-decked, it feels that our adventure has properly begun. The cars, in the country of their conception, seem to float along the roads while the sun shines good naturedly upon our small convoy. Growing in confidence, we continue without mishap until, somehow, it appears that we'd lost Pat and Helmut Schultz. How had this happened? One minute they'd been 'Tail-end Charlie', clearly reflected in our rear-view mirror, but now there was no sign of them. They had disappeared as if by magic. We stopped. We waited. We looked. But not wanting to lose those ahead, decide to push on. They were on their own. Was it already a case of every man for himself? It was at our next stop-off place, at a road-side cafe in the village of Meaux, they suddenly and sheepishly re-appeared. For reasons of their own they'd made a detour, a sudden change of plan and now we were happily reunited and ready to fill our faces again. It seems that excitement has caused an increase in our appetites, and although we had been seated for much of the morning, were all starving and ready to eat.

It was a set-lunch and the waitress, grim-faced and belligerent, plonked plates of food before us without as much as a smile. Was this our first taste of the anti-English attitude we'd heard that the French sometimes display? And so, it was a rather silent and hurried lunch but the food was good and simple, bread and cheese and ham, and we ate and left, glad to be on our way again.

Two hours later we were looking for the campsite where all the international teams were to gather for the start of the rally. We consulted the map. We peered over our instructions. Each car followed the other in our attempt to find it but our confusion only increased until finally we were saved by a local man who, bemused by the comings and goings of so many old Citroens in his tiny village, and luckily for us, knew the whereabouts of the elusive campsite. Without more ado, he started up his own battered old car and we gratefully followed his lead to the gates of the campsite just as darkness started to fall.



Now the excitement is really mounting. Car upon beautiful car arrives; Big 15's, Light 15s, coupe's, roadsters in black, cream, grey, maroon, all with shining chrome-work and paintwork polished to a gleam. Entrants it seems have arrived from all corners of the world - France, (of course), Holland, USA, Australia even, and our own small GB team, which was now almost complete. There is still no sign of the Scottish entrants though and we worry that if they don't soon arrive they might miss the trip altogether because of a strike at Dover that has taken effect this very morning. There are several H-vans driving around the site, their cheerful corrugated paintwork adding to the liveliness of the atmosphere.

We are issued with Paris-Moscow-Paris banners, printed on see-through plastic that all cars are to adhere to their driver's doors. It is all taking on a very professional image, aided by the issue of a superb Rally Book, illustrating the history that this very event is celebrating; 50 years since Francois Lecot, a restaurant owner from Rochetail, drove the exact same route through all kinds of weather covering the 3,200 km establishing the first postal link between Paris and Moscow. Our rally book described the route, and held page after page of photographs of every person taking part including mug-shots of the UK team, each one of us resembling hardened criminals so serious and unsmiling did we look.

PNE 796 looks very smart indeed. This trip seems to be a reward for all the work that had gone into the car over the years since Graham, as a young apprentice mechanic, bought it for the grand sum of £50. Several years past peak condition it required many hours of dedicated work to bring it to its full restored glory. For years, before the arrival of children it had been our only car but now it was kept for the summer months, stored away in our garage for the rest of the year. But as soon as the Citroen Car Club Magazine dropped on the doormat one morning giving details of this very expedition, we knew we couldn't possibly pass up the chance.

Members of the Dutch contingent kindly translate instructions for the next day before we settle down to the serious business of the night, erecting tents and partaking of a communal barbecue, the first of many meals consumed in multi-lingual fashion.

Our tent is of the old-fashioned canvas variety, once belonging to my parents and my means of shelter whenever I camped in the woods at Greenham Common.

We had taken the precaution of spraying its old faded fabric with a wax solution in the hope it would provide some protection against rain if we were unlucky enough to experience an occasional downpour. It was easy enough to erect with its ridge pole and guide ropes and having no fancy outer compartments, it was simplicity itself. We looked around at some of the more fancy nylon efforts that seemed to pop up in seconds but we trusted our old tent that was just big enough for two. We had warm sleeping bags and an inch thick foam layer to keep the cold of the ground at bay. What more did we need? The little pockets on the inside held a torch and a clock, all the necessities for tent life.

Graham, as a young apprentice mechanic, bought it for the grand sum of £50. Several years past peak condition

The little blue tent peeping out from behind PNE796. Is ours the smallest tent of the convoy?



In the next issue, the teams set off to Paris and beyond.



Bailey's Banter

I have done something I have been saying I would for a while – I have stripped and rebuilt my carburettor. I have the standard Solex 32 PBIC carb for which I bought a rebuild kit from Citroen Classics some time ago. If you recall, my reason for the rebuild was that there was a slight petrol leak and the engine was running a bit rich at idle. The mixture was about right at running speed and the car drove fine, so I didn't want to mess up any important settings. I don't think I have stripped this carb before. If I did it was a long time ago as I have completely forgotten doing so.

So, what did I actually do? I took it apart, cleaned out the rubbish and put it back together with new washers and gaskets and a new float valve and accelerator pump diaphragm. That's it.

I stripped it down in the garage, where the smell of petrol would not cause complaints but I brought it inside the house to put it back together. It's warmer and the lighting is better. My cleaning was restricted to squirting brake cleaner through everything and poking and blowing through all the holes until there was no more debris coming out. There was quite a bit of that – I was expecting red coloured dust because that's what I've found in carbs before. This was more of a black colour and it was more or less everywhere.

How clean is my carb now? I did not put it in an ultrasonic bath or even in the dishwasher. I believe I was able to get into every drilling and passage and dislodge the muck. There are a couple of gauze filters which had collected quite a bit of rubbish so they got a good clean. I did not want to be too aggressive with my cleaning. The carburettor body is now 70 years old. Being a pressure die casting it relies on its surface skin for much of its leak integrity and an ultrasonic bath, which works by causing cavitation, may be a bit rough. I'm probably being over cautious and I know a lot of people do clean their carbs in ultrasonic baths, but I don't have a spare so didn't want to find out the hard way. I didn't try the dishwasher for a similar reason although I would only expect it to clean only the visible surfaces anyway.

So, my cleanish carb does not look factory sparkling new, just less oily.

I did not change any of the jets. My hope is that just clearing out the rubbish will help everything flow where it is supposed to at idle. I'll run it for a while and, if I think something more needs to be done, I'll seek advice. I don't want to start changing things randomly because, apart from the rich mixture at idle, everything else was fine – until I started poking around.

The rubber tube that connects the manifold depression to the distributor broke as I pulled it off. I have no idea how old this was. I have never replaced it in the 24 years I have had the car, so I suppose it was just old. In fact, I have still not replaced it. It is just 10 mm shorter now.



I stripped it down in the garage, where the smell of petrol would not cause complaints





Reassembly is the reverse of the removal procedure. The carb is attached to the inlet manifold by two studs, one of which is between the body of the thing and the rocker cover which I chose not to disturb. That meant very difficult access to the nut on said stud. Getting it off was just slow but putting it back requires ending up with a leak tight connection. For that the nuts need to be reasonably tight. Attacking the nut from an oblique angle down the side of the rocker cover resulted, inevitably, in the spanner slipping. The little stub to which the rubber tube connects took the force and got out of the way of the spanner, thereby illustrating the brittleness of the alloy. And so, the carb had to come off again and be fixed with Araldite. I was more careful fitting it the second time. Next time I'll consider taking the rocker cover off.

The heat shield below the carb is not too pretty either. I did slosh some degreaser over it and gave it a wipe, but the underside looks like it is made of asbestos which I would rather leave alone.

The net result is that the before and after photos of the carburettor in situ look much the same.

The rebuild kit contained more parts than I used. I assume this is because it covers a number of variants.

There are complete instructions on how to set the thing up when installed. The engine starts easily, runs and does not leak, so it seems I got all the bits back in the right places. I haven't checked the mixture yet but the instructions on how to adjust it are pretty simple. I followed them before without effect but impression is that, even without any adjustment it's now ever so slightly got more responsive. That could be my imagination.

Next job is to clean up the contacts in the headlight switch which has recently become a bit temperamental. It's quite annoying when you want main beam but instead you are plunged into darkness. I need to add relays to protect the switch, even though the headlamp bulbs are now LEDs which

draw much less current. But the switch is old and the contacts are not what they were. Once I've cleaned them up there will be even less of them left.

When the days get a bit longer I'll tackle the jobs that need a bit more space than I have in the garage, particularly the drive shafts and the exhaust. The car has a few trips this year, starting with a job as a wedding car in March. This will be in hilly Devon, so I'll have to check the brakes too. This will be a good test for the TOC Rally in the Lake District which will themselves be a test for the ICCR Poland adventure in August. I am very much looking forward to that.



Some of you may know I have a penchant for large American cars. My own large American car would have been considered abnormally wide by European standards when it was new in 1959. Modern cars are just as wide so now it is only abnormally long at 220.9 inches or 18 feet 5 inches – or for those of a more metric frame of mind, 5611mm. That's quite long – the last Jaguar XJ was only 5248mm in its long wheelbase version. The Chrysler's wheelbase is a more modest 126 inches or 3200mm which is mere 110mm more than my Normale's and actually 70mm less than that of a Familiale or Commerciale.

That's a lot of numbers which tell you that the packaging job done by Citroen was as good as Chrysler's was bad. There's about as much legroom in the back of my Chrysler as you would find in the back of a 1959 Mini. The boot, on the other hand, is cavernous, and almost all of it is behind the rear axle. There are advantages to having a big boot. You can throw a bicycle in there and just shut the lid – actually I think I've thrown two in there. But not often enough to justify it. There are two real advantages of this really long boot. One is of course style – by which I mean the fins which are fantastic. They need length you know. But the other, more functional reason is that underneath the long boot lie even longer leaf springs which complement the front torsion bars to achieve that soft floaty American ride. The long tail overhang doesn't matter much when driving forwards although I always think someone is about to overtake me when I see a fin following me in the rear-view mirror. That overhang does make reversing into a parking space a bit difficult as it needs room to swing out in the opposite direction to the front. Reversing it is a bit like steering a canal boat.

As you might imagine, the handling of the Chrysler is not as sharp as the Traction although it is not as nautical as some. It's a heavier car weighing in at 1867 kg vs the Normale's 1194 kg, but some of the difference is down to where the weight is located. The heaviest thing in a car is generally the engine. The Traction's is a long way behind the front wheels. In a typical modern front wheel drive car the transverse engine is essentially in line with the wheels, just as it is in a rear wheel drive car with a longitudinal engine. This results in good interior space but moves the centre of gravity forward to put a lot of weight on the front wheels. The second heaviest thing in the car is the passengers

and the third is the petrol tank – or maybe whatever it is in the boot. Having so much of the mass within the wheelbase is one reason for its relatively nimble road behaviour.

As you might imagine, the handling of the Chrysler is not as sharp as the Traction

My route to work has acquired a couple of new roundabouts. Construction has not yet finished and they are not functional. Essentially, they're just chicanes with no worry about having to give way. It would not be environmentally friendly to slow down and have to accelerate again and so the only decent friendly to do it take them at speed. The wonderful benefit of having a wheel at each corner. I do admit to exhibiting a bit of body roll. Other cars with a wheel at each corner include the original Beetle and the original Mini but they put their engines

over the driving wheels resulting in either oversteer or understeer. They represent a reasonable compromise for interior room vs. exterior dimensions whereas placing the engine behind the gearbox does result in a long bonnet. My Chrysler also has a long bonnet – but also has a large transmission tunnel inside the cabin.

Long wheelbase Traction's are not always better. I found this on the internet. Someone in California has fitted a V8 into a Traction, but not quite as neatly as the way Citroen did it in their 1934 prototypes. *(reminds me a bit of Cruella De Ville's car from the 101 Dalmations cartoon, Editor)*



And so to a more useful and discrete modification. I am grateful to **Tim Arndt** who passed on details of a cooling system modification made by **Michael Hose** of the Citroen Classic Owners Club of Australia. This started out as a radiator upgrade using a core from a Toyota Landcruiser. The increased cooling efficiency made the addition of a thermostat necessary to get the engine up to running temperature. There are kits available to fit a thermostat into the top hose. Michael managed to fit a thermostat in an almost invisible way by adding an additional plate between the pump housing and the head, sandwiched between two gaskets. The 1.6mm thick plate was machined to accept a Tridon high flow TT2000-180 thermostat. Very neat and very clever. My car is not challenged by Australian temperatures and has the standard radiator and no thermostat. If I fancied fitting a thermostat, this would be the way I hope I would go.

Last, but not least, a couple of Traction roadsters driven by the Allison and the Kiffs will be taking part in the 14th Grand Tour Cape to Cape from 23 April to 8 May 2022. This is a 2700 mile drive from Cape Cornwall (Land's End) to Cape

Wrath in Scotland, then down the west coast to join a ferry to Northern Ireland. A circular tour of the whole island of Ireland will see competitors catching the ferry to Holyhead after visiting Cape Clear in the Republic and will then travel through Wales and back to Land's End. Proceeds are to Macmillan. Fuller details of how to donate, etc. in the Surrey/Hants Section reports.

I'm sure both crews will appreciate the handling of their roadsters as they work their way around the route.

Chris Bailey

Rob and Carol Kiff's Roadster



Citroën automobiles - the early years

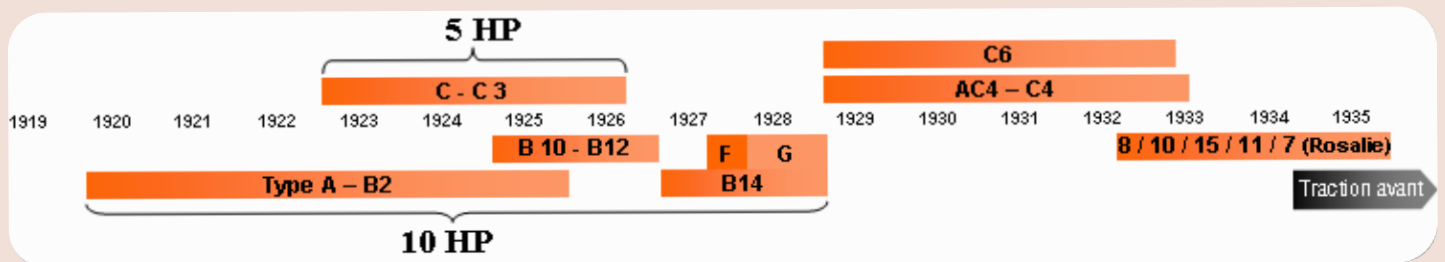
While at the Traction Owners' Club National rally in Peterborough quite a few years ago, I was faced with a question.. "Why" asked my enquirer, " was Bernie's car a Type C when the blurb on the car said that it had been made before my car, a Type B".



Type B, left, Type C, right.

Not a question that invites a short and snappy answer and the best I could manage at the time was that Andre Citroën was a man of enormous strengths and talents, but the naming of his cars was perhaps not high amongst them.

In the timeline below, the references to 5HP and 10 HP use French theoretical horsepower (chevaux vapeur). In the beginning there was the Type A, followed with a certain inevitability by the Type B. Citroen then introduced the Type C which was made in parallel with the Type B. In due course the Type C faded away. So far so good.



Sticking with French cars and nomenclature, as I proceed I will note which cars were also made in Slough. ...

- **Paris.**
 - o The first Citroën motor car, the Type A 10HP was introduced in April 1919. Engine size was 1327cc. The cars were imported into England in good numbers and always in RHD (as was then the practice for most French cars). There were variations in chassis length and seemingly endless permutations of body styles. The Type A was phased out (in June 1921) in favour of the B2.
- **Paris.**
 - o The Type B2 appeared late in 1921. A development of the Type A, it had a bigger engine of 1452cc. It had long sloping front wings. Famously Citroën used this model as the base for the fleet of Taxis that he put on the streets of Paris.
- **Paris.**
 - o The Type C 5HP appeared in the summer of 1922 and was intended to capture the "cycle car" and "ladies" markets. It was small and lightweight with an engine of 856 cc. It also had an electric starter.

- o It was intended that the Type C should be made in parallel with the bigger Type B series, and develop along its own path - hence two variations; the Type C2 and Type C3 emerged. At this point both the Type C versions 1, 2 & 3 and Type B2 had a body made from wood mounted onto a steel chassis.
- **Paris.**
 - o The Type B10 appeared in 1924, and was as Citroën proudly announced "Tout Acier". Essentially the same shape as the B2, the use of wood in the construction of the body had been dispensed with in favour pressed steel. With hindsight, we can see where he was going with this. The B2 was not without its problems though, principal amongst them was a tendency for the chassis to flex and as a consequence the doors would fly open - Quelle surprise, quelle horreur!!

In a previous article for the Traction Owners' Club I wrote about Citroën's application of - for the time - very advanced principles of manufacturing theory and practice.. It may be helpful to briefly reprise those ideas. In 1923 Citroën and his engineers were in America visiting the factories of one Edward Gowan Budd and a Mr Henry Ford. Edward Budd had done a lot of development work on the technology necessary for pressing and stamping out panels for the steel bodies of railway carriages and indeed motor cars.



- The Ford Type A steel body mounted on a steel chassis was an Edward Budd product and it was Budd's press tool equipment that was duly installed in Citroën's factory in Paris for the B10 and (later in 1926) in Slough for the B12 onwards .
- In the late 1800's Frederick Winslow Taylor had developed the concept of what we now think of as "Time & Motion" theory. Henry Ford was busily adopting these ideas, and from the start of Citroën car production (1919), they were also being applied in the Paris factory.
- Now (and it bears repeating for those who have heard me banging on about this before) mass production is NOT about making lots of things en masse. Rather, it is about setting up systems for production and quality control such that any one component meant to be identical to another will be , plus or minus a few hundredths of a millimetre (or thou's of an inch if you prefer). To use a very old axiom "the skill was built into the tool". Ford for example would employ what he called his "farmers boys" to operate machines that would each perform a particular task. The unskilled "farmer boy" would operate the machine all day, still delivering accurate components right up to the end of his shift. To reach such levels of sophistication in manufacturing (aka production technology) required a machine tool industry that could meet these demands and produce machines that would work to and maintain close tolerances for long periods.
- In the early days, standardisation -in particular of discrete steel stampings - would often vary enormously, in large part reflecting the shortcomings in the materials and the machines being used. There quickly emerged a synergy between the metallurgists, machine tool makers and the machine tool users. The users required ever greater standards of accuracy from their machines, the machine makers were continually casting around for better materials - and so on

Citroën automobiles - the early years

Prior to making cars, Citroën's factories had been very successful at making gears, and during the 1st War, munitions in vast quantities for the government war effort. The principles of efficient production technology had already been firmly established. By the late 1920's, Citroën was conflating a number of production ideas within his factories that came to underpin all modern factory processes:

- o The efficient use of labour in terms of who did what and how, with their movements and activities closely orchestrated.
- o The production of accurate machine tools maintained to the highest levels of accuracy by a small cadre of skilled men/women.
- o Quality control processes within the plant; employing negative feedback which would correct mistakes and lack of accuracy to ensure that everything was made to a given standard.
- o Drawing upon the three headings above; economies of scale were being achieved through highly structured and rationalised production processes.

The Citroën company was only ever going to amortise its massive tooling costs for these all steel cars (they introduced all steel cars in 1924 remember) if they were sold at a price that the public would bear - and they did.

During the period 1929-30 Budd was working on a prototype car featuring an all steel body and front wheel drive. For several years it was this prototype (whisper it if there is a patriotic Frenchman close by) that was being further developed by Citroën (other motor manufacturers knew of the technology but were not interested). Always using Budd's know how and presses and always paying him a licence fee, the principals of pressing and stamping out steel panels to combine them into a viable monocoque motor car were being developed by Citroën.

In 1934 the world's first mass production front wheel drive monocoque body was introduced to the world - La Traction Avant.

To return to our timeline at the top of the article.

- **Paris.**

- o The B12 appeared in late 1925. It had four wheel cable operated braking. The chassis was a stronger version of the B10 chassis.

- **Slough.**

- o At this time (1925 or so) our then chancellor (Mc Kenna) was imposing a duty of 33.3% on imported cars. Given that his cars were selling well here, Citroën set about building a factory in a small and pretty village called Slough. The Slough factory was in production by 1926 and it was a state of the art factory, one of the biggest in Europe. So far as I can tell, the first two models off the production line at Slough were the Type C 5HP and the Type B12.

- **Slough & Paris.**

- o In 1926 the B14 appeared. Essentially a B12 body, with a bigger engine, and lighter yet stronger version of the chassis. The B14 also had servo assisted 4x wheel braking (licensed by Westinghouse) in which case it was named the B14f ("f" = frien or brakes). In England this car was called the 12/24 (and always had the servo brakes) the third model out of the Slough factory.

- **Slough.**

- o In 1926 production of the Type C was dropped, almost certainly because Citroën had by now got to grips with press tool technology, and was producing the larger 12/24 (aka B14f) more cheaply (and with better margins) than it could the Type C with a small army of craftsmen and its wooden body. Covering a wooden automobile body with steel (as was the practice in large part) does not add to the strength of a car but it does add to the weight and costs. Therefore dispensing with a wooden body reduced labour time, weight and costs; because an all steel body was both stronger and lighter than a wood + steel body.

There follows a summary of names, model details and identification clues.

English Name	French Name	Production begun	Description and identification (but being Citroën, not necessarily definitive !!).
10 H.P.	Type A 10hp - 1327cc	1919	<p style="text-align: center;">Identifier</p> <p>Front wings sweep back. Radiator is a very shallow Vee "wind cheater". There is often a little "flick up" at the back of the rear mudguards. Disc wheels. 3 large louvres on the sides of the bonnet. The doors are very square at the bottom.</p> <p>Many variations of body type available which goes for all of these early RWD cars. Drum brake via pedal on rear of transmission plus hand brake on rear wheels. No brakes on front wheels.</p>
11.4 HP Not made in England	Type B2 10 HP- 1452 cc	1921	<p style="text-align: center;">Identifier</p> <p>On early models 3 louvres on the sides of the bonnet. Doors are square across the bottom yet clearly rounded on the bottom corners. Fuel filler (usually) on top of the scuttle.</p> <p>Note that for Types A, B2 and B10 there are no "dumb irons" projecting forwards for the semi elliptic front springs. The area below the rad is therefore flat.</p> <p>Brakes, radiator and wheels broadly as B2. Front wings "sweep back" quite some distance. Instruments scattered around the dash.</p>
7.5 H.P. Cloverleaf	Type C - 5HP 56 cc Variation in names includes: Petite Citron, La Trefle and Cul de Poule	1922	<p style="text-align: center;">Identifier</p> <p>An obviously very small car. No door on driver's side, two seats, and on later models at least one in the rear.</p> <p>Wooden body. Car made in parallel with the Types B2, & B10 and B12 .</p> <p>Combinations of leaf springs with different rates of flex dispensed with the need for shock absorbers. Braking as above.</p> <p>Despite good sales, production in Slough was stopped in 1926.</p>
11.4 HP Not made in England	Type B10 10 HP- 1452 cc	1924	<p style="text-align: center;">Identifier</p> <p>The first all steel Citroën and essentially the same car as the B2 in appearance and mechanicals with some production overlap from wooden body to steel body.</p> <p>If made from steel (as most seem to be) doors are smooth with no mouldings. Bottoms of doors on Torpedo are gently curved and the all steel door overlaps the door posts (AB&C) with no shut lines visible, thereby hiding a multitude of sins, clever given the non too exact manufacturing process of the day.</p>
11.4 hp	Type B12 - 1452 cc	1925	<p style="text-align: center;">Identifier</p> <p>Nickel plated knobs on storage boxes each side of the chassis are a clear indicator of the model type (battery in one storage box tools in the other). Bonnet still a gentle Vee aka "Windcheater". Doors as for the B10. Instruments scattered around the dash. Front wings now follow/flow around the wheels and are not "swept back".</p> <p>Cable operated front wheel braking and drum on the gearbox. No compensating device. Dampers on the rear axle only. Handbrake rear axle only. Replacing the B2 and B10 by the end of 1926.</p> <p>Disc shock absorbers on rear axle only. Often missing on later models as they were a simple bolt on unit frequently removed and never replaced..</p>
12/24 H.P.	Type B14 - 1539 cc.	1926	<p style="text-align: center;">Identifier</p> <p>The flat radiator is the principle identifier for the B14 (and the succeeding models the B15 & B18). Like the B12 there are nickel plated knobs on each side of the car and the doors on the Torpedo are like those of the B10/B12.</p> <p>The car still has those lovely (solid steel) disc wheels. They are very heavy and add enormously to the unsprung mass (but I doubt that few understood the science at that time). If they have DUNLOP stamped on the inner rim of them then they are of English manufacture.</p> <p>There is a bigger engine, 4 wheel brakes and dampers now on all four wheels. The Slough built 12/24 always had the servo. The French built B14 did not have a servo but the B14f did.</p> <p>Besides the flat radiator the other principle identifier for this model is the instrument cluster. On all preceding models, the instruments are scattered around the dash and a speedo was often an optional extra. On the 12/24 and B14, the instruments are clustered centrally on the dash in an elliptical shaped binnacle.</p> <p>That said, on all of these cars there is no uniformity of style or type face, with instruments seemingly selected from where ever they could be found. A proud boast in the period sales literature was of a discreet lamp at the top of the binnacle that lit up the instruments! Exciting times !!</p> <p>Accelerator had been moved from the (then) customary position between brake and clutch to the right of the brake - as in modern practice. Obviously Citroën thought better of this radical move because in some of the following models, the throttle went back to its original place between the brake and clutch.</p>

Shows



Those of you who have attended shows in the North of England will have almost certainly have experienced a **Mark Woodward** event. Mark has, however, recently retired and sold up his business to Steve Bishop, who has worked with him for the last ten years. Steve has re-launched and rebranded the organisation as **Great British Motor Shows**. This season's events will, apparently, continue as per previous years but Steve will, he says, evolve the events to reflect the changing needs of visitors and exhibitors.

More information on greatbritishmotorshows.com

RWD



Hello my name is Andrew Peel, and I joined the club fairly recently with a view to finally getting around to buying a Traction Avant. I've only been thinking about it for around thirty years or so....

I do have a certain history with Citroën cars since riding in my pram. At the time my mother could recognise all the makes and models which I eagerly pointed out. My favourites being what I called 'Shitruns' according to family legend. All those distinctive shapes of course.

Having grown to appreciate more than just the shapes as I matured, I have owned many examples of the marque from A series through GS and CX to BX, Xantia and XM then backwards to a DS.

I'm currently just coming to the end of a 2CV restoration.

The inheritance of a little extra money and the sale of something Triumph-shaped left a bit of extra space and the opportunity arose to purchase a Traction Avant. However I found myself hankering after something a little more, well, vintage.

Lo and behold the next week saw an advertisement in the Citroënian for a 1930 AC4. I had noticed the same car advertised for a much higher price on the web the previous year. Much reduced and located only 30 miles away. It was obviously meant to be! After a test drive the owner seemed quite startled when having parked it back in his garage, I told him that I wanted to buy it.

Having agreed a price, he very kindly offered to deliver it to our house, so my first experience of a central throttle could be on more familiar roads.

The car came with some very interesting history, which I can bore you with another time.

I am a purely self-taught fiddler with nuts and bolts, so I can't offer you the chance to expand your technical knowledge. Also residing up here in the frozen North I don't attend many of the more well known events in the calendar very often.

However I did notice from the notes of the AGM that Bryan was looking for more articles featuring RWD models. As I have been looking after the RWD column in the Citroënian since early 2018 it seemed churlish not to offer. I have no desire to steal anyone else's glory so, if you wish to contribute yourself, please don't let me hold you back.

Thanks Andrew. We are hoping that Andrew's column will become a regular feature of FP, to provide more coverage for the RWD part of the TOC Community and will also encourage those of you with an RWD Citroën in the garage to get in touch. Editor.



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



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National Rally 2022: The bookings for this have now been confirmed to the hotel. **This does not mean that anyone who wishes to join from now on cannot do so, but additional members joining from February onwards, must approach the hotel direct and secure a room via the Damson Dene reception. Likewise if you wish to extend your stay beyond the weekend, then again, you should book any additional nights direct with Damson Dene reception. If you have decided to join the rally after the February deadline, then you will be responsible for payment for the room directly to the hotel and not to the Traction Owners Club, although you should still pay the £50 per head rally fee direct to the club's treasurer.**

For those of you already on the booking list, thank you for your patience, and we will be in touch shortly with any updates, etc. to the rally organisation.

Contact details for the hotel for any late comers or anyone wishing to extend their stay beyond the weekend are: stay@damsondene.co.uk

Brittany Rally July 14th, 2022: The CTAB have confirmed that the entry fee will be **270€** per person. As usual, this price includes a "pitch" at the campsite for 3 nights; breakfast on the camp site, dinner for 3 nights and entry fees to all places of interest; museums etc on the tour. (Bring your own tent and equipment if you wish to camp). The price does not include mobile homes, hotels, B&Bs, fuel, ferry costs etc.

Please note that only the 10 entrants on the list will be accepted, so do not book if you are not on that list of 10. If anyone on that list decides not to proceed, I will advise those on the reserve list as soon as possible.

For the latest information please contact Martin Nicholson at: vicmarnic@gmail.com.

Drive it Day: Coming up on April 24th. Once more FBHVC are supporting Childline, via the sale of rally plaques. National Drive It Day was created by the Federation of British Historic Vehicle Clubs in 2005. It's a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads. To buy a plaque, please visit FBHVC at <https://www.driveitday.co.uk/>

The Practical Classics Classic Car & Restoration Show is on the 18th - 20th of March at the NEC .

The event brings together 1000+ cars on display; 150+ car clubs representing a wide variety of marques and models; 250+ exhibitors and autojumlbers including restoration companies, services providers and product suppliers; the Classic Car Auction; celebrities; car competitions; practical workshops on restoration skills and lots more. <https://www.necrestorationshow.com/> for more details.

Header image by Peter Fereday.

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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

Traction

OWNERS CLUB



CARS FOR SALE

FOR SALE:

1951 Slough built RH drive

Traction for sale Fully restored in 1994 (full details available).

85000 miles Health issues mean sale – a few areas of attention required; car rarely used over last 2 years - Located in Hertfordshire **£11000 ono**
Call: 07785 330043



FOR SALE:

1954 Traction Commmerciale 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:

For sale, Traction Cabriolet Peking to Paris veteran (2008). Originally a 1958 Citroen L, delivered in a knock-down state to the Citroen factory in Hanoi. In about 1988 it was made into a Roadster copy. It is fitted with an ID 23 engine, rebuilt together with gearbox, all new electrics, and I have replaced just about every part over about a year. The fuel tank is huge, the seats are rally seats, the equipment is all new, there are ten tyres and rims, SU carbs, navigation equipment, spares etc. Used infrequently now (hence the sale) but is in good running order. **Offers around £15,000. Car is in Romsey, contact strollers7@gmail.com, 0780 182 7871 or 01794 651193 for more details**



CAR WANTED:

Restored pre-war Legere. Please contact Julian at 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 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.
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FOR SALE:

Light 15 Roadster Jig and Wooden Butt.

This jig and butt were made in 2007 to enable the restoration of my Light 15 Roadster. It could be used on a Legere, Light 15 or with a little modification any of the other models. There is lots of it, brackets, supports, dummy doors etc. The butt was used as a pattern to make the rear body panels on an English Wheel. The main ladder frame is massive in its construction and could easily be used to straighten



crashed shells. No reasonable offer refused. Please contact me for more pictures and information. Philippe Allison.

Email:
philippe.allison@whitewaterfinance.co.uk

FOR SALE:

Traction parts for sale. Many now sold but plenty still on the shelf and need to go to a good home or else the dreaded TIP! Nice BN bonnet remaining and a rear OS BN Wing . Both cheap. Brake parts and some Electrical bits too as well as new Mains/Big End Shell bearing sets. Good set of Liners and pistons and a complete Fuel induction setup for a Pre War engine ie polished Inlet Manifold, 35 FAIE Solex Carb, Torpedo Air Filter with correct supports etc ...Rocker covers, New 6v Dynamo. Some headlights Suspension parts .etc etc Too much to list so give me a call anytime to see if I can help or just for a chat.
David Boyd - Tel 01527 894599 - Redditch.

FOR SALE:

Gearbox with big 15 bellhousing, best to assume in need of overhaul .
£400.00
Andrew Tweed , Shrewsbury . 07891870499

FOR SALE:

For sale: 11D block and innards.

This has been sitting in my garage for a year or three, but was running when stored.



Due to sub-optimal storage, the pistons and liners are probably stuck together, but the rest should be ok. Still quite oily anyway. Proposed house move suggests disposal.
Say £100, which is worth it for the 11D conrods alone.

Call Terence on 07984 689118 or fulvia99@icloud.com

FOR SALE:

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

PARTS FOR SALE:

DS/ID 19 Exhaust manifold **£50**
11D crankshaft **£50**
11D camshaft with followers **£40**
11D flywheel **£30**
A pair of headlamps with good chrome
Andrew Tweed 07891 870499.

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

FOR SALE:

Free to a good home. **27 copies of Floating Power from the 1990s.** All in perfect condition. For collection from Enfield, North London, or can be posted for the cost of sending or could be handed over at a CCC or 2CVGB event by arrangement. (I don't now have a Traction!) If no-one wants them they go to recycling! **David. nomadyane@btinternet.com 01992 763 893**

FOR SALE:

For Sale. **Photocopy of the Slough workshop manual for four-cylinder cars**, referred to on the title page as "Twelve" & "Fifteen" Models 1938 - 1950, dated January 1950. Complete, clean copy, unbound; comes with a folder of various photocopies of four-cylinder manuals. **£10.**

'Citroen Repair Manual ID 19' for 'vehicles supplied before September 1962'. Slough two-part workshop manual Illustrations and text bound separately in a dark blue vinyl. Complete and clean. **£100**

Original workshop manual for the Citroen "6" as the cover states. This is the Slough Factory two-part manual, text and illustrations bound separately, the former in a maroon cover, the latter in dark green. Complete and very clean, dated December 1950. **£100.**

Haynes Manual for the 2CV, Ami, Dyane 1967-1990 in original cellophane wrapper, **£5.**

Nicholas Hall: 07941 703 179; aghada_hall@yahoo.co.uk

FOR SALE:

1936 front near side wing with the round hole for the horn grill. Part no. 298731. No rust,dents or filler, probably the best you'll ever find!

Small boot in excellent condition. Again no rust, dents or filler. Photos of both available on request.

Dafydd Evans -Tel. 07944131671. e-mail dands@btinternet.co.com

FOR SALE:

Gearbox mainshaft for four-cylinder cars. This is a 'new old stock' mainshaft still in its factory protective coating, part no. 515702. **£250.**

Nicholas Hall: 07941 703 179; aghada_hall@yahoo.co.uk



PARTS WANTED

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!

Also beware of a company offering free valuations of classics, with a view to a cash purchase, and presumably resale. The prices offered are a joke. Don't let your car go for peanuts to a con man, get a proper valuation from an experienced auction house or similar.

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Steve Thompson 01964 533433
stevethompsonmotors@rocketmail.com

TOC SPARES HOTLINE

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester, W Sussex, PO20 7LQ.

Email: spares@traction-owners.co.uk

Please note, a full spares list is available on the club web site at

www.traction-owners.co.uk

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