

Floating Power

May - June 2022

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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John Gillard
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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the July/August *Floating Power* will be

Sunday June 12th 2022

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Andrew Roxburgh's car in the new Zealand Monte Carlo at the condition checkpoint, complete with deceased wallaby on the bonnet and duct tape waterproofing around windscreen. Note for animal lovers, Andrew was not responsible for the demise of said wallaby. (see article elsewhere in this magazine)
Photograph courtesy of John MacDonald



Editor's Epistle

A press release by the Federation recently states that since launch, the Tree-V Carbon Capture scheme has successfully carbon balanced 553,564 miles, mainly via subscriptions from car clubs and individuals, but also via a number of companies with fleet vehicles, no doubt attracted by the fact that the tree planting is actually happening in the UK, rather than abroad.



However, if you watched a recent edition of *Countryfile*, the 'expert' view was being expressed there that nothing absorbs carbon as efficiently as an unploughed field of old pasture, and further implied that farmers are taking tree planters' money for good agricultural land, that ought to stay under cultivation in order to avoid the need to import more and more of our foodstuffs, with all of the environmental consequences of international transport, etc. as well as giving firms a 'cop out' by offering offsetting to enable them to continue polluting with a clear conscience.

Further countering this tale of success, was a rather disturbing piece in the *Car and Classic* newsletter, by Chris Pollitt, which flagged up that a few classic car owners had been subject to abuse by 'green' campaigners and speculating that the current activities of the 'Tyre Extinguishers', an offshoot of the militant 'Insulate Britain' organisation, who have been going around interfering with SUV tyres in several UK cities, might conceivably be extended to classic cars. Alas these people frequently function on the basis of false information, in that most modern SUV's are not a deal less carbon friendly than the rest of the larger cars on the road, and given also that when taken in a cradle to grave scenario, their electric brethren are just as carbon unfriendly when manufacture, disposal, etc. is considered, not to mention the additional carbon footprint of all of the infrastructure that is necessary to keep electric cars mobile.

As you know, it is also the case that your seventy year old car has more than compensated for its original carbon footprint at manufacture back in the middle of the last century, over its extended lifespan and currently only covers a handful of miles per annum anyway. They also, as Mr Pollitt points out, fail to take into consideration the environmental costs of the rescue operation for a car with four flat tyres, ie: the arrival of a diesel AA or RAC van to pump up the tyres, or the costs of the SUV owner running his engine for an additional fifteen minutes or so, whilst his own electric tyre pump re-inflates his tyres! We have been here before of course. Several years ago, I recall that owners of perceived gas guzzlers were likely to be the recipient of an abusive note stuck under their windscreen wipers. Fortunately, it stopped there.

So what else is happening? Well the car show/rally/meeting season is upon us and our own National Rally is due in late June. However, the shadow of Covid still hangs over us to a degree and the Brittany Rally continues to have a cap on numbers in force due to concerns about local resources. The shadow of Covid hangs over me as well since a meeting with a group of friends the other day led to us receiving a message that one of our number had tested positive the following day. We are all now testing.....just as the supply of free LFT's has dried up! (and I have subsequently tested positive myself...)

In this magazine, more long distance rally exploits. A re-creation of the Monte Carlo in New Zealand, and chapter 2 of the Paris-Moscow-Paris run of the 1980's.

In the latter case it is interesting to see how trans European continental travel has changed since the 1980's, with currency changes at every border, etc. the EU only subsequently introducing a single currency in 1999, and the Schengen Zone, giving free passage across borders, being only inaugurated in 1996.

I generally steer clear of politics and non motoring current affairs in FP, but feel obliged to comment that it is also ironic, that when we started this story in FP, things were relatively friendly between UK/EU and Russia, tourism both ways had become quite the norm and we commented how different things were back in the early eighties. But now it seems that after the events of February and March, the cold war (or worse) might well be under way again and all of the progress made in recent decades (since the days of Glasnost, seems to have been wiped out in the space of a few months.

I am bound to wonder as I write this in April, when such an expedition beyond the borders of Western Europe will be safe and possible again and indeed to consider whether there will be an appetite for the ICCR rally in Poland later in the Summer, if the disruption and fighting continues westwards towards the Polish border.

Here is hoping for a speedy resolution being in place by the time that you read this.

See you at the national?

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Committee

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

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Volunteer sought

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

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

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President's Ponderings

Just when you thought it was safe to get back in a motor some power-crazed maniac threatens to start WW3 and rockets the price of petrol even sky-higher than we were gradually learning to come to terms with. Mind you, I suppose I should not complain too much because my two old cars must have increased substantially in value as a result, having both stood, unused, with tanks full of fuel purchased last November. *(Wait until you try using that fuel.....! editor)*

Nevertheless, normality does seem to be returning with lots of events being resurrected at both local and national levels.

Subject to successful surgical intervention in May, in June I plan to attend the 5HP centenary meeting in France and then the TOC Annual in the Lakes. As I write, the Torun ICCCR organisers are still confident their oft-rescheduled meeting will at last take place in August. I do hope to attend that and elsewhere in this issue Simon Saint has an appeal from the organisers for likely numbers to help them with their arrangements. I am currently only aware of two other TOC members who have registered an intention to attend so, if you are considering the adventure, please let Simon know asap. Meantime, fingers crossed there is no new Iron Curtain to negotiate when the time comes.

Previously, I mentioned the forthcoming charity run to be undertaken by Teams Allison and Kiff in their respective roadsters and, as at today, I see Phil and Rob are each within 90% of their combined £8k fund-raising target. However, Phil's car recently experienced an "Ooops" which

left him in urgent need of a new rad for the car. Fortunately Club Spares had a rad available and, despite being unwell himself, Chris Treagust produced the service for which he is rightly lauded, allowing Phil to do the necessary over Easter. Thanks, Chris.

I look forward to seeing one and some, if not all, in the coming months.



New Members

Welcome to the Traction Owners Club to the following:.

2870	Mr Leonard Esakowitz	Glasgow	SCOTLAND
2871	Mr John Brady	Enfield Co. Meath	IRELAND
2872	Mr John Howard	Keighley	West Yorkshire
2873	Mr Rupert Peploe	Bristol	Avon
2874	Mr Alan Mason	Standish	Wigan



Chairman's Chat

By the time you read this I hope all our UK readers were able to take part in a Drive it Day event – TOC arranged or otherwise. I know Bryan would love to receive your photos and reports. I was wondering if other Countries have a similar event – do let us all know via Floating Power - send in your stories.

There is still time to join our Annual Rally in the Lakes – please speak to Bryan if you suddenly find you have a free weekend and wish to join us in this lovely part of England. The more the merrier.

What other Rallies or Events are you attending this year in your beloved Traction? Do share your tales of adventure and photos.

As I write this Sue & Philippe Allison plus Rob & Carol Kiff will be getting ready to set off for the Cape to Cape Challenge. I hope it all goes smoothly for them and I look forward to reading all about it in a future Floating Power.

I was sad to hear that Glenn Robb recently died. Glenn was a member of the TOC for ten years and Editor of Floating Power for 2 years alongside Jonathan Howard who was Technical Editor. I remember Glenn and Gillian moving to France to live full time. John & I met up with them in 2002 at the Angouleme Race Weekend. Glenn was kind enough to offer to find a Ripple bonnet for us which he managed to do. Glenn delivered it to a friend in Bordeaux who in turn brought it all the way to Derbyshire for us. It is now on the 2CV – photo soon as she is getting closer to completion!

With this issue of Floating Power you have received your membership renewal letter, if applicable. Please deal with payment sooner rather than later. Don't forget if you have a UK bank account Direct Debit is the best way to pay - it saves the TOC money and John time! Thank You.

Beu

The Story of the AA Sentry Box

Laurence Acher found this AA box down in the West Country and couldn't resist turning back to take a photograph.



First introduced in 1912, by the Second World War there were more than 600 AA boxes. But as technology developed and telephones became smaller, sentry boxes were replaced by pedestals with slim telephones. Yet with increasing mobile phone ownership even the pedestal phones became redundant, and now only 19 sentry boxes survive.

The official description is as follows: A typical AA Box is of timber construction, and the main body of the box tapers outwards towards the base. The door carries a large 'winged' AA logo with an oval cast-iron number plate above, (which appears to be missing on Laurence's box.) whilst on the remaining sides are cast-iron number plates. The right-hand side of the box carries the telephone equipment and external bells. The zinc-metal roof is topped with a finial, which provides the box with ventilation. Each gable end carries a large 'winged' AA logo, the base of which is pierced by a rectangular sign, with the word 'Phone' spelt in san-serif lettering. Either side of the logo, at the base, are two further yellow-edged signage plates, spelling out the location of the sentry box.

The earliest AA sentry boxes were fitted with a stable door, which was divided horizontally in half so that the top half could be opened independently of the bottom half. At the time, seven years after the association was first founded, motoring was still a hobby and not the form of

mass transportation it is today. Cars were expensive to purchase and they were prone to breaking down. The AA employed patrolmen to help its members and their sentry boxes provided shelter for its patrolmen. The patrolmen would man the boxes, providing motorists with roadside assistance, directions and first aid. Each sentry box carried its own unique number which helped the AA dispatch patrolmen to a specific location. Following the development of the telephone, these were fitted and members were given a key so they could use the telephone. Members could make free local calls, as you only had to pay for long distance calls at the time. Between 1912 and 1968 around 1,000 examples were installed, with the AA estimating a peak of 787 examples in 1968. With the passing of time and with improving technology, patrolmen travelled in their own vans and telephone equipment could be housed in smaller pedestals. By 1968 the AA starting phasing out its sentry boxes and by 2002 all AA phones were decommissioned due to the widespread ownership of mobile phones. Today there are believed to be 19 surviving examples in-situ, just 2% of boxes installed. Eight examples have Grade-II listed status and a number were donated by the AA to various museums around the country.

Automobile Association Archives. According to the official AA list, Laurence's 'Halfway House' box is on the A35 between Exeter and Sidmouth (editor).

Website

We are currently updating the website and one of the sections that we haven't looked at for some time is the list of members offering wedding car services. If you are on the list, do you still offer this service? If not on the list and offering the service, would you like your details to be added. Either way, please get in touch. 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

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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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See section report for coming meetings/events.

Wales

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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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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

T: 01284 827 039

E: eastern@traction-owners.co.uk

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

London

MIKE WILCOCK

T: 07761608656

E: london@traction-owners.co.uk

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

Surrey/Hants/Sussex

SUE & PHILIPPE ALLISON

T: 01256 765040

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.

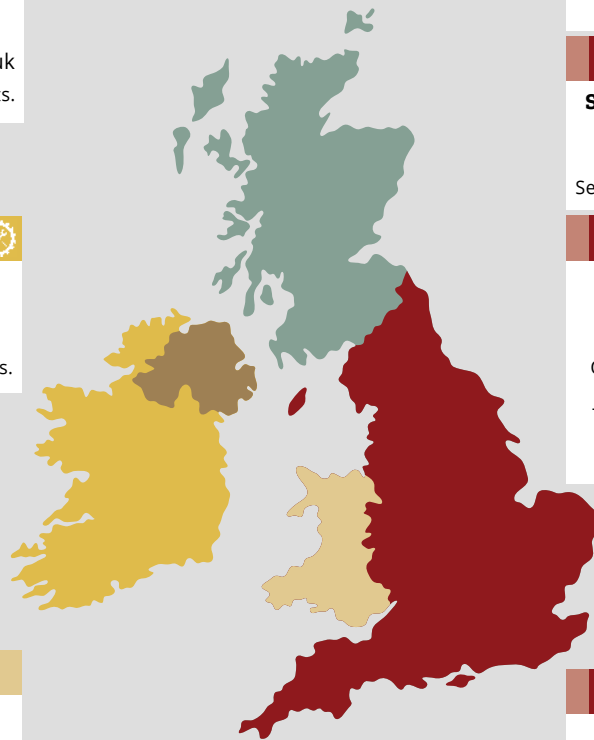
West of England

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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

I happened to be playing golf at Aigas and as I was nearby, visited our newest member at Kiltarlity, namely Tom and Anne Mackenzie, who, along with their son John, are co-owners of a black 1949 Light 15, 659 XUA. It is a tidy car and I learned that the car was televised recently on the 'Bangers and Cash' programme and that they had bought the car soon after. I enjoyed a long gossip with Tom who also knew all the local worthies with a Citroen history.

He showed me a photograph of a small boot traction KRS 298 that he had bought around 1960, showing what certainly looks like a Light 15, with chrome grille, with chevrons behind, Lucas torpedo front side lamps on the top of the wings, Lucas headlamps, - but just as clearly, this car was left hand drive!! That car apparently split 2 gearboxes and was then scrapped and all remains of it are now gone.



I thought a lot about that earlier car of Tom's, and phoned him for more info as KRS registration was much later than the car could have been initially registered with. He said that the dash was not wooden, the seating not leather, just a grey striped material, and crucially, it was 6 volt!! He stated also that the starter was never fit to start the

car, thus he always parked it at the top of a hill, and to start it, he pushed it downhill, jumped in, and then took a gear and bump started it. Now he knows why he split two gearboxes!



It is now obvious that this car was imported into Aberdeen and given a local registration on the date of entry, and somehow had the Slough front wings, grille etc substituted at some later date for whatever reason, thus looking like a Light 15 from front view!

They are all delighted with their present car, which obviously starts immediately and they plan to visit me in due course as my car is the same model and year. The later photo shows their car with the same lady standing alongside it, namely Anne, Tom's wife. It appears that the same TV programme is to do another photoshoot with the car for the same programme, so watch out for that later in the year!

I also had a visit from Carol and Peter Fereday, who covers our Southern Scotland news. Peter has sold his Normale and came up to look at a DS for sale up here, but did not buy it and it has now been sold. Peter is to cover that bit in his input.

Managing to dodge the Covid thing but it is really everywhere, very prevalent indeed! Long may we continue missing it!! No further news on Smithy, still very dizzy and meantime not interested in coming for a run or coffee somewhere - not good! Enough for this month and keep safe! Andy

Back home, I could not get that earlier car out of my mind, the registration number was much later than what a small boot model could have been registered with, so phoned Tom for more

Andy Burnett

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

Southern Scotland



After 28 years of ownership I have sold my traction.....not an easy decision to make. As I'm not getting any younger, I wanted to realise a life-long ambition to own a DS.

However, cost wise and storage wise I couldn't have both, so, after thinking long and hard, I contacted local member Graham Irwin who I knew had been looking for a traction for some time, and, blow me, he came over the next day and bought mine.....! It has gone to a good home and will be used. in part, to help promote Graham's business - the only lavender farm in Scotland. In turn I was able to find a DS23 locally, which, although needing some work, will allow me to ride in powered steering sumptuous comfort in my dotage.

I also realised that prices being asked for DS's are now considerably higher than for equivalent condition tractions and the divergence is increasing. If I hadn't acted swiftly it might have been too late. I would dearly have loved to own both cars, but we can't always have what we want. I intend to remain a member of the TOC for the present, and, indeed, will be coming to the Rally in the Lakes - having

Section News



paid 2 years ago! However, in the long term, I feel I should not continue to be the South Scotland rep for the Club. I have already approached a couple of suspects and hope to confirm a successor in the near future.

I am including a photo of the handover to Graham on his farm, and also another pic taken a few days later in front of the farmhouse when he was visited by another local member, John White, in his similar 11B.



In my search for a DS, I travelled up to Aboyne in Aberdeenshire to stay with Andy Burnett and go and see a potential car he had located locally. Always good to talk to one of the elder statesmen of the Club, what he doesn't know about tractions – and DS's - isn't worth knowing. We went to see the DS owned by ex Rally Driver James Ingleby. The car wasn't for me, but he showed us his interesting stable of classic rally cars, including a French 11BL which had been driven by Carole Harvey and Sally McCarthy in the Peking Paris 2007 Rally. This car is for sale, best to contact Andy for more details.

Drive it Day will have been and gone by the time you read this, but perhaps just in time to note that the Bridge of Allan Rally has been brought forward to Sunday 8th May. If you want to go contact me asap. I also have one or two people interested in the BVAC Classic Rally on Sunday

19th June at Thirlestane, anyone else please get in touch soonest; likewise the Moffat Rally the weekend after although this does clash with the TOC Rally in the Lakes.

Monthly meets continue for the TOC/CCC/2CV Ecosse live at the Stables Kirkintilloch last Thursday of each month.

And finally..... John Van Looy reports that his 11BL is now running properly - I think for the first time after being laid up 10 years ago - after replacing the fuel tank, fuel lines, carb, deep clean of the filter and several other components as detailed in previous FP's. He even sent me a video of the engine running! I look forward to seeing this car blinking its headlights in the daylight.

Peter Fereday

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

Northern, Lakes and Borders

Well Covid finally got me. An evening in the pub with some classic car owning friends was enjoyed by all, but then the next day came the ominous WhatsApp message that one of them had tested positive, and around four days later I started with cold like symptoms, tested, and my test came up positive. So that was that, self isolation followed and at the time of writing, I am a few days in, albeit still with only relatively mild cold symptoms. In theory I should be clear in a few days, but we have friends who have taken anything up to eleven days to register a negative test, so here's hoping!

Anyway, the local breakfast meets have been continuing. The April one at the Corner House was chokker, with cars spilling out onto the road, two of them being the cars of





George Halsall and new member Alan Mason. (Welcome Alan, we didn't find each other in the crowd, but I will get in touch when I am free of the lurgy) Some interesting cars were there, but no other Citroens. Where do all the 2CV/DS owners take themselves off to when the car meet season starts. Shows are similar up here. Apart from our Tractions, a classic Citroën is a rare sight.

The recent morning meet at St Catherine's was also very busy and Ian Gardner was there with his Normale, alas with a dicky battery that steadfastly failed to hold a charge for even a few minutes. Fortunately he had brought a friend along for the ride, who had thoughtfully brought his jumpstart pack with him, and so the car was started relatively easily when the meeting broke up. Ian now has his car for sale, complete with new battery, (see ads in back of this magazine) It is a very nice and well sorted example and well worth a look if you fancy a French Normale.

Not much to report on the car maintenance front. Bill Dyke brought his car out of hibernation to find that it had no brakes. A failed wheel cylinder proved to be the cause and he is now back on the road. My own car has now had a full service and tune up and once I have solved the latest gremlin, an oil leak, is ready (I hope) for the trek up into Cumbria. Unfortunately, I have had to isolate and the weather has also taken a turn for the worse and so I haven't taken it out yet, post its service. Even though it is mid April as I write this, the council has still been gritting on cold evenings, presumably trying to use up its Highways budget before the end of the financial year, and now we have had drizzly rain to nicely return the puddles into a good salty soup, and the forecast is for wintry showers over the next few days, but hey, the Covid means that I am isolating anyway.....so what the heck!

Bryan Pullan

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

Peak



Hopefully in April we had a dry day for our Drive it Tour of a part of Derbyshire – photos and report next time.

There will be no meeting in June due to the Queen's Jubilee weekend and our own TOC Rally in the Lakes.

Our next meeting will be Sunday 7th August - we are planning a very interesting visit...

If you want to know more then please make sure you are on our email list.

Bev Oates

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

Surrey/Hants/Sussex



Our first meeting at the Fairmile in Cobham for many years was a great success. With over 25 attendees it was our best ever turnout and everyone was so pleased to meet up again and renew friendships.

We did not have a meeting in April as we have our own Drive It Day planned in Dorset, more about that in the next F.P.

By the time you read this in May we should be halfway through our Cape to Cape adventure and hopefully somewhere in Ireland. You can follow our progress on Phil's Facebook page <https://www.facebook.com/philippe.allison/>

We are hoping to update it regularly! You can still donate to us by going to <https://macmillan-org.enthuse.com/pf/philippe-allison> or Rob and Carol

<https://macmillan-org.enthuse.com/pf/rob-carol-kiff-20220-076c0>

Thank you!

Philippe Allison

For contact details see main table at beginning of this section

Judy Ives kindly sent us a nice selection of images from a pre DiD run in Moor Crichele in Dorset on 10th April 2022., held early because of the Cape to Cape adventure. Here is one of them, we hope to reproduce some more in the next edition of FP.
Editor



Section News

Kent/East Sussex

Our April visit to Brattle Farm went off well with 6 members enthralled by the sheer volume and variety of the Thompson collection.

With a largely agricultural base, it was fascinating to see just how much had been collected on the farm since suffering a devastating fire in the early 1980's.

Of special note was a 1914 Weeks-Dungray tractor designed and built in Kent to be comparatively low for work in the orchards. Many contemporary tractors were massive American machines.

We could have spent many more hours there, however lunch at Frankies was most welcome.

Looking forward we have two important dates coming up.

Saturday 11th June, Invitation to John Gillard's Establishment.

We plan to arrive at 10.30am for an "Open House" at John's works.



The Packhouse, Den Lane, Collier Street, TN12 9PX

Do remember we attend at our own risk as this is a working environment full of hazards!

From Noon we go to a nearby pub **The Chequers, Laddingford ME18 6BP.**

Do book in with me, numbers for the day will be helpful for parking, reservations at the pub and just as importantly, should any last minute changes occur, I can advise you.

Please can you let me know by the end of May?

Sunday 31st July The Great British Picnic.

Arrive from 11.00 am onwards, bring anything you need, there will be a toilet and 12 acres of grass to enjoy along with the company of some Great Vehicles. A big favourite for those in the know!

Lynx Park, Colliers Green, Goudhurst, Nr Cranbrook, TN17 2LR.

Safe Tractioning,

John Barsley

For contact details see main table at beginning of this section

West of England



As I moved house at the beginning of March, I am finding that this is taking up most of my limited brain-space, so apologies if I am tardy in coming up with a list of exciting events for 2022. I did do a note to local folk about the Bath Motoring Pageant on 19 June, but apart from a couple of replies to say they couldn't go, no response at all. So, if you didn't get my email and are in the area, let me know. All suggestions for events gratefully received. I am still car-less, I hope for not much longer, so that is not adding to my joy.

Mike Wilcock and Ian Harvey are organising a Club stand at the South Cerney Steam Fair on 6 & 7 August. This is an event we have been to before, and had the Annual Rally there one year. More details to follow, but worth noting in your diary.

Other events I know about, and may go to if I have a car:

15 May -

Classics at Prescott hill climb near Cheltenham.

12 June -

Classics at Highnam Court Near Gloucester.

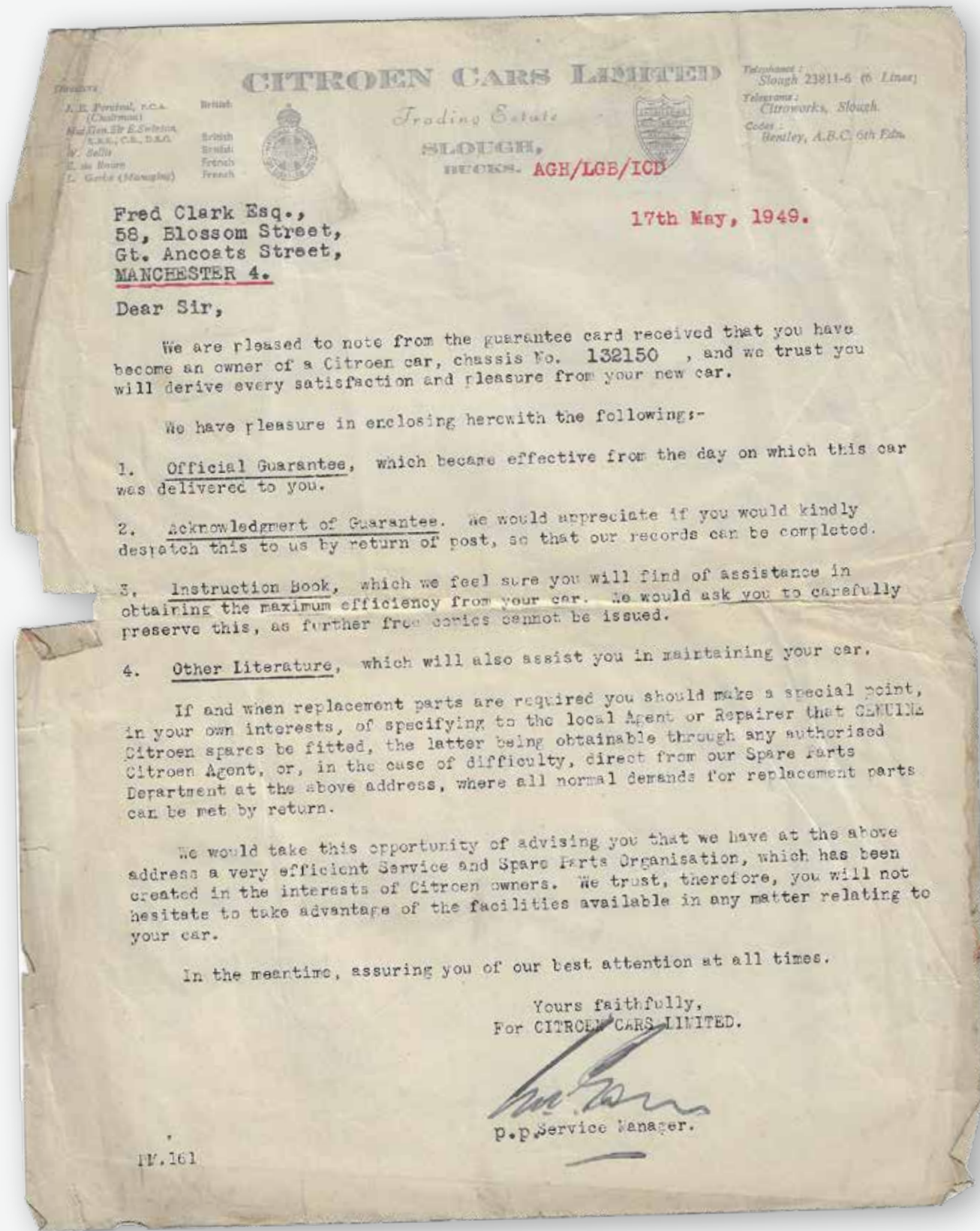
Cheers

Terence Macauley

For contact details see main table at beginning of this section



Dear Sir.....



Directors
 J. R. Frenkel, F.C.A.
 (Chairman)
 Mr. Gen. Sir E. Selous
 K.C.B., C.B., D.S.O.
 W. Gellie
 E. de Bourne
 L. Gorte (Managing)

British
British
British
French

CITROËN CARS LIMITED
Trading Estate
SLOUGH,
 BECKS. AGH/LGB/ICB

Telephone:
 Slough 23811-6 (6 Lines)
Telegrams:
 Citroworks, Slough.
Codes:
 Bentley, A.B.C. 6th Edn.

Fred Clark Esq.,
 58, Blossom Street,
 Gt. Ancoats Street,
MANCHESTER 4.

17th May, 1949.

Dear Sir,

We are pleased to note from the guarantee card received that you have become an owner of a Citroën car, chassis No. 132150, and we trust you will derive every satisfaction and pleasure from your new car.

We have pleasure in enclosing herewith the following:-

1. Official Guarantee, which became effective from the day on which this car was delivered to you.
2. Acknowledgment of Guarantee. We would appreciate if you would kindly despatch this to us by return of post, so that our records can be completed.
3. Instruction Book, which we feel sure you will find of assistance in obtaining the maximum efficiency from your car. We would ask you to carefully preserve this, as further free copies cannot be issued.
4. Other literature, which will also assist you in maintaining your car.

If and when replacement parts are required you should make a special point, in your own interests, of specifying to the local Agent or Repairer that GENUINE Citroën spares be fitted, the latter being obtainable through any authorised Citroën Agent, or, in the case of difficulty, direct from our Spare Parts Department at the above address, where all normal demands for replacement parts can be met by return.

We would take this opportunity of advising you that we have at the above address a very efficient Service and Spare Parts Organisation, which has been created in the interests of Citroën owners. We trust, therefore, you will not hesitate to take advantage of the facilities available in any matter relating to your car.

In the meantime, assuring you of our best attention at all times.

Yours faithfully,
 For CITROËN CARS LIMITED.

[Signature]
 p.p. Service Manager.

IV.161

I don't know if this rings a bell with anyone. It is a letter from Citroën UK to the owner of a new Citroën car, dated May 1949. It came in a bundle of Traction related literature that I bought some years ago from a specialist bookseller here in Lancashire. It doesn't give a registration number, but the chassis number is recorded there, as is the original owner of this car, a Mr Frederick Clark esq. Blossom Street, his address, is not a residential street in 2022, but has been redeveloped and is the home of the Halle. Was it residential in 1949, or was the car owned by a business on that street?

Does anyone recognise the chassis number of this car? Editor

SU Transformation

Another convert to the SU carburettor conversion Author, Phil Brammer also has a couple of other interesting cars in the garage. See below.



After owning a model Citroën Traction which lived on my chest of drawers for the past 30 years, my grandson somehow managed to break the bonnet. After repairing it, now that I am 60 years of age I thought that maybe I ought to buy a real Traction. I looked on the internet and saw an advert and found a company called Traction Repairs run by James Geddes.

I rang him and asked what to look out for when buying one. Having mucked about with cars as an amateur I didn't want a total hospital case. James was very helpful and a few days later he rang me and told me he had bought a customer's car. After a bit of thought I decided to drive to Newcastle from my home in Somerset to take a look. The car was a French Legere, from 1955. I was surprised at the general condition and we did a deal and I decided to transport it back to Somerset.

James arranged this at a very good price. I have enjoyed mucking about with it and conscious to keep it as original

possible. I have repaired the front wings where they generally rust by the doors and have had all the wings stripped and repainted and fitted a new fuel tank. The only problem that I have had with the car is the Solex carburettor. It seems to always run rich and I have tried to adjust it but the thing just goes 'ape'. I notice that Yellow Box Engineering were advertising a SU manifold.

Everybody I have spoken to says that you cannot fault their products. I rang them and they were most helpful and confirmed what I thought about the Solex. I cannot print exactly what they said! I decided to order a manifold and SU carburettor from them. Some weeks after placing the order Robert, a very nice chap, rang me to say that due to lockdown there would be a long wait for the SU. I was prepared to wait.

By this time the Autumn had arrived and in Floating Power Bryan Pullan had written two excellent articles on his SU conversion. My manifold and carb arrived in January. I

stripped down my engine, checked the exhaust manifold for straightness, cleaned up the surfaces and carefully reassembled the beautiful components made by Yellow Box. I modified the linkage keeping the existing rod and machining up a simple bellcrank arrangement. After checking the fuel pipes etc and fitting a new choke cable I pulled the started and to my amazement it fired and ran. I warmed it up and took it for a spin stopping at a village 2 miles from my home to check the spark plugs. To my amazement they were a nice brown colour. With the Solex they were always black and sooty. I am fortunate that 15 miles from my home there is a company called Sigma Engineering run by Pete Landers, an engine builder and tuner of over 50 years. He gas flowed a cylinder head for my Ford Crossflow engine some 30 years ago and immediately gave it 30 BHP extra power. I love going to his workshop as usually there are some exotic cars to look at and was not disappointed this time.

There was a 1950s AC and a C type Jaguar, 3 E-Types and an early 60s TVR, a 1928 Wolseley and an early Porsche 911. When I arrived he told one of the young lads to push out that thing, being the Porsche 911. Pointing at the Citroen he went on to tell this lad about how revolutionary the Citroen was. He put it on a rolling road ran it for a bit and up and down the gears, turning it off and announced it was running weak. He then consulted his SU Needle collection and SU reference book and decided to modify the one that came with the carb. He put it in a lathe and he adjusted the needle in various places. After a few adjustments she was running perfectly. It was interesting to hear him say the only way to set an SU carb properly is to put it on a rolling road. The SU has improved the all round performance of



the car. The starting is excellent and the Solex now lives on the shelf in the garage! (so does mine, in a cardboard box! Ed)

I would like to thank everybody I have spoken to about the car. They have answered all the questions I have put to them.

What Else Do You Have in Your Garage?:

Well, Phil has a very nice Alfa 1977 series 2 and a 1.2 scale Bugatti 35 built years ago for his children. 'Never been able to afford a real Type 51 Bugatti,' he says!



Your Letters

Photo ID

Dear Bryan,

The letter from Willie Sellars about two Tractions photographed in Perth asked if anyone recognised the cars. They were taken at a "Shannons Car day" a few years ago. The one on the left is my RHD "Family 9" as it is called here in Australia. It's a 1955 Slough built car. It has an ID19 engine and 4 speed gearbox. All the Slough built Family 9's (20?) and one Commerciale were delivered to Australia in 1955. Several survive.

The car on the right is a 15/6 Roadster which was converted from a saloon in Vietnam and imported to Australia about 20 years ago. It belongs to a friend of mine in the Citroen car club that I belong to here in Perth, known as ACE - Association of Citroen Enthusiasts.

I am also a TOC member.

Regards, Malcolm Greenway,

All Steamed Up

Hi Bryan,

I thought it would be nice to make a mention in the magazine with regards to our amazing spares man, Chris Treagust. Carl and I unfortunately experienced a blown head gasket on our way home after enjoying a Sunday lunch meeting with our area members.

We are not experienced mechanics and contacted Chris regarding our problem and asked him to put together a package of all the bits we would need.

Thanks Chris, we didn't really have a clue! We managed to follow the workshop manual and removed the cylinder head - surprise, surprise!

Now armed with all the necessary bits and bobs and the aid of an experienced car mechanic we look forward to getting back on the road in the near future.

Regards Jan and Carl Fuss. Membership number 2688

Excellent picture. Editor



Dipstick Drama

Or "Who are you calling a dipstick?"

What I am about to tell you may be common knowledge but, if it is, I somehow missed out on this.

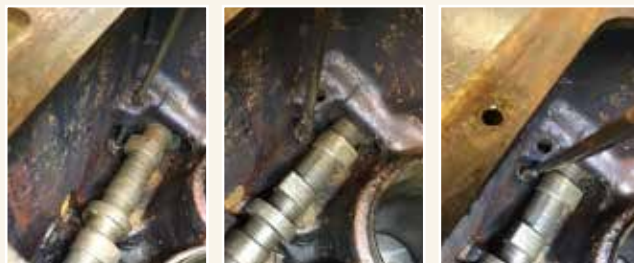
While driving back from the shops a few weeks ago, I heard a clatter from the engine which did not sound good. However it disappeared as quickly as it arrived.

When I got home, I checked that I had not lost any hubcaps (but that is another story), and nothing appeared to have dropped off the engine.

A couple of weeks later I was preparing to take the car over to Andrew Galt for him to check over and take it in for an MOT.

I tried to check the oil level but could not remove the dipstick and it appeared to be at a bit of a funny angle. I could move it around a bit and make a good rattling noise but could not remove it. Trying to start the engine sounded like WWII was about to break out so that idea was rapidly abandoned.

As Andrew is difficult to contact at his workshop, and he is only 40 minutes away, I jumped into the everyday car and went to see him for advice.



A stripped engine block was put up on the bench and I learned something that I did not know before.

Whenever I had checked the oil in the past, I had just replaced the dipstick in the hole and let it rattle down into place. What I did not know was that a short distance below the hole in the engine block, is a block on the wall of the casting with a guide hole for the dipstick.

Examining the arrangement, it was apparent that the chances of missing the lower block were better than 50/50, and this was obviously what had happened at some point. Presumably I was

lucky that it had not happened before. It was also clear that there is very little space between the camshaft and the block for the dipstick to pass through.

Photo 1 shows the dipstick inserted correctly, passing through the guide hole which keeps it clear of the camshaft.

Photos 2 and 3 show how the dipstick can miss the guide and end up fouling the camshaft.

Armed with the new knowledge, I reasoned that the dipstick must be trapped between camshaft and casing. I figured that the engine would probably have come to rest in the tightest position with the cam against the dipstick, so I turned the engine backwards half a turn and that gave me enough slack to pull the dipstick free.

As you can see in the photo above, it was not a pretty sight.

However, 10 minutes with the vice and a hammer and a bit of filing on the rough bits returned to dipstick to a usable condition.

I have since found that it is actually quite difficult to get the dipstick into the lower guide block without removing 1 and 2 plug leads which is a bit of a nuisance, but maybe it will get easier with practice.

Note: this only applies to older engines. Andrew tells me that the flexible dipstick with the guide tube was introduced from January 1951.

Although my car is 1955, and should have an 11D engine, the chap I bought it from in South Africa had transferred that engine to his older car and put his 1948 engine in mine.

As a Traction virgin at that stage I did not fully appreciate the significance of the engine swap.

Roger Grix

Photographs courtesy of Andrew Galt.





R.W.D.



Established in Paris in 1858 as a carriage maker, Labourdette gained a reputation for lightweight construction. Building their first motor body in 1896 on a Georges Richard, Labourdette have been credited with building the world's first fully enclosed saloon on a Renault chassis three years

I suppose it behoves us all to have our Citroens in fine fettle and in the public gaze. So some time ago I decided to have a look at my non-functioning wiper motor on the C4. It wasn't working when I bought the car. Not electric, it has a rubber pipe connected to the inlet manifold using the vacuum thus provided. I thought that as the mechanism worked freely using the manual handle I would dismantle it and soak the rubber washers in engine oil to see what improvement that might bring. I also took the opportunity to polish it up a bit. On the grounds that even if it remained inoperative, it could join the period brass fire extinguisher on the list of things that are pretty but entirely useless. I carry a modern fire extinguisher too naturally. So reassembled and refitted I thought I'd give it a go. However the car's battery had other ideas. Turning the starter pretty sluggishly before going gently to sleep. I use a small trickle charger with an automatic cut-out about the size of a Mars Bar (the old type you got when we were kids, not the mini version available now...) to keep the energy topped up. However I'd transferred that to the 2CV battery to hopefully keep that in condition. The earth connection on the C4 battery looks a bit corroded so I'll have to check into this a bit further, and you dear reader will have to tolerate the suspense, as it will be next month before the wiper motor can be tested.

The feast before your eyes in this month's column has got to be one of the prettiest bodies I've ever seen on a RWD Citroen. Do write in if you have evidence to prove otherwise. Built on a B2 by French coachbuilder Labourdette and very similar to Citroen's own Caddy of 1922. It is what I would refer to as a skiff.

Labourdette listed it is a skiff-torpedo. So light of line, it looks like a four-wheeled ballerina to me. Absolutely beautiful.

later. As the third generation to run the company Jean Henri Labourdette was only 22 when he inherited control in 1910. A further milestone came soon after in 1912 with the skiff design, built as its name suggests like the hull of a boat without doors. Now the car pictured does sport a pair of doors, perhaps this explains the torpedo designation? Later he promoted his "Vutotal" system where glass of the thicker windscreen lacked either side supports or a top rail. Thus giving improved vision. The company mounted coachwork on the chassis of many illustrious manufacturers such as Delage, Rolls Royce and Hispano Suiza and were regarded as one of the leading carrossiars.



So this little B2 is in good company. I wonder what proportion of the original car's price the body represented?

Andrew Peel

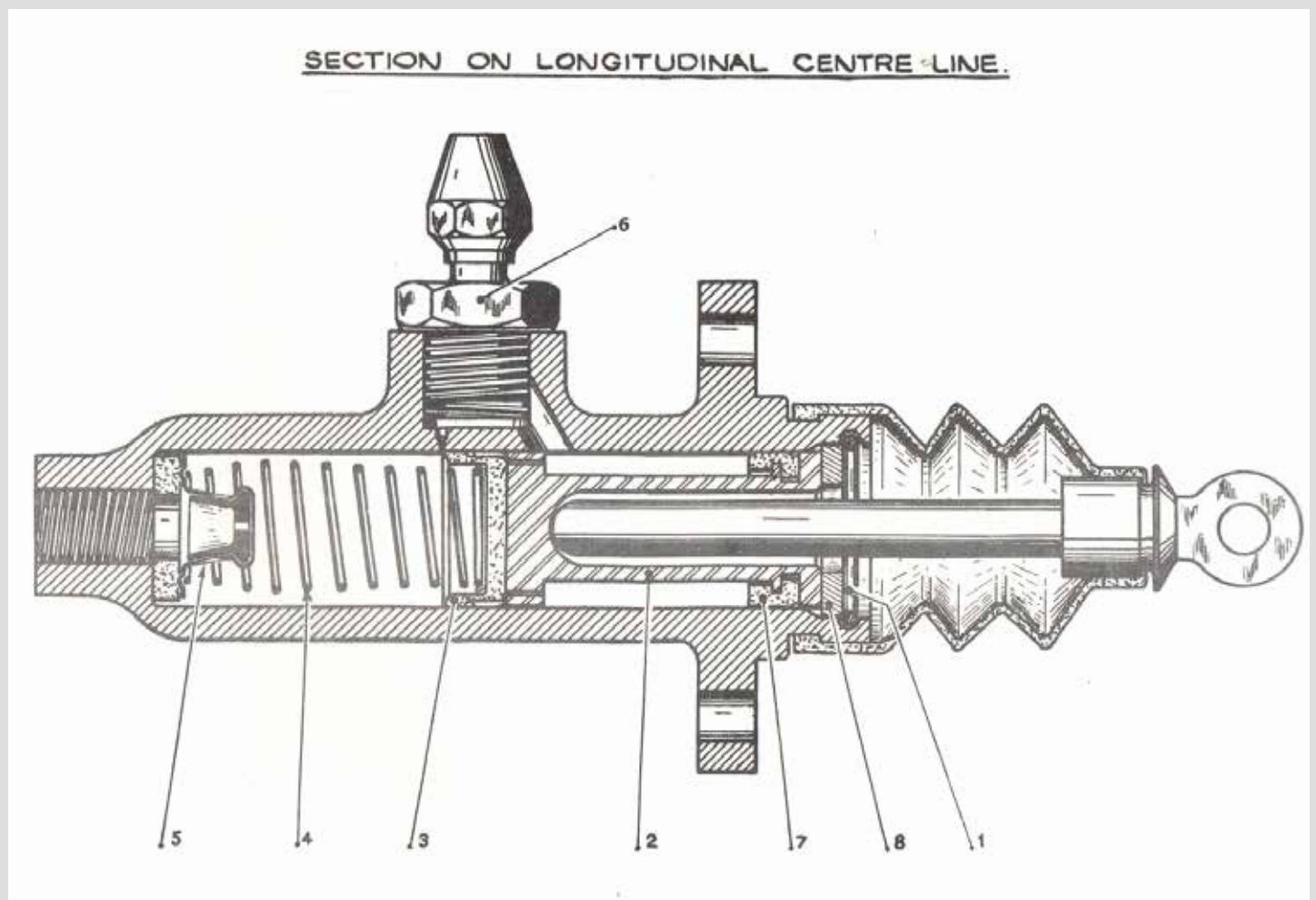


Brake Master Cylinders

Probably quite a few members have had issues with sticky brakes after the layups associated with the various lockdowns. Here is John Moon's tale of a binding front brake.

I recently had a problem with a binding front brake which proved difficult to resolve. I examined the whole system and, while stripping down the master cylinder, I realised I didn't fully understand how it worked. Obviously, I consulted with friends in the Club on my binding problem and used Google to read up about master cylinders but found that there was not a universal understanding about drum brake master cylinders. So, having eventually worked it out, I thought an article on the subject complementary to recent brake articles might be useful.

The diagram below is taken from the workshop manual, available on the Club website. It should be noted that the rubber boot on the push rod is for those earlier cars with the cylinder mounted in the engine compartment (not the best location for its removal!). I used this boot on my car around the feed pipe from the reservoir, where it enters the jamboneau.



In addition to this boot the Club repair kit also contains:

The cup seal (3), (noting that there is also a thin brass washer not shown in the diagram between the piston (2) and cup)

The valve (5), more about this later

Seal (7). This fits in a recess in the piston but although there are 2 different seals supplied for this, in my limited experience, neither of these fitted the pistons I looked at. Obviously there are many standards of piston out there from different manufacturers over many years. My only suggestion is to contact "Past Parts", recommended by Mike Wilcock recently. I have found them helpful in sourcing wheel cylinder seals.

The easiest function to understand is how fresh fluid enters the main body where the spring (4) is located. It flows from the reservoir through union (6) to the annular cavity formed by the piston between the 2 seals. Then, when the system needs more fluid, during bleeding or after adjusting the brakes, it flows through the small holes in the piston, past the brass washer and seal (3).

My problem was the function of valve (5), which didn't look like any of the 2 different valves I've come across, pictured right.



The one on the right was supplied in the Club kit and my Eureka moment was when I realised that it is actually 2 different valves in one. First, the spring-loaded button is depressed on operating the pedal allowing fluid to flow from the cylinder to the pipework and wheel cylinders through a non-return valve.

When the pedal is released, the return springs in the drums force the fluid out of the wheel cylinders which returns to the master cylinder by forcing the whole of the valve from its seating, pushing against the spring (4). This spring eventually overcomes the decreasing fluid pressure and shuts off this part of the valve, known as the pressure retention valve, (sometimes called a check valve). Thus, and this was my confusion, there remains a small pressure in the braking system, which I assume is a "priming" pressure pushing against the brake shoe springs to give a better response. Some people also believe this pressure helps the wheel cylinder seals to perform better over their lifetime.

The valve from my cylinder, shown on the left of the photo, works in the same way; the non-return valve is in the metallic "colander" part, and the pressure retention valve rubber is separate, remaining in a fixed position. I believe the 2 types of valve are interchangeable.

I tried to estimate the approximate value of this residual pressure by crudely measuring the spring rate on a balance and measuring its compression in the installed state. I came up with a figure of a few (<10) psi, but this is not meant to be accurate, just an indication.

If you are wondering about your modern disc-braked car, then there is obviously no such residual pressure valve in that part of the system, as there are no pad return springs.

A final tip, passed on by several friends, is to ensure during refitting of the cylinder, that there is some free play between the push rod and piston, otherwise the residual pressure will be too high. This can be adjusted at the pedal pivot inside the car.

If you have any comments on this, please contact me at slough@traction-owners.co.uk so I can make any amendments for future readers.

John Moon

I have never had much luck with refurbishing brake hydraulics with new seals in old bores and I tend to prefer a new or re-sleeved unit. More expensive, but generally more cost effective in the long run and safer too. Past Parts address is Unit 4 Chase Road, Northern Way Industrial Estate, Bury St Edmunds, Suffolk, IP32 6NT. Telephone: 01284 750729 They also offer a reconditioning service. Editor



Trailer Knowledge

It is sometimes tempting, if there is a rally away at the other end of the country that you would like to attend, and you can borrow a trailer, to simply load up and speed along the motorway network to your destination without the extra effort required to drive a 70 year old car in modern road conditions. Does that ring a bell? Here is what you should know if you are towing in the UK.



I was party to a discussion recently regarding towing a classic car on a trailer, and I had also previously seen a member's email pondering how he was going to repatriate his Traction from southern Europe. Maybe you are contemplating taking your car to a distant rally or to a specialist at the other end of the country to have some major work carried out? So what is involved with putting it on a trailer?

I researched this in some depth when I trailered my own Light 15 (behind a 2 litre, 4wd, turbodiesel Skoda Yeti) from Lancashire down to London, to have work done on the transmission back in 2016. I was close to the car's weight limit, and I have often wondered whilst out and about over the years, how many trailer and caravan towers, are in fact technically illegal, and so I felt it might be appropriate to set out a few useful facts on behalf of the club, for anyone thinking of transporting their car on a trailer. As a word of caution, you ignore the requirements at your peril. DVSA and the Police do periodically have purges on trailer towing and you could be stopped, your weights checked on a weighbridge, and be fined and your combination taken off the road if it contravenes any of the laws of the land. Your insurance could also be invalid if you have an accident in these circumstances.

I do see quite a few combinations on the road behind light vans that are way out of their depth, and a lot of us, of course, seem to think that it is simply a matter of sticking a towbar on the back of a reasonably sized vehicle, borrowing or hiring a trailer and off we go.....but it isn't that simple.

Towing licence: what can you legally drive?

Drivers who passed pre-1997

You need a full driving licence to tow any kind of trailer, and if you passed your test before 1997 you should be entitled to drive a vehicle and trailer that together weigh a maximum of 8.25 tonnes (8,250 kg). This Maximum Authorised Mass or MAM means you're pretty much

covered for most things that you are likely to encounter that don't require a HGV, including large 4x4s or vans pulling hefty caravans or boats. In fact, to get anywhere near the limit, you'd probably need to be driving an LGV or a big American RV pulling a car on a trailer.

Drivers who passed post-1997

This only really affects anyone under the age of 42 years old (at the time of writing in 2022). If you passed your car driving test from 1 January 1997, you're now allowed to tow trailers that added to the weight of the towing vehicle, give a total up to 3,500kg MAM.

Check your car's handbook to find out its gross train weight (GTW). This is the total allowable weight of the car plus the trailer plus the load.

DVLA state your driving licence record is updated to show that you're allowed to tow trailers. You do not need to contact DVLA for this to happen. It will be done automatically. You'll get category BE added to your driving licence when you next apply to get a new driving licence.

If you passed your car driving test before 1 January 1997, you are not affected by the change.

Licences issued from 19 January 2013

Everyone was told that they had to pass a car and trailer driving test if they wanted to tow anything heavier than an originally lower limit. There has been some confusion over all of this and for a while the Government instigated a test regime for trailer towing. However, more or less out of the blue, the Government then changed all of this and now, if you passed your car driving test from 1 January 1997. DVLA have updated your driving licence record to show that you're allowed to tow trailers as noted above. You'll get category BE added to your driving licence when you get a new photocard driving licence. You do not need to contact DVLA for this to happen. It will be done automatically.

There is more than a little controversy over this, and the Road Safety organisations in particular were somewhat outraged that this has been done (not to mention the training organisations that set up instructors and courses for trailer towing.). However, done it has been, so this is how the law currently stands and no doubt UK caravan and trailer salesmen will have been rubbing their hands..



UK towing and trailer regulations

There are various different rules and regulations that need to be adhered to when towing a trailer or caravan, and they are as follows:

- **Trailer width and length.** The maximum width for any trailer is 2.55m, and the maximum length for a trailer towed by a sub-3.5 tonne vehicle is 7m (although this does not include the A-frame should you be towing with one). The same size rules apply if your tow car is a MINI or a Range Rover.
- **Approved tow bars.** All tow bars fitted to vehicles registered after 1998 need to be Type Approved to meet EU regulations, and be of a suitable design for your vehicle. Approved tow bars will have labels or a plate with an approval number and details of the vehicles it is approved for. Tell your insurers that you have fitted towing equipment.
- **Towing mirrors.** The law says you must have an adequate view of the road behind you, so if you have a caravan or a wide, tall trailer that obscures your view (i.e. wider than the rear of your car), the chances are that you may need to fit extendable mirrors. If you're stopped and a policeman thinks you can't see properly, you could get 3 licence points and a £1,000 (maximum) fine.
- **Trailer brakes.** If your trailer weighs over 750kgs when loaded, the law states a braking system must be fitted, and be in good working order. This also applies to a car towed on an A-frame – the law sees the towed car as a trailer, so there must be a viable braking system in place. Dollies used by recovery vans are exempted by government guidelines when towing broken down

vehicles at low speeds. They mustn't be used for general towing purposes unless the required braking criteria can be met and certainly are only permitted to be used on the motorway as far as the next exit.

- **Number plates.** You have to show the same number plate on your trailer as on the tow car. The number plate must be illuminated if driving at night. If you are towing multiple trailers, fix the licence plate to the rearmost trailer. This needs to be a proper reflective number plate, not a piece of white card with the car number scrawled on in felt marker.
- **Trailer lighting.** A road legal trailer must have two red sidelights, two red brake lights, amber indicators, and a pair of triangular red reflectors at the back. Trailers over 1.3m wide are also required to have fog lamp. Trailers built after 1990 must also have white reflectors at the front (excluding boat trailers) unless they're over 1.6m wide in which case front position lamps are also required.

Oh, and there are **'A' Frames and Dollies**. Motoring breakdown organisations use these, and you will no doubt have seen small cars being towed behind motorhomes on an A Frame fixed to the front suspension or a 'dolly', that raises the front wheels off the road onto a small trailed set of wheels.. The law is vague with regard to their legitimacy in this latter role, and until there is a case that focuses on this in the law courts, it will probably remain so. It is certainly fine in the eyes of the law if you are recovering a car over a short distance for repair, but it must be remembered that once on a dolly or A Frame, the car becomes a trailer in the eyes of the law and requirements for weight, braking, lighting, etc. apply.

Towing weights and vehicle towing capacities

My best tow car was a 2.5 Litre Subaru Legacy Outback. It was heavy, powerful and had four wheel drive and a high towing capacity..

It is important that you understand the limitations of your equipment. Car towing capacities will be listed in the owner's handbook, but you must make sure you're looking at the specific numbers relevant to your model – maximum towing weights can vary considerably with different engine and gearbox combinations and two and four wheel drive variants. It's no good knowing your vehicle's maximum towing capacity if you don't know what your trailer can handle – or whether your load will put it over the limitations of your trailer, or the law. You need to find out all the necessary information to ensure you're on the right side of the law before you hit the road.

Recently built trailers should all have plates with weight and loading information, and if you have an old trailer you may need to take it to a local weighbridge.

Trailer Knowledge

A car transporter trailer will probably have a weight of between 650 and 800 kg unladen, depending on its configuration, twin axle, tilt bed trailers being the heaviest. Your Traction will weigh 1100 kg upwards, depending on the model, and what other paraphernalia you have on board, how much fuel you have in the tank, etc. Don't underestimate how much weight you have added by carrying a load of spare and a full tank of fuel in the back of the Traction, not to mention what you also have in the towing vehicle.

So your car needs to have a towing capacity in excess of circa 2000kg. This probably means that anyone with the MAM limit of 3,500 kg noted elsewhere, is going to struggle towing a larger car such as a Traction. For example Parkers recommend a car with a kerb weight not less than 2500 kg to tow a car transporter trailer. This limits your options considerably, to larger SUV's and pickup trucks, all of which will exceed your MAM if you have a post 1997 license.

You also need to know the maximum permissible trailer nose weight that your tow vehicle can handle. This is the weight of the trailer pushing down on the tow bar, and you can measure it by putting the laden trailer's jockey wheel on the bathroom scales. If the nose weight is heavier than the tow bar can take, you need to redistribute the trailer load to balance things out a bit better.

Keep in mind the best advice from the Caravan Club is that nose weight should ideally be seven per cent of overall laden weight, but if you have a heavy trailer don't worry too much if your nose weight needs to be lower than the recommended seven per cent in order to meet the tow bar design limits.

It's also important to counterbalance the nose with weight placed as close as possible to the axle, as too much weight at the rear of your trailer is as potentially dangerous from a stability perspective as too high a noseweight. However, all tow car and trailer combinations are different, and if you're not confident about any of these aspects of towing, it's best to seek advice from a professional.

Conclusion

Even assuming that your entitlement to drive is okay, by the time that you have paid for a compliant towbar and had the car rewired locally, to provide a trailer lighting socket and a supplementary wiring loom to modify traction and stability controls, you may well be into the best part of £1000- £1500, and a suitable twin axle trailer will set you back a few thousands as well. You would need to have a use for it several times a year over several years (and somewhere to store it) to really justify the cost.



You can, of course hire trailers for £200-£300 a week, which might be the answer if you already own a suitable vehicle with a towbar. This was the route that I went down, the Yeti already having a towing pack fitted. The 2 litre turbo diesel Yeti had no problems actually towing the ensemble in power terms, but I felt that I was at the limit when subject to the suction of passing coaches and HGV's on the motorway.

A further complication is that with the advent of electric and hybrid vehicles, as well as the current generation of small capacity turbo charged petrol engines, tow cars with a decent pulling capacity are getting scarcer. Most pure battery only electrics have no official towing capacity at all. I believe that at this time, only the TESLA Type X has an official towing limit, and so, before many years have passed, you may well be looking through the used car ads for an old Discovery or Shogun as a tow car, whether you are looking to pull a classic car on a trailer, a large caravan, or a boat.

Although trailer towing capabilities are very useful, for a one off it is almost certainly simpler and cheaper to get a reputable transport company to do the business. They should carry suitable insurance and may also have the ability to carry your car in a covered trailer. Many operatives are also now resorting to low loading trucks, rather than trailers, which are simpler to handle and manoeuvre, and more and more will be investing in CAZOO type enclosed trucks to protect your precious car.

Editor

Images by author and Phoenix Trailers LTD.



Photo: M de Little

Not a lot to report in recent weeks. The car show/meeting season seems to be getting under way and we are seeing many local and national events in place, in spite of the press continuing to try and alarm with tales of escalating Covid infections. The situation in Ukraine does of course place a question mark inevitably on touring beyond Western Europe, and if intending to venture that far afield, it would be wise to follow Government guidance and watch the situation very carefully. Bear in mind that your car/travel/breakdown insurance may well be invalid if you travel against Government advice.

Jersey Rally

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

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

Club Subs

Please note that as per the Chairman's Chat in the front of the magazine, your subs for the Traction Owners Club are now due, as per the letter enclosed with this magazine. Can you please pay promptly and also consider doing so by Direct Debit as this saves both time and club overheads, which in turn, helps to keep membership costs down.

Highway Code

The latest (and controversial) version of this document is now out in print. There are some significant changes, in particular regarding pedestrian and cyclist priorities in certain situations, as well as a hierarchy of responsibilities with regard to other road users, including powered wheelchairs and similar vehicles.

Regardless of your feelings about the content, it is essential reading if you are to avoid any clashes with the law.

Obtainable either from most good bookshops or online from . <https://www.gov.uk/guidance/the-highway-code>





PARIS-MOSCOW-PARIS 1984, Part 2



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 next part of a serialization of Susan's diary, only relatively recently written up, plus photographs taken at the time.

16th July - Paris

Pat Schultz and her teenage daughter Fiona come with us to Paris, travelling by bus and train into the centre where we rely upon Fiona's schoolgirl French to get us by. We travel by Metro to the Champs Elysees, spending time window shopping before arriving at the Louvre to join a throng of others staring in obligatory fashion at the Mona Lisa, protected as she is by bullet-proof glass. Even though the Picasso exhibition is closed we pass a pleasant hour or so, until, to our dismay, we discovered that pick-pockets have taken advantage of our pre-occupation and Pat's purse had been taken! All their cash gone. This would be a real blow for anyone, but Pat and Helmut are not wealthy people and raising the finances to undertake the trip had not been easy.

1st Day 17th July. Paris to Brussels. Mileage 86506

We awake to a frenzy of activity. Tents need to be packed and food and equipment stowed quickly for an early start. Cars are being enthusiastically washed and polished in preparation for the beginning of the tour. But as we head off in the direction of Belgium there is still no sign of the Scottish car. Will we only ever be a four-car team we wonder? However, on arrival at Chateau Chantilly, our lunchtime stop, we are delighted to find the Scots waiting in keen anticipation. At last Team UK is complete.

What a sight we must present. Travelling in convoy of 120 tractions, slowly weaving through villages and towns waving regally to onlookers who'd been foretold of the passage of the veteran vehicles. We felt very privileged to be part of it all.

We make good progress, arriving at the border of Belgium at 4.45pm where we changed some of our sterling before setting off again. Finally we are on our way to Brussels, escorted to Golden Square by a police escort. No stopping at traffic lights for us! Our convoy must present something of a nightmare for the local police but somehow they manage it and deliver us efficiently to our destination. However, even this level of attention does not prevent us arriving two hours late for a civic reception hosted by the Mayor who, we later learned, consumed a large share of the wine and went home to bed.



Undeterred, we feast on bags of chips bought from nearby kiosks while absorbing the golden delights of the square, sparkling in the last rays of the sun.

Having sampled the side streets packed with cafes, we leave, following the bright yellow van whose driver's job is to show us the way to the campsite. However, owing to the maniacal way in which the van is driven, all but the first few vehicles are quickly lost and us Tail-end Charlies are left to our own devices. Chaos reigns again! Reversings, three-point turns, false starts and cars going in all directions while drivers wave and signal from windows, flash their lights and sound horns in desperation. Finally, we are saved by the timely arrival of the Dutch contingent who seem to know where they are going. Miraculously we reach the campsite which turns out to be a school playing-field and is, by this time, shrouded in darkness. We set up the tent, and after hot soup and rolls, fall exhaustedly into bed.

18th July. 2nd Day Brussels to Amsterdam

Up at six! As discretely as possible in the communal facilities of the school lavatories we have a quick wash and brush-up. Our continental fellow travellers seem to have no false modesty about sharing washing facilities with the opposite sex but we rather more prudish Brits feel somewhat abashed in the company of those we have only recently met. However, we manage the best we can before getting ready to set off for Amsterdam.

The Dutch are in a state of high excitement about arriving in their home country. Their cars are adorned with bright balloons and many yards of streaming ribbon. The tour, having been organised by two enterprising young Dutchmen, Wil de Hek and Peter Wilders, has been publicised widely by the Dutch press and we are feted everywhere we go. Bridges over motorways are crowded with waving, cheering onlookers. Our reception en-route is truly remarkable. Citroen Holland have sent two support vehicles, brand new BX's and a big white van full of replacement



parts, driven by qualified mechanics. It was impressive indeed and put Citroen Slough to shame. Despite our many efforts they had refused even the tiniest bit of sponsorship for the trip.

At a coffee stop on the way there is much discussion among the Brits about the best travelling speed for our aged vehicles. Some cruise happily at 60mph while others prefer to chug along at 45. While travelling in convoy this has started to create a few grumbles and it seems that unless agreement is reached might become a cause of irritation.

As we cross the Dutch border there is even more excitement and the crowds that line the route have grown in proportion. At our first reception of the day, some of the British are invited, along with other nationalities, to meet the Russian Ambassador to the Netherlands. We all politely shake his hand and accept a glass of Champagne, wondering whether to raise the question of entry visas to Russia, but feel slightly abashed in such formal circumstances. We are subject to more speeches before both the Russian and French Ambassadors, with a great flourish, sign our Rally Books.

In the centre of Amsterdam the police have closed the roads to allow the convoy to pass uninterrupted. Literally hundreds of people now line the streets to wave, some almost seeming suicidal as they hustle ever closer to the oncoming vehicles. We are terrified unless one of them makes a false move and end up under our wheels! Citroen Cars Amsterdam provide a 'coffee and cake' reception at the next stop. We are delighted at so much free food especially as we are not required to prepare it ourselves from our meagre camping supplies. It seems that the Rally has been hugely publicised in Holland, both in the newspapers and on TV and radio. Consequently the Dutch are very enthusiastic and many road bridges are bedecked with 'Bon Voyage' signs painted onto enormous white sheets.

We admire pretty Dutch houses on the way to our next camp site, all beautifully kept with pristine lace curtains and the neatest of gardens, vegetables all in ordered rows like soldiers on parade.

At the next stop we find ourselves in discussion with a visiting Dutchman about life in England. He is very interested in Slough-built cars. He asks us about the political situation in England with regard to striking dockers and miners! The Dutch contingent are delightful and very helpful with their command of English. We wish we had more time to explore Holland.

Derek is having trouble with the carburettor of his Big 15. We heard that his engine repeatedly cut out while driving through Amsterdam. Graham offered Derek some spare parts and the offending carburettor was returned to its place.

We had an excellent fish supper in a river-side restaurant, even more enjoyable being the first proper sit-down meal we have not had to prepare ourselves and in such beautiful surroundings.

19th July – 3rd Day Amsterdam to Hamburg. Mileage 86838

Up at six again today to rain and wind. Not good weather for travelling. At eight am the convoy is ready and we leave the campsite travelling very slowly until we reach the motorway. Again there are grumbles about the travelling speed. It is considered much too slow for these old three-gear vehicles as it puts too much strain on driveshafts, gearboxes etc.

We endure our first mishap. A puncture. It is quickly changed but Graham is irritated that he put brand new tyres and inner tubes on the car before leaving England. He was delighted to have found the tyres in the first place. They were given by a garage owner who'd had them in store for years knowing that one day he would come across a car they would fit! When Graham pulled onto his forecourt in the Light 15 a couple of weeks before the start of our journey, he knew he'd found the very car. Graham was thrilled. What a shame one was so soon the subject of a puncture. Just as Graham was packing away his tools, the team of mechanics pull up to offer help but the job is already done and we are quickly on our way again.

We re-join the convoy which once again is accompanied by a police escort. For the last few miles on Dutch roads the well-wishing public pack each side and it becomes almost impossible to drive through them all without the threat of injury. The atmosphere has become quite manic with everyone waving and drivers responding by sounding their horns. The Police escort us all the way to the German border, relieved we suspect to see the back of us.

Again, we queue to change money from Guilder to Deutschmarks. We're given a Polaroid snapshot of us taken by a German onlooker and another asks me to be photographed with his young daughter with the car as the backdrop. This must be what it feels like to be famous. I could get used to it!

Once over the border, the German police assume responsibility for the escort. However, they don't seem to have the knack of the Dutch and we are soon left behind, resulting in an 'every man for himself' approach to getting to our destination, the route to which we are none too certain. Every now and then a few cars form a mini convoy all hoping that the lead car knows where it is going. We are now about 55km from Hamburg and very tired having already been travelling for at least nine hours. The German countryside seems not very interesting, mainly because we are driving on motorways. However, the sun is shining and we continue on, hoping to find the campsite, (and do so) more by luck than judgement.

Arrived Hamburg - mileage 87131, and the campsite at 7.30pm.

Conditions here are not so good. It appears to be some kind of race-track and there are no showers. Graham has to change another tyre. We queue for a long time for a cold buffet and beer but by the time we reach the head of the queue there is very little food left. We go to bed feeling very tired and more than slightly hungry.

20th July. 4th Day. Hamburg to Copenhagen

Up even earlier today at 4am, waiting for the police escort to the ferry terminal. We are now dab-hands at packing everything away. Our large suitcase containing all our clothing for a month is kept on the back seat where we can easily retrieve what we need. We have a small cool-box in the footwell between the front and back seats with another box containing plastic plates, two small saucepans and a frying pan. Our only cooking device is a small primus stove. It is all packed away before bed so all we have to do in the morning is struggle into our clothes within the constraints of the little tent.

Today the police are late and we all groan at the thought of the extra half an hour we could have had in our sleeping bags. But by 5.30am however, we are on our way, pleased to be on the move. We drive in convoy to the ferry terminal, Puttegarden to Denmark and now have difficulty in keeping awake. However, the ferry crossing is excellent and only takes half an hour and we manage to grasp a few minutes shut-eye on the way. We arrive in Denmark and wait for members of the Danish Citroen Car Club to escort us to Copenhagen. Once again, we arrive in the city to much enthusiasm. At four o'clock we are officially welcomed by the Mayor of Copenhagen in the exquisitely marbled town hall. In the Throne Room we are astonished to find a sumptuous banquet awaiting us. Tables are piled high with meat, fish, salads, towers of fruit, and the most beautiful floral displays. The Danes have gone to enormous trouble to welcome us and we wander around in our somewhat scruffy and travel-weary clothes, dazed at the spectacle of it all. However, it was not long before politeness was discarded, and we fall on the feast like a pack of wolves. Almost every scrap is devoured in the shortest possible time. Hot and cold, pies, flans, pates, canapes, cheeses, gateaux, fruit, wine and coffee. Having been on the go since dawn we are all ravenously hungry and our manners are temporarily put to one side. The Mayor comments that it is "good to see people 'tucking in' instead of 'picking' as people so often do at official functions." Was he simply being polite we wonder? Was he secretly thinking we are nothing more than a pack of uncouth, unwashed gluttons? By the time the police are ready to escort us to our campsite our appetites are sated and we are a very happy bunch of people.

We arrive at the campsite in high good-humour and are further amused to find that it is an army camp complete with military-style tents and uniformed soldiers, some of whom are very glamorous women whose pet dogs scurry everywhere behind them! In true military style we are each shown to our own marked-out space, each big enough to accommodate a tent and a car. The camp chief, a short, stocky individual with close cropped hair, good naturedly drives around the site making sure we are all in order and have everything we need. We are impressed by the efficiency and friendliness of the operation and struggle not to stand to attention as he drives by.

21st July. Rest Day in Copenhagen

A day off! After a very good breakfast in the army canteen some of the cars get a strip-down and a service. For us though there is the luxury of hot showers with an endless supply of water. Several of us take advantage of the laundry facilities and wash clothing and bedding before taking off to explore the local shops where we stock up on provisions, buy presents and send postcards. Later we enjoy a communal meal of soup, rolls and pate, and a slice of the Christmas cake that Dennis' wife thought an essential part of his supplies. Funny how these little luxuries assume an importance beyond their merits.

For the last couple of days Dennis has been troubled by a nasty mosquito bite, and the swelling has now spread across a large part of his thigh. The army doctor takes a look and advises Dennis to keep it wet which in turn necessitates Dennis' thigh being wrapped in wet bandages which he must keep beneath a polythene covering! There is also a dentist in the canteen, attending to those with troublesome teeth!



In the late afternoon we enjoy a walk around Copenhagen. We sauntered along Nyhavn, a long street with a canal running through the middle with quaint tall-cabled 18th century houses lining either side. One could be forgiven for thinking that we were again in the middle of Amsterdam so reminiscent was the architecture of Holland. There were tall-masted ships crowding the water and the whole length of Nyhavn was lined with outdoor tables, where young Vikings enjoyed drinking and eating in the lovely warm weather. Everyone looked happy and relaxed.

In the evening we are invited into the barracks for a meal of Biksemead, a traditional Danish dish of spicy meat and vegetables, topped with a fried egg and beetroot! Afterwards there is a jazz band. The army chief joins in the fun, jiving with the female soldiers whose fatigues only seem to add to their glamour.

We reach our beds at 10.30 knowing we have another early start in the morning.



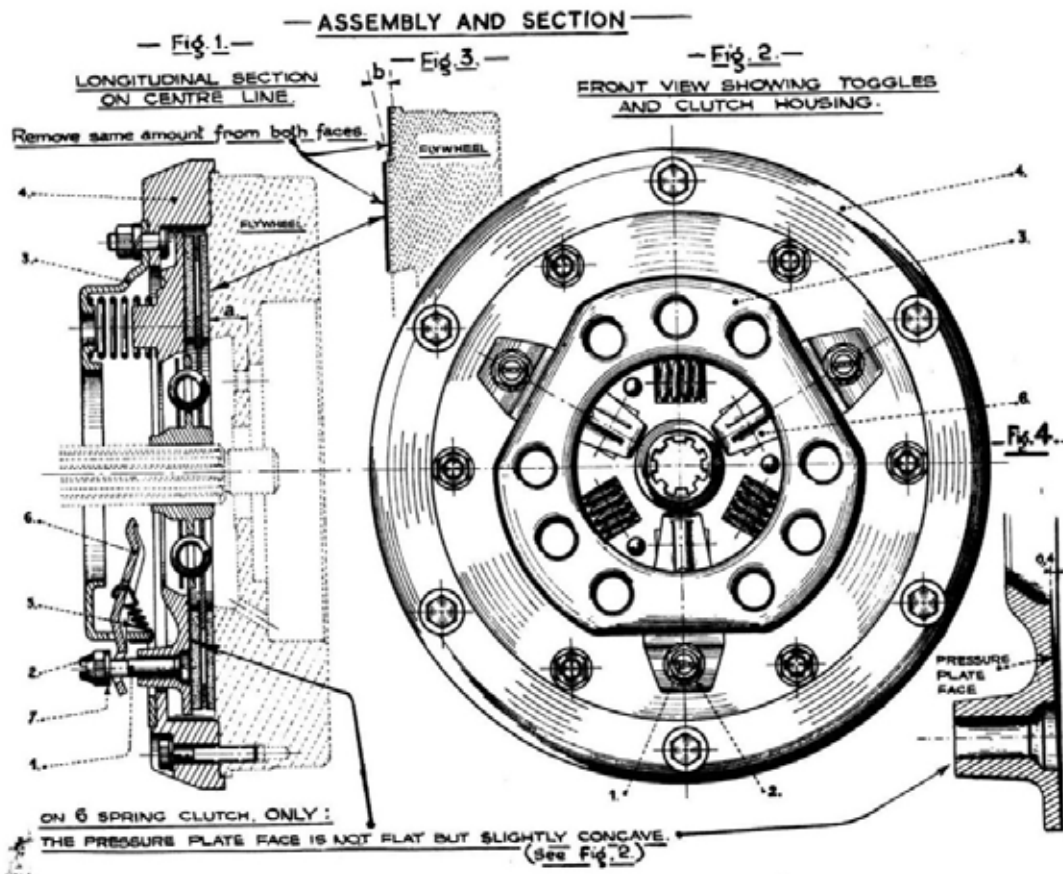
Bailey's Banter

There's been very little time to do any work on my Normale. Business trips are back on the agenda for one thing, but I've wrestling with the gearbox and clutch on my son's Scimitar. I'm not going to bore you with all the details but I will never complain about a changing a clutch on a Traction ever again.

I've had the Traction's gearbox out a few times in the past and, whilst there are quite a few things to be removed, it's all fairly straightforward – at least on a Normale. In particular lining up the gearbox with the clutch is easy as there is plenty of room and you can see what you are doing. I have never worked on a Legere but understand the narrower body makes some things a bit awkward.

The original clutch had three coil springs which would need to be set individually. This was not particularly hard to do but, of course, anything that can be adjusted can go out of adjustment. When I replaced my clutch a few years ago I chose the more modern diaphragm type. The kit includes an adaptor ring which avoids the need to machine the flywheel.

Some people say the diaphragm clutch results in a lighter pedal than the original but I didn't remember noticing much difference. My clutch is lighter than most because the return spring at the top of the pedal is broken. It's been like this for several years. I have a new spring but haven't really worked out why I should bother to fit it. The only effect will be to make the clutch pedal heavier. The Scimitar clutch has no such spring. The cable tension and release bearing pressure on the clutch is set just by the weight of the clutch pedal – this seems to work very well.



Julian Marsh described in his Iconoclast column in the March Citroënan how it seemed odd for the throttle, brakes and steering to require delicate inputs whereas the gears and clutch required some effort. He was talking about cars such as my DS which has power brakes, power steering but a manual gearbox. This inconsistency is not true of the Traction Avant where nothing is powered and everything requires a hefty shove.

My first experience of the hills of the North Devon coast was on my bicycle as a teenager. They were steep to go up and steep to go down. I remember my bicycle



tyre burst at the bottom of Lynmouth Hill, having got so hot from the heavy braking. This all came back to me when my brother suggested that my Normale could be the ceremonial car at his wedding.

The reception, and the hotel where we and the groom were staying was in Lynmouth, at the bottom of Lynmouth Hill. The bride, and the ceremony itself, were in Lynton, at the top.

Lynmouth Hill is 25% (1 in 4 in old money) and has a couple of escape lanes on the way down before a sharp right-hand bend where a stone wall lurks behind Armco. Going up you have to turn sharp right at a 3-way junction where, in theory, you have priority (but the traffic coming down has to know this and be able to stop). You have the benefit of taking the outside of the turn which, in a Traction, helps a bit - mine can just get round in one go. If you are coming down you have a very sharp turn and you are obliged to stop and give way. In a Traction, you have to take the whole turn on the wrong side of the road or you won't get round in one go. Backing up on a steep hairpin in a Traction is not something to wish for. All things considered you don't want to meet anything on this hill.

And so, as we were heading down the hill into Lynmouth, after a journey of 220 miles from Sussex, my mind was jumping between Julian's comments (as I recognised I was putting as much effort into the brakes and the steering) and being pleased that I had done some maintenance on the car before we set off.

The difference between maintenance and repair is planning or lack thereof. I planned this work so I call it maintenance. You might think I should have done it sooner. And you would be correct.

I had known the front brakes would occasionally pull to the left, normally on first application. I also knew that I was losing a little brake fluid. There were no drips, neither onto the ground nor onto the wheels, but it was safe to assume a wheel cylinder was leaking. My thought, as it pulled to the left, was that the leak would be on the right side - fluid causing loss of friction. Not so - it was the left side that was leaking. The linings on that side were also down to the rivets whereas the right hand side had plenty of material left. I think the mix of brake dust and fluid must create a kind of grinding paste that increases both friction and wear rate.

A while ago I changed the rear wheel cylinders and had to replace the linings which had become unglued. The linings at the front were rivetted on (by me) and I had a spare set. I don't do this job very often and I find it very easy to damage the lining by hitting the punch too hard. And so it was this time - and in the end I only had enough linings for one side. You should really replace both sides at the same time but that was not an option as the car needed to be at

a wedding in a few days. Had I planned ahead and done this job a couple of weeks earlier I would have given myself time to get another lining set. At least I did replace both wheel cylinders.

The car pulls up straight every time. More important than changing the linings at exactly the same time is careful adjustment and the linings being made of the same material.

We descended Lynmouth Hill three times, each of which resulted in a whiff of hot brake linings which I took to be a healthy sign of good brakes – as indeed was the fact we did not end up in the Armco.

Not only did the car go down the big hill without drama but it went up it as well. I only tried the steep hill with one passenger. When we packed up and left for home, being three adults plus luggage, we used the scenic route that goes alongside Watersmeet. It is still quite steep – probably only 16% rather than 25% - and it also has some very sharp bends.

We were able to take this hill in second, just – even the hairpin. The engine would have been happier in first but of course you can't change down into first without stopping as there's no synchromesh. I wasn't sure I wanted to risk a hill start so decided to keep going in second. An hour later we had to tackle this hill again (which can happen if you leave a bag at the hotel). I was baulked on the hairpin by a car coming down, so we had no choice but to stop. The car took the hill start in its stride. Next time I do that hill I think I'll stop and go into first anyway.

As well as doing the brakes, I did of course attend to all the grease points. Having inner and outer CV joints there are not quite as many of these as there used to be. However, one of my inner CV boots has split (again) and I need to replace it soon. This is the second time this has happened, and I am very tempted to return to the original UJs (not the actual originals of course – they're knackered). I must make my mind up soon if I am to get this done before departure for the ICCCR in Poland (assuming that happens).

The trip to Devon was a great success. The car did 500 miles with no incident. The main thing was that my brother and his

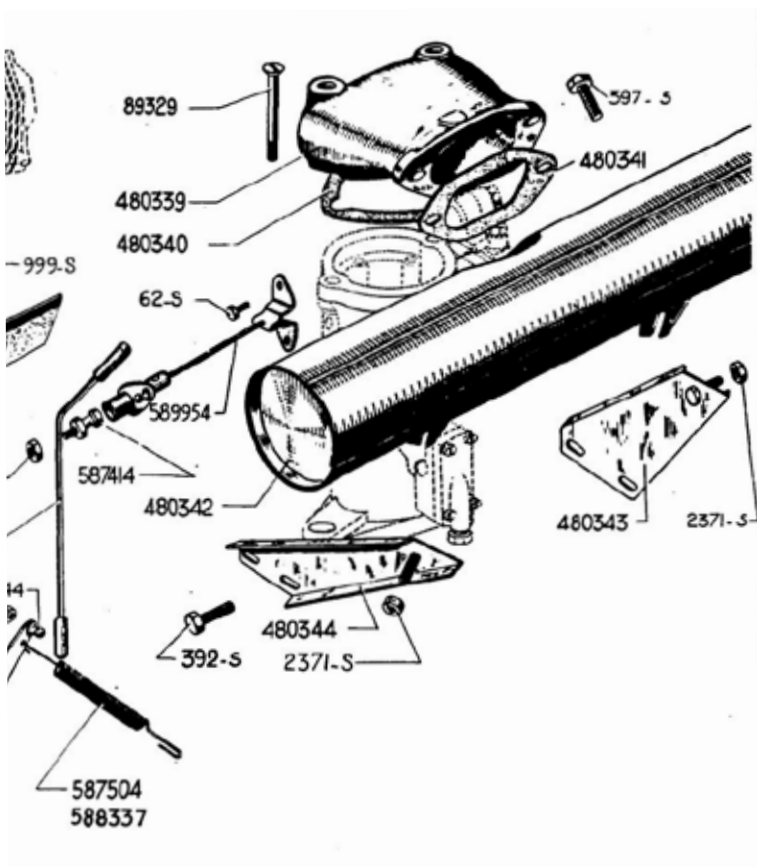
partner got married. The weather was good and everything important went to plan with enough smaller things going wrong to have plenty to talk about at the reception.

As well as fixing the brakes, I did give the car a bit of a polish. A less polished car came up recently. CCC member **Charles Chabot** needs some advice on what to do with his big boot car. I think it needs someone to have a look at it to assess its condition. The car is in West London. It's been kept under a car port for many years but now that car port has to go. Who knows how much work it needs, probably a little more than just a polish? Let me know if you want to take a look at it.

Following my tale about cleaning up my carburettor, Jon Langley wrote to me about the one fitted to his 1948 Light 15 and its air filter. More specifically, Jon was writing about the connection between them which was problematic. The problem was that the air filter (or silencer) was designed for an earlier carburettor design with 2 screw holes in the top. The later carb does not have these holes and the filter connection is made using a rubber sleeve. Jon had a very smart adaptor made up out of stainless steel.

There are many variants of the Solex downdraught carb, several of which were fitted to the Traction Avant over the years. Many other cars used them too. I have it in my mind that I have seen a list of which carburettor specifications were fitted to which Tractions, but I have not been able to locate it – maybe I dreamt about such a thing. I will look harder.





During the course of my Googling I came across a company called Classic Fuel Injection Ltd, based in Chelmsford, offering fuel injection conversions. They show a picture of a Light 15 fitted with their fuel injection kit. The price is £1500 which includes everything. As far as I can see it uses the original carb as a throttle body although alternative throttle bodies are available. The blurb suggests 110BHP can be achieved but I would imagine other changes would be needed to get an engine to develop that much power – and if you really tried to use it I doubt the gearbox would enjoy the experience. More realistically this conversion could improve driveability and fuel economy but, by my calculations, even at today's prices, a 10% reduction in fuel consumption would take 60,000 miles to pay for the kit. For most Tractions, that's going to take quite a long time. As far as I can tell, whilst the company have sold many kits, they have only sold one for a Traction – if it is fitted to your car, I would love to know what you think about it.

A couple of more mundane repairs to finish up with. Small boot cars have a cable to support the bootlid when it is open, holding it off the bumper. Mine starting to show stray stands about 20 years ago and I occasionally noticed it getting worse. A few months ago the last strand finally gave up. I did without for a couple of months but it's quite awkward holding the lid up when rummaging for something. I had to buy a new rubber strap for the exhaust and ended up with a spare one which turned out to be the right length. I inserted nuts into the strap's holes to act as bushes and it did the job but I have now fitted the correct cable. As you can see the rubber strap allowed the lid to open a bit further than the new cable – I never checked how much movement the original cable allowed (assuming it was the original).

French cars' hub caps are held on by bolts which screw into the strap across the centre of the wheel – the one that means 90% of tyre places can't balance your wheels. Some time ago I stripped the thread on one of my wheels. The strap is too thin to allow a helicoil but the fix is to open up the hole and fit an insert from behind. I used araldite to fix it in place. Now a second wheel is showing distress so I will be fitting inserts to the remaining three wheels. While I'm at it I may paint the outer part of my hub caps – mine are chrome plated but the plating is flaking off. On the other hand CTA have replacements at about 50 euros each. I'm tempted.

Chris Bailey

Carburettor Issues

We have said a lot about swapping original spec carburettors for SU in recent editions, and it seems that a significant number of members have had trouble in the last year or so. But before you reach for the spanners, here is a trouble shooting guide for the Solex carburettor that your car came with. This was originally published in FP in 1990, author unknown.

It seems that many traction owners believe that poor petrol efficiency is normal for the Traction, and accept that bad running is a function of a worn engine. Whilst this is to a limited extent true, the causes of poor m.p.g. often lie in the ignition and petrol cycles; this month I shall deal with carburation. If your m.p.g. is less than 27 or 28, this probably concerns you!



1. **Jet sizes:** Check your jets — previous owners may have experimented with different jets to cope with short trips, better acceleration or poor grade petrol.

Data for normal traction carbs is as follows:

	1. Needle	2. Main	3. Air Correction	4. Pilot	5. Pump	6. Starter	7. Pilot Bleed
Solex 35 FAIE	1.5	125	220	50	50	125	150
Solex 32 PBIC	1.5	135	190	50	50	125	120

Jets are stamped by the manufacturer. The accompanying diagrams, reproduced from Solex's data sheets, are keyed.

2. **Jet seating:** This is critical since jets must correspond to passages within the carburettor. Over-thick or thin seating washers will obviously affect performance. Similarly, scoring on the carb seating face where no gasket is used, e.g. pilot jet, will impair efficiency.

3. **Clean passageways:** Pay particular attention to the main jet passageway — air blown through should freely escape to the float chamber and the emulsion tube well. Also remove the air correction jet to withdraw the emulsion tube for cleaning. The starter jet channel is prone to fill with an accumulation of silt; clean and flush thoroughly and check the jet itself for water corrosion. Air blown through the slow- running channel from the top of the throttle body should escape from the volume screw threads and from the outlet holes in the carb barrel. Cleaning is best with meths or petrol, then using a compressed air line.

4. **Air leaks:** Use only new gaskets when overhauling — don't use goo! Examine mating surfaces for distortion. Examine the throttle spindle bearings for wear, which will allow petrol vapour out and air in to upset settings, rebushing is the only answer where adverse wear is detected as the wear occurs to the carb body, and replacement of the spindle itself will not cure this problem. After overhaul and running, check screw tightness on float chamber cover, and between carb body joints as heat shrinkage can loosen the screws.

5. **Mechanical wear:** Check mechanical parts for signs of wear, particularly the throttle spindle, float arm and starter face. In the latter case there should be no signs of scoring or distortion in the disc likely to cause leakage. The needle valve should be free in operation and shut off fully. The one-way valve in the base of the float chamber should be completely free and halt any reverse flow. The volume control screw should be without any ridging or distortion to the point

6. **Punctures:** Check the float for fuel ingress by shaking. Check the pump diaphragm for punctures, the diaphragm should also be supple, not hard.

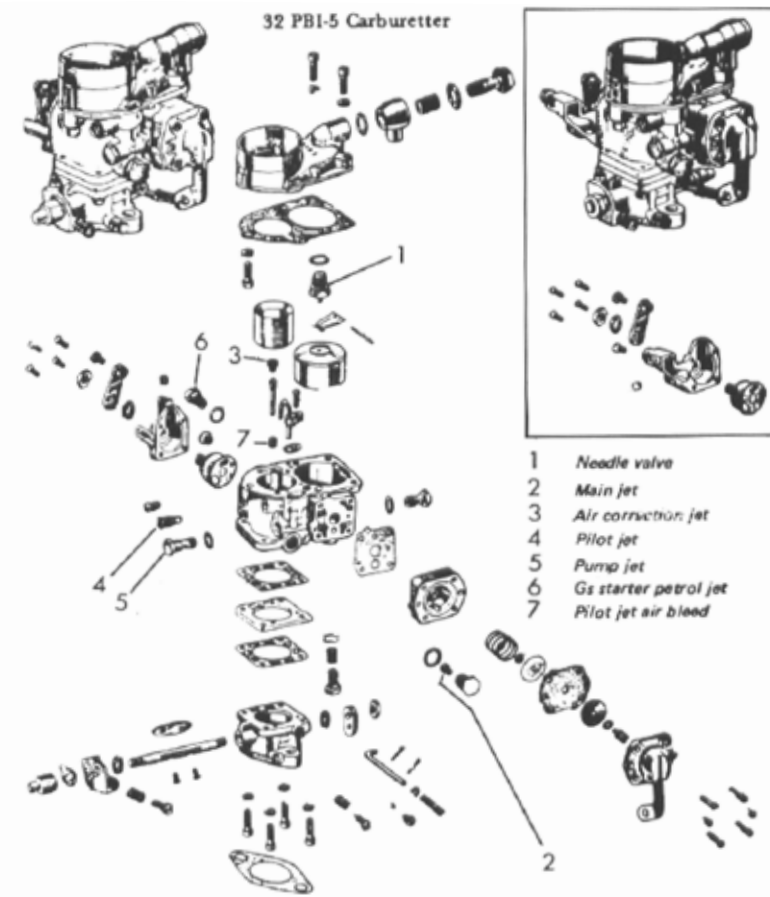
7. **Clean filters:** Often overlooked is the input gauze located before the needle valve in the float chamber top on most models. The gauze surrounding the one-way valve mentioned in 5. should also be thoroughly cleaned.

Fault-finding diagnosis

a. Flat spots — When engine is warm check pump diaphragm for prompt injection from the injector tube. Some linkages have multiple positions and re-location of the lever to a higher position may be necessary. The injection should be a solid jet — a spray indicates partial obstruction. Check passageways to injector, seating and operation of inlet valve, and cleanness of attendant gauze filter.

b. Flooding — Check float for fuel ingress, needle valve sticking, good shut-off and good seating, float arm for freedom of movement.

c. Siphoning — is the effect whereby fuel will overflow from the pump injector after the motor is switched off, causing fuel to collect in the throttle chamber on inlet manifold giving difficult hot starting. If the engine is not overheating, the likely cause is an inefficient heat shield resulting in heat rising from the manifolds and causing petrol in the float chamber to expand and overflow. Better hot



starting can be achieved by fitting a thicker seating washer under the needle valve to achieve a lower float chamber level.

d. Misfiring, stalling, loss of power — Water or rust contamination of fuel may be cured by revving the engine and then momentarily obstructing the carb intake with the filter off. If this fails, thorough cleaning is necessary. An in-line filter is easily fitted on the fuel line where repeated contamination occurs.

e. Rich running — Check air filter element for cleanliness (in the case of oil bath type, overfilling may be the cause). Check choke is shutting fully and that the starter face is not leaking due to scoring or distortion. Check needle valve and float operation. Check mixture screw for damage.

f. Poor tickover — Only if all valves and ignition components have been thoroughly checked can it be assumed that poor tickover is a fault of the carb. Then the most usual causes are wear on the throttle spindle bearings, mixture screw damage, pilot jet obstruction or bad seating, and partial obstruction of passages or pilot air bleed.

2022 Update:

It is, of course, the case now that we have ethanol in varying quantities in both E5 and E10 fuels. You are recommended to use E5 if you can get hold of it. Most larger petrol stations are required to keep an E5 pump, having previously sold two grades of petrol. However most supermarket petrol stations only ever sold the one grade and will not have E5 on the forecourt.

There are three key areas of concern with Ethanol compatibility with historic and classic vehicle fuel systems:

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

Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol for example, would result in a mixture-leaning effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads. You are also recommended to use an additive when using modern fuels which will reduce the likelihood of corrosion and may also provide a small octane boost. It is worth noting that on some historics, particularly the Citroën 2CV, a larger main jet is recommended to avoid acceleration flat spots and it may be worth some experimentation with a larger main jet on the Traction if this is the case.

Source: FBHVC

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Rallye Monte Carlo MMXXI – New Zealand



After some more encouragement I thought I would offer some overseas news to fill a page or so of FP during the quieter winter months. Being our summertime, we are usually busy with motoring events, although many have been cancelled this year for one obvious reason. However, our Monte Carlo Rally which is held every 2-3 years by the Banks Peninsula Branch of the Vintage Car Club did go ahead in mid-November. I have outlined this in the forum, but a little more comprehensive coverage follows.

Predominantly a South Island Event, with some points being awarded for starting in Wellington (in the North Is.) the basic idea is to gain up to a maximum number of points from your chosen starting place by driving through a variety of towns/locations, each with a certain amount of points allocated. You can start at midnight but have to be at the finish by 3.15pm the next day, where various aptitude tests are set for tired drivers. Time trials, 'map memory' driving and scoring for presentation etc. All followed by a black-tie banquet and visit from His Serene Magnificence, the French Ambassador, in the evening. Various penalties are imposed for younger cars, which therefore need to go further, and for all sorts of other nefarious reasons, half of which are made up on the day to ensure the right sort of car wins. (Wrong headlight bulbs etc). So just like the real thing.

I have not participated before and am relatively new to Traction ownership, but always keen for a new adventure. As some may know, and as is relatively obvious from the photos, my '37 Super Modern Twelve car is not exactly pristine, so even more suitable for the mountain passes and interesting back roads. The car did have a slight problem precluding it from entering though in that a big end had gone and repair was/is proving tricky. I opted for rebuilding a seized 11D engine to tide me over for the rally. Having not fully rebuilt an engine before it was a bit of a panic as we had been tied up with other work until two

weeks before the event. I managed a quick test run for an hour a couple of nights before we left for the 1000 mile round trip. It worked, not entirely smoothly, but enough. I have learnt there are A LOT of things that don't just 'swap over' with the 1628cc engine and the larger one when fitting it!

Of course, a really important aspect of the rally (and to win points!) was to look the part. So in between waiting for engine parts to arrive vast sums were spent on TradeMe (our Ebay) to kit out our chariot. Probably the best score was a period roof rack for \$20 (ten quid), and it fitted perfectly over the sunroof area. Plus a couple of old suitcases, for evening wear, and then a pair of Pajero spotlights for a dollar! And yes, turning them on was not advised on a dynamo



system. Mud flaps were added, hub caps removed, saggy seats boosted with currently worthless sheep's wool, and we were as ready as we could be. I think we had made a reasonable attempt to emulate one of the originals, we did however remove the picnic basket for most of the journey as we thought it might hamper our speed! (How we laughed...)

I had spent considerable time in the preceding months trying to work out a route that took in the most places for points without going hours out of our way for just 10 (out 230) more points. We headed down to Bendigo in Central Otago, our starting point, over a couple of days to ease the stress on us (and the new engine) as we had a 15 hour drive ahead of us. Bendigo is an old gold mining area with interesting historical remains dotted around the area, but nowadays, being hot and dry, it has become covered in vines. We arrived with enough time for a winery lunch and a few hours semi shut eye before leaving at midnight.

Rallye Monte Carlo MMXXI – New Zealand

Otago is a sparsely populated area and has reasonable distances between settlements so can be rather quiet on the roads especially in the middle of the night, so it was pretty exciting when a Morris Minor followed by a MkII Jag roared past us probably doing 70mph plus. (Note the Jag was behind). My beloved wife was driving while I dozed and getting caught up in the moment decided to give chase...I did have to remind her about the new engine.

The hotted up Morrie and Jag waited for us at the historic Vulcan Hotel in St Bathans, a gorgeous settlement of historic buildings from the gold rush. We then followed them over Danseys Pass for a couple of hours at around 3.00am, so pretty dark on a winding mountainous track! Fortunately you can't see the near vertical drops at that time of night. (The photo shows the pass in daylight). The other two wiled away the time running over possums and tying them to the bumper, probably egged on by the back seat drivers who were themselves aided by the bottle of port that was doing the rounds. It was about then that one of our driveshafts began to rattle, as it does in the middle of nowhere with no phone reception. We had bedding and wine, so why worry.

Pressing on, we wound through the pass and hit the tar seal again onto a great road of gentle bends that finally took us into the beginnings of dawn. I quite like night driving, just you, the car and only the small world that just extends to the limits of Mr Lucas' candlepower. This was perfect for Traction driving, with no one else around you could enjoy the corners as we descended into a river basin, but at 70kmh it felt like 70mph.

The driveshaft seemed to quieten down on the flat and nothing appeared loose (in the dark) and basically there were no more hills of any substance for another 500km, and downhill seemed to be the issue.

We hit the main inland road around 7.00am, about the same time the rain did. The wipers do work, but the demister's hands would get tired and our legs were drenched after about an hour, despite diligently applying a plethora of duct tape to roof and windscreen. It rarely rains in this part of the country, but it was forecast and unfortunately accurately. But all part of the adventure. We began to see the odd other vehicle; a Humber 80 stopped with a couple of English gentlemen in it, and they had travelled from Bluff (about as far south as you can go without an Amphicar).

The MacKenzie Country we were now travelling through is a wide, open and fairly barren area



populated by some sheep, lots of rabbits and the occasional wallaby. Like possums, they are considered a pest. I had to use the nimble agility of the Traction to steer around a rather soggy one lying in the road when my wife suggested we upstage the Jag/Morris team, so we gained a passenger.

About 1.00pm the rain eased as we neared Christchurch, and we arrived before 3.15pm at the timed trials at Duvauchelle, giving us time to change so we were in appropriate attire for the Concours de Confort – where you gain points for best equipped and provisioned vehicle, of which there are numerous categories. There is also a Condition score of your vehicle; deductions for rolling it, non-functioning lights, failure to display Monegasque flag, faulty starter etc. (Predictably at this point the Jag failed to start). Vive la France!

There was a great turnout of cars, twenty seven in all, the best attendance so far I gather. The oldest vehicle being a 1912 Unic, which did a relatively truncated trip, but nevertheless it made it there. A 1914 Cadillac braved the elements with not much of a roof and various others were also wetter than us.

'57 MGA, the token North Island entry, who sported the largest flag, no doubt accruing bonus points for it. A couple of Model A's didn't quite make it, one expiring just before the event and the other after a couple of hours.

Our trusty Twelve ended up in joint sixth place with a '28 REO where they managed another town, but I was points up on driving around the French 'town' set up in the paddock. (Not everyone was aware about the direction of traffic flow on the continent). As a first attempt I think we did fairly well considering the general fairly average condition of vehicle and the inexperience of the drivers in this event.

We made it over the hill to Akaroa for the evening entertainment with a predictably clonking driveshaft, but got home safely to replace it, and are now looking forward to the next, hopefully drier, rally.

(If anyone is interested in checking out our route on Google maps it was: Bendigo, Bannockburn, Alexandra, St Bathans, Danseys Pass, Kurow, Omarama, Tekapo, Fairlie, Geraldine, Methven, Sheffield, Rangiora, Christchurch and Duvauchelle).
Andrew Roxburgh



An HRG and Morgan had driven from the West Coast where it rains around 366 days of the year anyway, so they need an award for that in itself. A 1922 Silver Ghost excelled itself in true quality Rolls Royce standards by completing a run from Bluff and coming fourth overall. The Volvo adorned with self-righting bollard in case of exceptional rain issues originally came first but was relegated to second after much discussion so that the chairman of the club could win in his self-starting Jaguar XJ6. Third place went to a

Very intrepid, especially with an engine rebuild and swap right at the last minute!

What did you do with the Wallaby afterwards? Editor

Picture credits: the Author, John MacDonald



National Rally 24th-26th June 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. We advise that you check with the hotel for room availability prior to booking onto the rally itself.

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

For details of the rally, contact tocnatrally@gmail.com

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.

ICCCR, Torun, Poland

As previously notified by Chris Bailey, this is scheduled for 3-7th August 2022. This may, of course, be affected by the current unhappy situation in eastern Europe.

Up to date information can be found on their website at <https://www.icccr2022.pl/english/> which gives a full rundown on what is happening and where. If you are interested in driving in a loose sort of convoy, with others, then contact Chris Bailey at marketing@traction-owners.co.uk

South Cerney Steam Fair: Mike Wilcock and Ian Harvey are organising a Club stand at the South Cerney Steam Fair on 6 & 7 August. More details to follow, but worth noting in your diary.

Header image by Peter Fereday.

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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.

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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:
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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:

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 Citroën L, delivered in a knock-down state to the Citroën 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 [redacted] gmail.com, 0780 182 7871 or 01794 651193 for more details**



FOR SALE:

My fully restored **traction11BL** new full interior rebuilt engine all chrome has been rechromed stainless fenders and much more for more information please contact me, **Ian Mills : 07802326951**



FOR SALE:

1957 Traction Avant Normale. One of the last Paris built Traction which was imported from France in 2002. History from French ownership when it was regularly maintained, but little used. Colour is Citroën Bleu Marine, reupholstered with correct grey 'Prison Stripe' fabric and replacement carpets and headlining. It has been sympathetically upgraded with unleaded head, 12 volt electrics with alternator, period style seat belts and Smith's heater. Recent new radiator and battery. Well known car in the club and winner of the 'Best Paris Built Traction' at the 2018 National Rally. Current owner since 2012. Very good condition. **£16,500 (Southport) Ian Gardner 07918663290**



FOR SALE:

1953 Slough built Big 15. The car is in extremely good condition with just about everything done.

Upgrades include DS 19 block with Perfo head, electric power steering and a heater. Ready to go. Any inspection welcome **£20,000 ono. Please contact Alex on 07795109988. or ali48@talktalk.net for complete details.** Car is located in Colchester.



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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:

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**
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 A pair of headlamps with good chrome
Andrew Tweed 07891 870499.

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**

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

FOR SALE:

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



SPARES:

BIG BOOT panel for sale, originally for Big 15 but fits all models, Professionally finished in Deep black,(2-pack) no marks, dents or rust. ready to fit **£120.** Will be visiting the Wetherby Rally in May, so meet-up and transfer may be possible.
Tel Andy on 01339 886290 or sheilandyb@gmail.com

PARTS FOR SALE:

Magneto RB 10/4 Unused since restoration at a cost of £500. Receipt for work done.. **£300.**

Solex Carburettor 32 PBIC Restored at Carburettor Exchange. **£50.**

Kayes oil economizer. (Oil tank 40gallons) **in Pratts Motor Spirit Livery.** £100. see picture.



Traction four cylinder starting handle £25.
Kismet Lorry Tyre Pump. operated by long handle not foot.

Hub and bearing puller for a Traction : £50 Collection only of above items..

John Gilroy White,
Tel: 02083307216.
E-mail: hshelley047@gmail.com
 Items are in Surrey.

PARTS WANTED

WANTED:

Dynamo Heat shield for Slough built Lt15 1952.
 Please send photo by email or whatsapp. Email **pauldomoney64@gmail.com** or whatsapp **+263 772 513 884**
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