

# Floating Powers

July - August 2023

Official magazine of the Traction Owners Club Limited





## Honorary Life Members of the Traction Owners Club

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## Missing Magazine?

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## Be a part of Floating Power...

The closing date for input for the September/October *Floating Power* will be

**Sunday 20 August, 2023**

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

**Bryan Pullan on:**

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

## Cover Image

*Club cars at*

*St Ouen's Manor on Jersey during the recent 2023 rally.*

*Image courtesy of Paul Lakeman.*



# Editor's Epistle



As usual I am writing this well before deadline, to avoid the usual bottleneck that occurs when everything arrives mid June, so apologies if anything spoken of below is overtaken by events by the time that this magazine actually arrives. The Jersey lot are all back now, apparently 33 cars enjoyed the island's narrow roads over the weekend, and by all accounts,

everyone seems to have had a jolly good time. There are pictures and a report elsewhere in the magazine. No reports on the National as yet, as it will only have taken place a few days before deadline, but I understand that 22 cars are booked in at the time of writing, so here's hoping for some more good June weather.

The report from FBHVC that we published last time around citing various new 'policies' that DVLA were applying, and in particular the one about like for like repairs to a car's structure, produced something of an avalanche of concerned comments on several of the HV forums that I follow, but the Classic Car press, usually jumping up and down and squawking loudly at anything vaguely controversial, (especially if MOT's are involved) have been mysteriously silent. I dropped a line to the editor of one of the well known publications to see what he thought and received a rather apathetic reply. I wasn't sure whether he knew something that the rest of the world didn't, or had simply missed the report altogether.

Nothing is showing on the TOC Club Forums. So obviously nobody is worried!!! Anyway, the general consensus seemed to be (from the wider forums) that it would be prudent to keep out of the DVLA/MOT system for the moment, until the matter becomes clearer. FBHVC state in their latest newsletter, that they have made no progress in the clarification of the various issues, and it is confirmed that one HV owner has taken legal action against DVLA over the consequences to vehicles in his ownership.

Some good news on the motoring front is that the roll out of Smart motorways is officially dead, with the various road safety and motoring organisations now campaigning for the completed stretches to be downgraded, with the inside lanes returned to hard shoulder status. Whether this will inspire a few HV owners, who are understandably reluctant to use motorways anyway, to travel long distances again, remains to be seen. Many clubs report an increasing reluctance by members to travel more than twenty or thirty miles to an event. Is that due to road conditions, or is it a reflection of our ageing community?

I see that it is currently being claimed by 'industry experts' (whoever they might be), that the current deadline for selling new IC powered cars is likely to be abolished due to the lack of infrastructure around most of the country outside London. Apparently there are more public fast charge points in Westminster alone, than in three major Northern cities combined! Consequently, with lots of reports in the press about bad experiences with trying to find a functioning charger on a long journey, more and more people are hanging onto their petrol/diesel powered cars. There is also the sheer cost of the things. This deadline change would all be good news for us, since it would halt the inevitable decline of petrol stations (and increase in petrol prices) that would follow a wholesale take-up of purely electric cars.

Also in this magazine: Refitting windscreen rubbers, a marathon drive in a Cloverleaf, and a warning about old brake shoes.

Plus all of the usual stuff. Enjoy.

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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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# President's Ponderings



Not only has the sun finally come out but HMRC have refunded the overcharged duty/VAT initially levied on Claude. Furthermore, Claude is now driveable and, together with the Yellow Peril, passed the MOT test in the last few days.

Ain't life grand!

The rally season is now well underway and I hope you will find a more comprehensive (and possibly less biased) report on May's, much postponed, Jersey Rally. Our Man in Jersey, Brian Follain, must be congratulated for putting together a truly unforgettable programme in delightful surroundings. The turnout was fantastic and I think all participants enjoyed it immensely. This picture, taken at St Ouen's Manor, shows an incredible line up of no less than four Slough Roadsters and a 1934 Slough Coupé.

YP behaved (almost) impeccably, clocking up nearly 400 miles on the round trip from home but I must confess, driving on English single carriageway roads is not nearly as pleasant as was the similar experience in France last year. Mind you, torrential rain on both legs between home and Poole did not help.

I've now dried out and am currently taking time off from preparing for this coming weekend's Rally in Barnstaple to write this. I'm very much looking forward to my first TOC National since 2017 but one small disappointment is that my 15/6 is still stuck in the body shop undergoing a little TLC that has overrun the original deadline. However, "Plan B" means I shall have the opportunity to again drive a Légère, fingers crossed I can remember how to coax the best out of 2 fewer cylinders.

Brittany is also looming large and, like the National, it is 6 years since I last participated so lots of catching up to do there, too.

Despite being almost a year away, registration is now open for the French 90th Anniversary meeting in Puy de Dôme. Jim Gibson is considering coordinating the TOC presence with, perhaps, some sort of group effort to assist those less used to such excursions. Meanwhile, if you are thinking of attending, be aware that accommodation in the immediate vicinity is selling out rapidly. Event details and registration form (in English if required) can be found here :

<https://90ansdelatrraction.com/accueil/programme/>



## New Members

Welcome to the Traction Owners Club to the following..

2918	Mr John Simpson	Petworth	West Sussex
2919	Mr Wayne Sorrell	Thurmaston	Leicester
2920	Mr Richard Elborough	Wincanton	Somerset
2921	Mr Stephen Davidson	Wantage	Oxfordshire
2922	Mr Charles De Ville	Tamworth	Staffs
2923	Mr Paul Bodiam	Fleet	Hampshire
2924	Mr Stephen Aldersley	Cambridge	
2925	Mr Andrew Bram	Beckenham	Kent
2926	Mr Blair Perman	Olney	Bucks.





# Chairman's Chat

John & I have recently attended two excellent TOC rallies.

The first was the "Traction in Jersey" rally – we stayed in the Westhill Hotel in St Helier which was excellent – Jonathan Smale, Managing Director, and all his staff were so helpful – nothing was too much trouble for them and we had superb meals every evening. Brian Follain had organised a varied event which pleased everyone as we visited the Pallot Steam Museum, the Underground War Tunnels, the Orchid Foundation and the Durrell Zoo. We were also honoured to be invited for coffee on the lawn at St Ouen Manor – please see the cover image and the report on page 28. We were fortunate that Brian knew a volunteer photographer, Paul Lakeman, who took lots of photos plus had a drone which he filmed with at the Manor.

John & I merely helped with the admin side of it here in the UK – I must admit our ticket system worked and I would recommend it to any future rally organisers. Everyone had their own tickets so we didn't have to wait to all enter the attractions together or be waiting for someone who was late or decided not to attend. Thank you once again Brian for a super rally in Jersey.

John & I were very fortunate as we stayed in Jersey for another 10 days in an Airbnb so had lots of time to explore the Island and did lots of walking. On our return we had very little time at home as we needed a trip to Wales to meet a new Great Nephew born in March and whilst we were there a "new" Great Niece also put in an appearance. I must admit I was secretly pleased when the TOC Committee meeting was changed to a Zoom meeting rather than face to face so we didn't have to go from Wales to Steventon – instead we hid on the landing at my sister's house to get a good signal for the meeting!!

Home for 5 days and then off to Barnstaple in Devon for the TOC annual rally. Thank you to Chris and Christine Bailey for an excellent event – there will be a full report with lots of photographs in the next FP. The Imperial Hotel is definitely worthy of its 4-star rating. Again we had excellent staff who were so cheerful and helpful. I have never been to a hotel where the main course arrived at the tables of 8 or 10 people all under individual domes and the staff arrived to remove them simultaneously – very posh!! The food was absolutely delicious with such a wide choice for all 4 courses and different each evening. It was nice to have free time on the Saturday to explore the area. Sunday we all visited Lyn Valley Classic Car Show – 20 Traction in total. I know I am very extremely biased but we had the best cars there but certainly not the most expensive!!! Thank you again to Chris & Christine for organising a first class rally.

Now some of you will be looking forward to the Brittany Rally, the Motor Show at Farnborough, CarFest, NEC and probably local shows in your areas – do send reports and photos to Bryan for inclusion in FP please.

I am pleased to say our TOC Facebook page has really taken off with over 700 users – of course not all are TOC members but it does spread the word and lets people know the TOC exists. Thank you to Andrew York for monitoring this site and keeping it relevant.

After such a positive Chat I have to end on a negative note – as I write on 13th June there are 206 of you who have not renewed your membership. John knows of 16 people who have left for various reasons. I hope the 206 are just slow payers and will do so as soon as possible – don't let this be the last Floating Power you read.... "Your TOC needs you" ....

*Beu*

## What else do you have in your garage?



We ran this a few years ago and came up with some very interesting cars and other vehicles that members owned alongside their Traction and RWD's. It seems that quite a few of you have, in some cases quite extensive collections of Historics of which your Traction is just one part. With the influx of new members over the years and the possibility that some of you have changed the content of your fleet, I am opening this up again, and we will run 'What else...?' as an occasional feature once more. So, let me have any photographs and descriptions of the rest of your collections, and we will get cracking.

Photo shows editor's 1957 Austin Cambridge.

# 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.

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## Wales

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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 Charity Farm, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.

## North East

**GRAHAM HANDLEY**

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See section report for coming meetings/events.

## Peak

**BEV & JOHN OATES**

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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

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See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

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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

## Kent/ East Sussex

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## London

**ANDREW YORK/PETER SIMPER**

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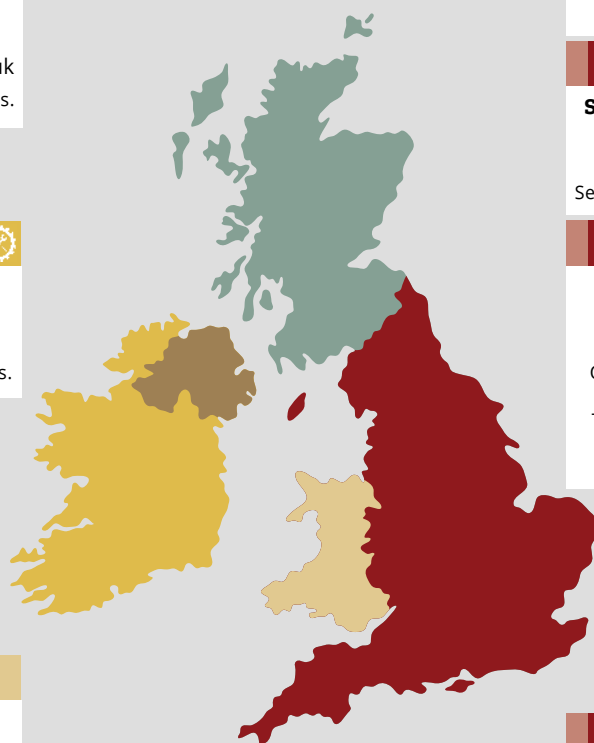
## Surrey/Hants/Sussex

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See section report for coming meetings/events.



Note: all of the above are volunteers and will also have other commitments. Please bear this in mind when trying to contact them. Up to date details of forthcoming local events will be posted either in the Sections page of the TOC website, or within Section Reports in Floating Power. A summary of the current Section reports is also posted periodically on the club's Facebook site.



## TOOLS

Club tools available for loan:

# Section News

## Northern Scotland

Hi, first things first - I have been told by another member that my emails have been compromised in that someone purporting to me has been sending stuff, allegedly pictured from 2 addresses, one apparently in Spain, so if you get something apparently from me do not open! I am not the sender!!

"Not a great deal happening on the wider horizon, so I will just have to report on what Sheila and I have been up to! We attended our first rally of the Season up at Forres in Moray, always a good one and as it was where Pedigreed Cars were based and who knew just how to really sharpen a pencil to get new Citroen sales, they were where I always bought our "modern" Citroens from. No prizes this year, but more than compensated by the steady stream of visitors and previous Light 15 owners always ready to discuss their times spent with these fabulous cars.

Also, there was a complete 2 pages titled "WHAT MAKES A CLASSIC CAR?" in the rally booklet, and here was a big picture in full colour of our Light 15 taken some previous year and again a great talking point!

Next was the Citroen Car Club Northern Rally at Wetherby- we took only the C5 tourer there this year and visited a couple of old friends near Carlisle and Scarborough too.

Regrettably, the rally was a bit boring to say the least this year, it is a long way south, and other than meeting up with old friends, I really cannot think we will make the journey again. Mind you, we have been attending it since its inception, always saying we won't be back, so who knows?

Next one is this coming Sunday, which is The Kildrummy Rally, over 200 entries, and held this year, first time in decades back at Kildrummy Castle, Our son Andy is also attending with his Light 15, so it should be fun!!

Quite a few other rallies and autojumbles to attend, always on the search for the now very elusive parts for the Slough built models. This has been my hobby for the past 40 years or so, and although I have been very lucky in the past in finding and buying such new parts throughout the U.K., I am starting to lose interest as it is unlikely I will be rebuilding many more Light or Big 15's to use up a fraction of the spares accumulated, so is it now worth it? Such is life!!

Trust all is well out there, albeit very quiet, but am here if needed!

**Andy Burnett**

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



spread-out members and I hope some of you can manage at least one classic outing for your pride and joy.

It always surprises me how many show visitors ask what make/type of car it is, what size is the engine etc?

So, if you can, try and get to a meeting or two over the season and help spread the word!

Looking back to Drive it Day at the end of April myself and Graham Irwin were invited by members of the Scottish Section CCC to join them on a drive into Perthshire for lunch at a countryside farm shop café and to blow off the winter cobwebs. This was a great wee trip, and a good time was had by all. Due to so few Traction owners up here maybe joining forces with other Citroen model owners occasionally is a way forward to keep the interest alive? Still looking for any suggestions for informal meetings even to just put names to faces and chat about all things Traction.

July is a busy month show wise for Celine and I, we have three in quick succession so all weekends are going to be Traction themed!

Biggest of these is the Glamis Castle Extravaganza just north of Dundee with usually around 1500 entrants covering all types of vehicles from Penny Farthing bicycles and Steam Engines to all and every type of classic cars.

Latterly Citroens have been quite well represented even rarities like the Kegresse have been regular visitors, BUT there is always space for more.

So if you have thought about one of these events drop me a line and together we can perhaps agree on an 'en masse 'club stand for next year?

I'll leave you now with a couple of photos from the recent Drive it Day outing .

Bonne Route, John.

**John White**

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

## Southern Scotland



Well the summer show season is now upon us!

Although we don't have a great number of Tractions in this section there are plenty of varied shows local to our rather



# Section News

## Northern, Lakes and Borders



At the moment it is early June, and all is warm and balmy with lots of sun and I am carrying out various pieces of maintenance on the fleet, which inevitably leaves me with limited options as to what to take out to an event. In any case, family events/ holidays have uncannily coincided with most of the things that I normally choose to go out to in the area at this time of year and these and other social commitments seem to be forcing me out of the garage, so even the sometimes long overdue maintenance is only proceeding in fits and starts. I did, however, manage to get to the Steam Rally at Heskin on June 4th. Alas I was one of only two Citroëns of any description there on that day, the other being a nice cream late DS. The car, however, attracted a reasonable amount of interest, possibly also because it was the only one of only a handful of pre-war type cars in a sea of fifties, sixties and seventies stuff.

Member George Halsall's car was used for a family wedding during May (see elsewhere in the magazine for photograph). however, he gave his Model A Ford coupe a spin on the day of the show.

Colin Lea's car is proceeding, and he has returned the club tools now, so he must be getting towards the end. David Lawson's re-commission, is, however, turning into something of a marathon, with engine out, gearbox stripped to rectify the dreaded second gear cluster bush migration issues, and a diaphragm clutch to be substituted for the original, which required Schwarzenegger type leg muscles to operate. This plus new gaiters for the steering rack, track rod ends, etc. is turning into something of a significant overhaul, and he is also now considering power steering.

I have driven David's car, prior to the current stripdown and it seems quite a decent basis for 'improving', fairly brisk, and reasonably quiet. I am sure that it will eventually make a nice example, especially after all of the work that is going into it. However, several years sat in a carport

without any use have not done it any favours and every investigation seems to reveal another set of issues to be resolved.

My own car suffered from the old problem, as reported in the last magazine, of hiccups and misfires, which seem to have been caused by the dashpot on the carburettor being loose. This, on my car, is an SU and the top of the unit is held into place by three small setscrews, which had slackened off, allowing the casting to wobble about and presumably to let air in when not required, thus leaning the mixture out erratically, and possibly also affecting the piston and needle movement. Anyway, a quick tweak with a screwdriver seems to have done the trick, and it has behaved well since.

There are quite a few local shows to come over the rest of the summer, which I hope to get to, as well as the mid week runs organised by Preston and District VCC, which a number of us in the Central Lancs area also subscribe to .... and at some point I will get to talk further to the power steering man!

Remember: First Sunday of the month is still the regular meet at Charity Farm, near Wrightington, and second Sunday is the morning meet at St Catherine's Hospice in Lostock Hall. Both are great for a couple of hours and a coffee and chat with fellow car people, particularly if you feel that spending six hours sitting in a field watching the world go by is just a little too much of your life to sacrifice!



Photo above at St Catherine's June meeting.

There is also a classic car event at the Commercial Vehicle Museum in Leyland coming up on July 23rd, organised by the Lancashire Vehicle Club, this offers discounted entry to the museum, which also has an excellent café. The museum itself is worth a visit anyway. Leyland having been the centre of UK commercial vehicle production for so many years, it has many examples of rarely seen (now) UK and Foreign buses, trucks and farm machinery of all sizes.

**Bryan Pullan**

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



## Eastern



We are now basking in sunshine and zero rain, it feels like the ground has gone from bog to rock overnight so work is as ever a trial, hey ho keep on weeding.

The Whitsun Bank Holiday sunny weekend saw an eclectic mix of mostly Citroens congregate at the Earsham Wetland Trust site on the banks of the river Waveney.

Tim Savill had arranged the use of the currently redundant buildings which provided us with kitchen and loo facilities. Tim had also set up a barrel of 'Welterweight' ale brewed by the Queens Head in Earsham, the pub also provided us with entertainment on Saturday afternoon hosting a Motorcycle gathering which we gate crashed with Citroens joining several other classic cars on site.

Grumpy's Cafe was a short walk away for breakfasts, lovely non grumpy staff made us very welcome, several of us continued the walk into Bungay along the banks of the Waveney. Tim had brought his canoe along so some of us got even closer to the river for a very peaceful paddle downstream to Fixton.

It's not often that the North and South groups of the Eastern region meet up so it was great to welcome Andy and Gill from Chelmsford

in their lovely DS Pallas pulling a small French 1970s caravan, alongside Laurie and Anna who had travelled from Fakenham in their 80s camper. Good local knowledge was provided by Albert, Simon and Jan. Nick joined us for Saturday evening BBQ in his Traction and invited us to visit his workshop

on the way to Sunday lunch, a workshop truly full of Rileys in various states of re-construction in the company of his latest acquisition rear wheel drive Citroen, it was well worth the detour through the Suffolk countryside.

Our thanks go to Richard for his research prior to the event which ensured smooth running and even the availability of a shower at the local Gym for those who wanted it.



### Eastern Section Regular Meet Ups

18th July The Compasses Littley Green Essex

8th August The Angel Larling Norfolk

29th August The Compasses Littley Green Essex

19th September The Angel Larling Norfolk

### Jasmin Gagen

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

## Peak



Drive It Day in April was a lot quieter than in the past. We only had 12 people and 4 Traction. I must admit I was being optimistic when I suggested we started with coffee at our house – hoping it would be warm enough and most people would be out in the garage!! No chance - it was cold and so there were 12 people all trying to stand up and drink in our very small lounge. We then had a short convoy to the Malt Shovel near Wirksworth. I was very grateful the Inn agreed to take our booking at very late notice as the original pub we planned to go to closed without telling us – I just happened to spot a comment on Facebook. Sorry no photo as no opportunity to get the cars together!

Our next meeting is on Sunday 6th August for lunch – I am in the process of organising it – just need to know numbers so please contact me if you haven't!! I am hoping we will be welcoming 2 "newish" TOC members to our gathering – Charles de Ville who is currently buying a car via John Gillard and Ronan Sill, who will be with us if his brakes have been renewed! However if your Traction is off the road then please just turn up in any car – we are a very sociable gang!!

### Bev Oates

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

## Surrey/Hants/Sussex



Firstly a big Thanks to Jim Close and Judy for organising our belated Drive it Day on 30th April. We were a very select band but enjoyed a visit to Wilton House ( they even have their own car collection) a lovely drive through the lanes followed by beautifully cooked Sunday lunch.

There was no Sunday meet at the beginning of May due to the installation of our new King, but Jill and I took our Traction and 2CV on the Fleet town Coronation Parade which drew massive crowds, in fact it felt there were more people on the high street as we drove down it than the Mall !!

A dozen assorted Citroens made our 2nd Blackbushe Airport 3rd Tuesday meet which was great although numbers dipped to 5 cars in May, some of our lucky members had stayed on to soak up the Jersey sunshine and fabulous scenery! Jill and I thoroughly enjoyed the Jersey Rally, it was our first proper "trip" in our car probably since the 75th Anniversary @ Arras 14 years ago. If anyone has not tried a "Rally" yet I can only say "give it a try", they are

# Section News

great fun and you will be in good company. There's always a knowledgeable person to lend a mechanical hand ( our starter motor failed in Jersey and was substituted by a new "loan" one within minutes ( big thanks to Phil Allison) so you should have no qualms about whether your car will make it ( normal maintenance obviously advised!! )

I opened up the field at the Fairmile on 4th June but only 1x Traction and 1 x 2CV came to park There were a handful of us inside for lunch on a gloriously sunny and dry day so no excuses about getting your TA's out. So I can only assume holidays etc came along as we should be reaching peak numbers now for summer get togethers .

August will be a busy month starting with our summer bbq at Hazel and Marcells on the 6th (please let us know if you are coming) then pop along and see the TOC stand @ the British Motor Show Farnborough International Exhibition Centre 17-20 August, if you let me know in advance you can exhibit your car for the day and get in free !

We also have a new (to us ) event 25-27th August just west of Basingstoke in the form of the Chris Evans run "Carfest" which is a fabulous festival of both music and cars. Its purpose is to raise money for various children's charities. We get substantial discounts on the public ticket price so contact me if you would like to take part.

Hope to see you all again soon.

**Jim Gibson**

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

## Kent/East Sussex

Some future dates for our K&ES section Diary;

**Sunday 30th July,**

'A Great British Picnic' at Lynx Park, Colliers Green, Goudhurst, Kent. TN17 2LR

One of the nicest days out with Classic Vehicles in Kent.

Just let me know if you would like to come, no charge, or formal booking.

**Saturday & Sunday 19th & 20th August,**

The Biddenden Country Fair.

Holden Farm, Sissinghurst Road, Biddenden, TN27 8EZ. [what3words///sizes.mopped.dabbling](http://what3words///sizes.mopped.dabbling)

In order to avoid the £11 per adult/day charge you must



Tractorfest &

Country Fair.

Holden Farm, Sissinghurst Road, Biddenden, TN27 8EZ.

[what3words///sizes.mopped.dabbling](http://what3words///sizes.mopped.dabbling)

In order to avoid the £11 per adult/day charge you must

register your Classic for FOC entry by 31st July in advance at [www.tractorfest.co.uk/wp-content/uploads/2022/12/Car-and-Commercial-Entry-Form-2023.pdf](http://www.tractorfest.co.uk/wp-content/uploads/2022/12/Car-and-Commercial-Entry-Form-2023.pdf)

Safe Tractioning

**John Barsley**

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

*I have heard that John is currently unwell and having a stay in hospital. We wish him all the best for a speedy recovery. Editor*

## North East



The big news is that the 2024 Annual Rally is to be held in Northumberland, organised by the North East Section, and is scheduled to take place in September.

Just off the Northumberland coast is an island called Holy Island. This was the birthplace of Christianity in Britain as we know it today. This island can only be accessed twice a day across a Causeway which can only be driven across at low tide. The dramatic Causeway is 3 miles long and so getting to and from the island is determined by the tide. It is a fast tide and will submerge vehicles.

Throughout the year visitors often ignore the tidal times and try and race the tide back to the mainland. Often to their grief.

Halfway along the Causeway is a raised refuge box so stranded people can climb into and be rescued by the RNLI or Coastguard. Their vehicle will no doubt be a write off.

It is a beautiful island full of history with the Lindisfarne Priory, a meadery, two pubs, guest houses, lovely beaches, marine life and the Lindisfarne Castle.

Visiting Holy Island is an unforgettable experience and exploring the Island with its Castle and ruined monastery will be included in the 2024 Annual Rally itinerary along with other notable castles and historic houses in Northumberland.



Other details will be highlighted in future issues of this magazine.

Finally, a good collection of north east England Traction meetings near Houghton le Spring, Co. Durham in July 2015 in one of the early Section meetings.

Of course the owners are in the pub.

Where are those cars now?

**Graham Handley**



## Wales



Sunshine was available in plenty at Elan valley on May 13th, we were joined by three members of the Mid Wales Classic Vehicle Club, a Morgan, a Saab and a 1926 Citroen B12 with an interesting boat tail body, one for the rear wheel drive fraternity. The setting was perfect for a chat and a picnic followed by a drive around the lakes and dams as planned.

We drove home by a route through Knighton, Clun and Bishops Castle, stopping for ice cream at Clun, a delightful village especially in respect of the river which is the main attraction for Juniper (dog). Tina and I are off to Normandy to the Caux retro the week after next so missed out the national rally this year. Tim Newing reports that the rally was great if not without incident in terms of breakdown .

Tim suffered an accident while handling a sheet of steel which slowed him down a bit, but he'll soon be getting to grips with his new project. He has been lucky enough to acquire a 1940 Slough built roadster with doors overlapping the A-posts being indicative of the amount of work required.



This will be a lovely car once the “modernising” changes have been removed and everything brought back to original spec. Rebuilding the floor pan structure to return the car to its proper shape will be a major part of a fitting new challenge to this team of Tim and Leslie who’s previous projects are testament to massive talent and tenacity. I look forward to observing its progress.

The fourth Tuesday of the month continues to be our date with the MWCVC, 27th June at the Raven, 25th July at the Horseshoes Berriew, 22nd August at the Raven, Welshpool. All for morning coffee etc. I’ll book the Elan Valley again for 15th July and hope to see a good turnout .

All the best, Andrew Tweed.

**Andrew Tweed**

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

## West of England



Dear All

For a while now I have been feeling a bit of a dead horse in terms of coming up with exciting social events, etc. So, I would like to retire and for some “fresh blood” to take over with a different approach and more dash and determination than I can muster.

In any event, it would seem that the days of driving 50 miles to a pub lunch have lost their appeal for most folk.

So, don’t all rush at once, but I hope someone will be happy to have a go.

Cheers

**Terence**

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

**Not related to any particular Section, a Meeting for Members in the South West and West Of England areas’**

There has been an increase in TOC membership in Somerset, Devon and Dorset. It is suggested that a weekday evening meeting could be held to welcome new members at the ‘Halfway House’ at Pitney between Langport and Somerton on the B3153. The Halfway House is CAMRA recommended and also has fine food.

Suggested date 20th July 2023 at 18.30 for the inaugural meeting.

RSVP to Gavin Davey. [gavindavey@tiscali.co.uk](mailto:gavindavey@tiscali.co.uk) and Julian Taylor [j271416@outlook.com](mailto:j271416@outlook.com)



# 'Mad Dogs and Englishmen'....OR... Miss Buttercup's Break from Blighty

*This article comes to us courtesy of **The Light Car and Edwardian Section** magazine of the **VSCC** and its editor, Mike Tebbit. Written by David Boyd and published in that magazine in October 2022, it tells the story of a solo voyage across France by the author, to the Amicale Citroën meeting to celebrate the centenary of the Cloverleaf, or Trefle in an example of said car!*

Towards the end of the First World War Andre Citroen was manufacturing 50,000 Artillery Shells a day for the French Army. If you were a German soldier fighting in the trenches you might just be a little concerned about that! But Citroen himself was also a worried man because he knew that the war was entering its latter stages and when it finally did end...who would want shells? Answer... not many!

However he had watched Louis Renault making a few cars before the War and so he decided that he would make a motor car himself and that he would overtake Renault in 2 years..... In fact it took him 18 months from the new factory in Paris.

The first model was the A type introduced in 1919. It was 10hp rugged and a reliable car which sold well enough but Citroën wanted something more for the masses and so in 1922 the smaller 5cv of 856 cc was introduced and immediately found favour not only for its attractive appearance and low cost but because also it was easy to drive, economical and very reliable. The 5cv was in fact the first motor car to circumnavigate Australia in 1925..no mean achievement even today!

The 5cv (or the 'Cloverleaf' as it was known in the UK) became very popular with the more adventurous ladies of the time and it began to sell extremely well something which did not go unnoticed by a certain Lord Austin over here!

All this is mere background., but suffice to say that the year, 2022, saw the Centenary of the little Citroën Cloverleaf or Trefle as it was called in France. To commemorate this event Amicale Citroën Club of France organised a Rally south of Orleans in the Loire Valley at Marcilly en Villette where it was hoped that 100 of these cars would gather at the local Golf Club to celebrate one of the first successful automotive achievements in large production.

Altogether some 85,000 5cv's were made between 1922 and 1926 when production finally ended. Not big by today's standards but it was enough to see Citroen progress towards becoming the largest European car manufacturer at the time. In 1926 he opened a further factory at Slough which continued to produce cars including the Popular

Light 15 models until production ceased there in 1955. The centenary celebrations were well advertised by the Amicale Club and having owned one of these delightful cars, a 1925 model, for some 14 years, the prospect of a trip to the Loire had some real attractions because as many will know,

it is a lovely part of France, full of magnificent Chateaux in beautiful countryside.

The aim was to put the car on a trailer and tow it down to Orleans but that really didn't seem to be much fun. Far better to get behind the wheel and drive the machine all the way, which was in fact what happened. Unfortunately my wife June could not make it due to a very recent house move, so it became very much a one man job!

And so at midday on Monday 10 June I set off on my own with a map and my beloved Tom Tom navigation system voiced by the late Roger 'the Saint' Moore who got me out of no end of scrapes during my epic little journey. Wonderful piece of kit and highly recommended.

Everyone said 'keep off the Motorways' as you are slow and a ruddy nuisance, but the trip down the M40 from Stratford on Avon was easy and everyone gave me a wide berth. Being pretty flat the Motorways are less stressful on an old car and there are ample places for stops and fuel. Our Police didn't seem too bothered, although the French Gendarme's are a very different matter, so be careful over there. After Oxford it was on to Newbury using the A34 and on towards Portsmouth, arriving 6pm. All quite uneventful. Speed was maintained at around 30mph (occasionally up to 40 mph) and the miles (118) passed by without mishap. Dinner on the Ferry, bed and look out France in the Morning!

Left the ferry at Caen in bright sunshine and on time, but beware of the long delays at passport control. I eventually got away and headed for Le Mans, my first overnight stop. First choice was the autoroute south of Caen which helped make good time for quite a long journey, some 130 miles. The weather was beginning to warm up and showed signs of becoming hot which proved to be the case, because by the time I arrived at Le Mans it was well over 30c although Miss Buttercup, as my trusty steed is named, showed no signs of overheating.

The stay was at a small chateau which had been in the same family for many decades and the owners Pierre and Martine made me very welcome. They loved the car and invited friends round to see it which was rather nice and quite boozy too. Slept like a log after the day's drive and woke up fresh for the final stage down to Orleans, some 120 miles away.



A delightful breakfast saw me ready for the off after a quick check over of Miss B, who seemed fine and this time I decided to use the 'D' roads to get a better 'feel' for rural France. By this time I was feeling a lot more confident about the car and was really enjoying the drive which at its leisurely pace gave



more time to take in the Summer scenery and watch the hay making which is always a few weeks earlier than in the U.K. Temperature was rising all the time and with the top open, sun cream was a necessity. Lots of waving and thumbs up from overtaking motorists made us feel welcome which was really nice. The French do like their old 'voitures' and at every stop there was no shortage of admirers. 4pm in the afternoon saw Orleans looming up on the horizon so time to switch on the Tom Tom to get myself into base which was the Comfort Hotel south of the city, where I had booked in for four nights leaving on the Sunday morning for the return trip.



The Rally was over three days commencing on the Friday, so having arrived on Wednesday evening it gave me a free day on Thursday to find the Rally site and also have a look at this most pleasant part of the Loire. The Loire itself is a grand river with lots of pretty towns and villages along its banks and I took advantage of what they had to offer, enjoying a beer or an ice cream in the town square, chatting with the locals in the summer sunshine and just enjoying France and all it has to offer. I remember at one point I pulled off the road and slumbered at the side of a wheat field in the hot sunshine to give Miss B a rest. Times like that are never forgotten.

The Rally started the following morning with some 90 cars gathering at the Golf Club by midday.

5cv's come in a variety of shapes and sizes, the Torpedo (boat tailed) being the most popular. Yellow is the most popular colour.. 'Citron or 'lemon' being a play on Andre Citroën's own name. The Tourers were there in numbers too, as was the odd Doctors Coupe and shop van. Only 2 were in rhd format, mine and another U.K. car owned by Bernie Shaw, the President of the Traction Owners Club that also caters for all the rear wheel drive Citroëns, all the rest being traditional lhd, and they turned up from far and wide, France Germany Belgium, Netherlands, Spain etc, etc. a wide range of enthusiastic owners was the outcome of all this, which gave the rally a most friendly atmosphere.

The word had apparently got around that a 'mad' Englishman had actually driven all the way from the UK so when I arrived I was greeted by a large crowd with much waving and clapping which was somehow rather nice and quite rewarding for my efforts. Cold drinks were offered all round because by this time the temperature had risen to a seriously warm 41C and the afternoon run became a challenge for some of the cars

but somehow everyone seemed to have made it back to the Clubhouse for a most pleasant evening dinner followed by drinks outside as the sun set.

Saturday dawned bright and sunny with clear blue skies and prospects of another scorcher for our trip to the magnificent Chateau at Chambord some 40 miles away. Welcome stops for cold drinks were arranged along the way. At one of these Miss Buttercup decided to start losing petrol from the Solex Carburettor. I had noticed on the way that petrol consumption was rising but put this down to heavier use of the accelerator but this proved not to be the case. The culprit was a small brass plug in the carburettor which had come adrift allowing fuel to leak out. A friendly local soon tapped and plugged the hole and off we went again eventually to enjoy a delightful lunch at a restaurant near to the Chateau before taking the opportunity of a guided tour of this magnificent property. Unfortunately the Chateau itself was covered in scaffolding for extensive refurbishment, but this did not lessen the enjoyment of the visit.

Throughout all of this the little 5 CVs toddled along and I did not notice any falling by the wayside even though the heat of the day was intense, but these little cars are noted for reliability and if maintained properly, as most were, then they are delightful fun to drive and comfortable too.

There were more events on offer for Sunday but sadly I had to start for home early that day to be home by Wednesday for other commitments so I did miss the closing session and prize giving. I did however get a prize for the longest distance travelled which was very nice.

The journey back to Caen via Le Mans was pleasantly uneventful, save for a decision to make up time by using the Autoroute to Caen. The local Gendarmerie got wind of this and pulled me up on the basis that slow vehicles were not allowed on these highways. It was all very friendly however and maybe they just took pity on some poor old Englishman who couldn't afford a 'proper' car.

Worth remembering if you are Rallying off to the Continent this Summer.!

This apart it was a trip not to be missed and a delight to have undertaken in an early French car. We covered 943 miles in all...not bad for a pair of old 'uns!

David Boyd





# R.W.D.

'In amongst the silver birches, winding ways of tarmac wander.' Lines from Betjeman's "Indoor games near Newbury". Written with memories of his childhood in mind, I recalled them as Mrs Peel and I drove south along the B1257 through beautiful Bilsdale. A winding road amid wonderful scenery which has lately been resurfaced. Travelling along prior to the reinstatement of road markings, it suddenly struck me that in my childhood this is what B roads were like. Such would have been the roads in Betjeman's early years too. No white lines, oh the nostalgia! Please note that Sir John's youthful reflections were from around the time of the First World War, mine were somewhat later....

Basking in the deep comfort of nostalgia is a lovely way to spend some time. In appropriate measure. Although there are folk out there making a point of living a 1930's life, complete with washtubs and mangles. I suppose it could make an interesting short break. My imagination has Mrs Peel boiling vegetables into submission as I sit contentedly puffing on my pipe gazing out of the window at my new Light 15.



Walford Bruen was in touch again with rather exciting news which warrants an addition to the RWD register.



The Abbey Hill Steam Fair takes place every year at the end of April just outside Yeovil. In addition to steam traction engines, there is usually a fair selection of vintage and classic vehicles, commercials and motor bikes. I went along this year and was excited to find what may be the oldest Citroen in the U.K.-----a 1920 Type A 2--seater Tourer, right hand drive.



The car is one of several vintage vehicles owned by Jerry Darch, a light haulage contractor based in Yeovil, Somerset. He imported the Citroen from Eire about seven years ago and supposed that it had been sold there when new.

The registration number however, L8786, is a Glamorgan series, issued from 1903 to 1920. The chassis no. is 10721 (Clive Hamilton-Gould's Type A is chassis no. 13200).

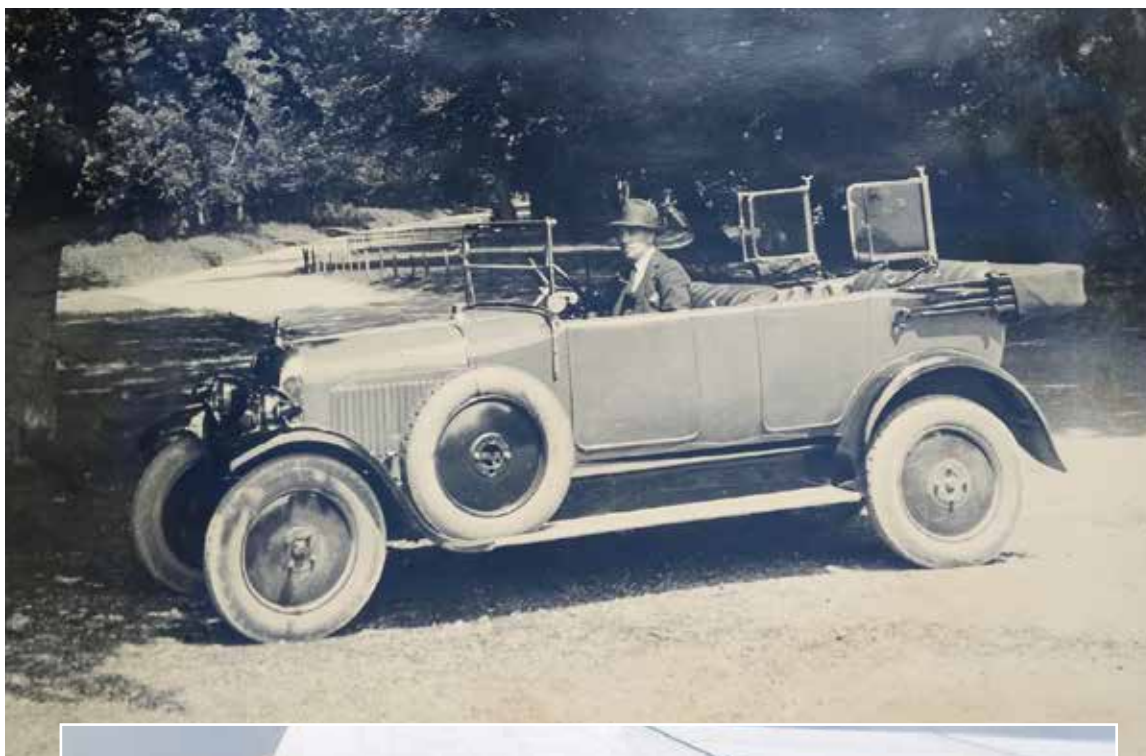
Does anyone have an earlier example?

Turning to a different matter, I went to the Beaulieu Autojumble last September--- found an RB magneto in need of overhaul



but not much else as regards spares, but I did find a large framed photograph of an English-bodied 11.4 hp Tourer (B2) pictured in a sylvan setting when probably quite new.

I removed the photo from its frame hoping to find details of location ownership, registration etc. on the back but sadly nothing---but what a charming period photo-----note the folded Auster screen for rear seat passengers.



Finally, further to David Boyd's excellent coverage of the 5h.p. centenary rally----in addition to his car (Miss Buttercup) and Bernie Shaw's car (The Yellow Peril), there was another right hand drive model there ---my 1924 Cabriolet (known as Pedro after its original Spanish owner!) I'm not as brave (mad?) as David so I have to admit that my car was trailed to the event.



Interesting pictures of the Type A which looks like an oversized 5hp with that coachwork.

The rally season is well underway. I know this as I'm sitting here sun - blistered once again. Still, better than damp from drizzle. I hope you are all enjoying the whine of your intermediates.

*It hasn't rained here for weeks, a bit of drizzle would be welcome. Editor*

# Scuttle Vent Woes

A while ago I left my car outside overnight and the evening frost melted in the morning sun. As I got ready to put the car away I noticed that the floor at the front was wet and this could only have come through the scuttle vent. A previous owner had sealed around the vent, obviously to prevent this well documented problem of a leaking vent, from taking place. However, upon close inspection the sealant used had hardened and shrunk away from the area around the vent opening with the consequence that water became trapped and eventually percolated through to the interior of the car. An article, in one of the many early FP magazines that the previous owner had kindly passed on to me, provided a solution. For reference the article was written by Karel Beukema toe Water in TOC forum number 62 in FP volume 35 issue 7. This article detailed a very successful method of rectifying the problem of water ingress and armed with this knowledge I decided to follow the advice provided.

Removal of the old sealant proved to be very difficult to remove sufficiently for the vent flap to be prised free and I made a bit of a bodge of the surrounding paintwork whilst doing so. There was no sign of the original rubber seal and the edge of the flap was rusty and needed dressing. With the flap unscrewed (the screws fall onto the floor) the remaining hard sealant was removed with the aid of a woodworking gouge and very course abrasive sheet. A new rubber seal was ordered along with a sheet of 2mm thick Nitrile rubber as per the article, and the suggested adhesive was sourced.



The bracket welded underneath the flap with the pivot, has square ends that prevent an equal width of rubber all the way round. To resolve this I used a metal grinding bit to reshape the ends.



A secondary seal was made from the 2mm Nitrile sheet as per the article but I later removed the large oblong piece as it prevented the rubber from sitting flat.



Using the recommended adhesive the main rubber seal was put in place and the secondary seal glued to the underside of the flap.



A sheet of clingfilm was placed between the flap and the main seal, to prevent the two sticking together, and weights put on top.





Everything was left for at least 24 hours to cure before the weights were removed and the flap remounted on its hinge and the operating spindle engaged (a fiddly job which necessitated laying uncomfortably on my back underneath the dashboard). I was pleased with the result and all seemed well.

After a month or so I noticed that the main rubber seal seemed not to be stuck down on one side. I managed to

squirt some contact adhesive underneath and closed the flap firmly while it set. It soon became evident that the rubber seal was loose all the way round. The flap was unscrewed from its hinge and the main rubber seal came off without a trace of adhesive on it, but there was plenty of adhesive still on the bodywork moulding. The Nitrile rubber sheet under the flap was still firmly stuck. The main seal was cleaned with acetone and roughed over with coarse abrasive paper. A trial smear of adhesive was spread on the rubber but after a day of curing it peeled away cleanly. Obviously, there was some form of incompatibility between the rubber and the adhesive, but what this was I had no idea.

I tried silicone sealant, contact adhesive and polyurethane adhesive, all with the same result. It meant that each trial with a different adhesive the recess moulding had to be cleaned out. A friend mentioned super glue, but I felt that due to its rapid curing it would not be appropriate as time is needed to get the parts orientated. However, the thought occurred that a smear of super glue over the rubber may provide the necessary barrier for the adhesive to adhere. Using an old bottle of super glue, a smear of glue was spread over a section of the rubber seal and left to cure. Following this the adhesive recommended in the article was smeared on top of the superglue. After 24 hours there was no sign of the two adhesives separating. Subsequently, I covered the whole of the rubber seal with a film of super glue, let this cure and then seated it in a bead of the recommended adhesive in the moulding on the scuttle and applied the weights as before. After several days there is no sign that the rubber has lifted from the adhesive, so at this stage I am happy that the process seems to have worked. Despite all this effort I am no further forward in ensuring that the vent is actually waterproof. Time will tell.

During the process of taking apart and putting together I noticed several things that anyone else contemplating this project should look for.

- The bracket welded under the flap was not square with the edge so was slightly out of line when closed. This was cured by sticking washers of diminishing thickness to the back of the bracket to realign it.
- The moulded recess in the scuttle is not consistent all the way round which meant the rubber seal was raised slightly at one end which prevents the flap closing effectively. There is a slight amount of play in the holes in the bracket that can be taken advantage of to alleviate this, but as the operating spindle is not central, the whole flap may have to be twisted.
- When positioning the rubber seal, putting a good bead of adhesive in the recess, especially along the long sides, will ensure that it spreads around the seal when drawn into position when the flap is screwed down. Before the adhesive has time to cure, reassemble the flap onto its bracket and connect the operating mechanism and screw down tightly or do as I have done and place sufficient weight on the flap to close it. Let the adhesive cure for at least 24 hours.

Joseph Dobson

*Full marks for perseverance. I gave up on mine and sealed it shut. I can get enough ventilation in hot weather by driving with the screen cracked open, or the door window wound down. Editor*

# Your Letters

## Resistance

Hello,

We were present with our Traction 1949 BL during the commemoration of the first secret agent of the Special Operations Executive section F dropped in 1941 near Valençy, Indre.

Over 400 agents were dropped by air or sea; 104 of them, women and men, lost their lives.

The memorial was unveiled on 6th May 1991 in the presence of Her Majesty Queen Elizabeth The Queen Mother, of Great Britain.

Best regards,  
Ronald KNOTH



## Wedding Day



This is my Traction dressed for the wedding of one of my relatives last weekend. She ran perfectly.

Regards  
George Halsall

## Door Handles

Hi Bryan,

We are on the annual rally in Barnstaple. One little technical query that keeps coming up: "how do you remove the exterior handles?" Very simple: open the door with the internal handle, keep the internal handle depressed and you should now be able to remove the exterior handle. When refitting you still need to depress the internal handle.

Sorry I have no photos to illustrate, but a useful little tip.

Steve Reed



## **FBHVC: Following on from the last magazine's section regarding MOT's, here is an update from the organisation's latest newsletter on the (unchanged) position of the FBHVC on HV MOT free status, plus a further clarification on status when touring abroad. Verbatim**

### **MOT**

The Federation duly responded to the Government consultation about, inter alia, increasing the number of years before a light vehicle (the subject of the review) requires its first MOT from three to four years and possibly reducing their frequency thereafter from one year to two. This included the following question:

#### ***In your view should the exemption for historic vehicles be reviewed in the future?***

We did not think this issue was prompted by any particular event or campaign but noted that a review was promised when the legislation was agreed in 2018 and thought it probable that it was "tacked on" to this broader consultation. The Federation's Legislation Committee considered the issue and we took soundings from an industry partner. Our full response is on the FBHVC web page and some readers may have seen a summary in Classic Car Weekly already.

We took account of the fact that when the change was proposed in 2017, views across the HV community were split. However, in constructing our response we took the position that a change back to compulsory testing for HVs (which for pre 1960 vehicles had been in place since 2012) was not warranted. All the factors which underpinned the original exemption pertained. Light vehicles [of 40 years old and over] are usually maintained in good condition, are used on few occasions, usually on short trips and requiring a full MOT was unreasonable. In addition, the modern MOT was no longer relevant to these vehicles over 40 years old and an increasing number of garages could not test them adequately. We agreed with the Government view that there were benefits in the harmonisation of MOT exemption date with the date for Vehicle Excise Duty. Our view was that unless there was cogent and robust data which suggested that the safety risk attached to the exemption has been too high in terms of accidents in which road worthiness has played a causative or contributory part, it would be unfair and unreasonable to reinstate MOTs for HVs while relaxing the requirement for the rest of the motoring community.

That said, in taking this position, we stated that we recognised that the rolling exemption provisions mean that today's vehicles will in turn become historic and we considered that a future review of the MOT exemption for these technically more sophisticated vehicles may be needed again only if based on robust evidence. These later vehicles are clearly designed and approved to much more detailed standards and are compatible with modern MOT testing facilities.

To those who remain sceptical about the wisdom of MOT exemptions, I would like to stress that the Federation is in no way condoning carelessness or neglect by HV owners. I would like to remind everyone that the price for this regulatory burden being lifted is vigilance and effort on our part to look after our vehicles. We all remain liable in Road Traffic law for the roadworthiness of our vehicles and we risk our insurance policies being voided if we are in breach of the law.

### **MOT Again**

Some keener readers may recall that some time ago we sought confirmation from the Department for Transport, that the MOT exempt status of HVs would be accepted on the continent if owners took them overseas (see 4/2021). To date we have not received a departmental response even after hasteners. Our considered view then was that in law the visited country should accept the HV status of the vehicle and not demand evidence of testing. We cannot see any reason why that position would have changed and we have received no anecdotal evidence to suggest there is a problem. However, we also considered that a voluntary test would be a wise precaution for two principal reasons. The first is to provide a degree of reassurance that the vehicle is fit for the journey and has no obvious issues. The second is that in the event of an accident, there is some supporting evidence that the car had recently been found roadworthy by an independent source.

# Windscreen Seal



*Jack Peppiat wrestles with a new windscreen rubber.*

My 1950, Slough built Traction, which is in generally good order having been little used for fifteen years before I bought it, was showing signs of the windscreen external seal splitting around the corners.

A refresh looked to be in order so in 2022 I bought a new seal and discovered that there should also be a seal on the body seam inside the closed windscreen. I removed the windscreen (note to self, take the hinge screws out of the screen, not the body next time, see later in text) and removed the old external rubber blade, which had hardened and had become inflexible.

I began to insert the 'T' section of the new seal, which would not stay in the groove, preferring to pop out after fitting the next corner. I resorted to subterfuge, fitting some temporary, I hoped, paper wedges to keep it in place until joining the seal with super glue at bottom centre. Refitting the screen required three sets of hands and quite a lot of immoderate language (see note above) I also fitted the body seam seal, hoping this would reduce the draughts and wind noise that had been a feature previously, although it was obviously wider than the seam and not a good fit.

On the trial run, one side of the external rubber blade popped out of the channel section and the remainder flipped over in places, so not touching the body work. I soldiered on reinserting the rubber section, eventually tacking it in place with cyno-acrylate glue. The first time it rained while I was out in the car, the floor was soon awash. I was loath to use the car in anything other than dry weather from then on. Wind noise and drafts were much the same as before.

I measured the channel section groove and it was apparent that the supplied rubber 'T' section was not wide enough to stay in the groove. Searching the Jose Franssen website I saw several possible substitutions and ordered them all. So removing the windscreen the easy way this time, I offered the screen seal blade to the groove, which needed only a little help with a flat blade to fit. Tugging on the result did not remove it so I completed the exterior and cut the ends square and glued them together.

Turning to the body seam seal, the smaller three sided I had bought seemed a better fit than the previous one, however I decided to try the version with the soft 'D' section. It was not the easiest of jobs to accomplish, the corners being tricky, but a soft faced mallet and some helping words persuaded it into place. I blocked up the bottom of the windscreen on the bonnet and refitted the hinge screws without any additional aid (note, when there are two or more ways to tackle a job, do I always choose the harder one first?)

I gently closed the screen and was much relieved to see it settle onto the new 'D' section and the external blade seal closed on the bodywork. A 65mph run showed that draught and wind noise was absent from the screen and the blade stayed as it should. A day later there was an ample opportunity to try it in the rain, it remained tightly sealed, no water ingress at all, success.





Picture 1  
The old (7mm) and new (right hand) 8mm across the 'T' external windscreen 'blade' seal with the external stiffening rib



Picture 2  
The internal body seam seal, 5mm wide internally (left) 3mm wide (right)



Picture 3  
Alternative interior body seam seal, left side fits over body seal, right hand side is soft 'D' section



Picture 4  
Internal seal fitted



Picture 5  
The external blade seal fits flush and tight to the body

Part numbers for items referred to in the article: (Jose Franssen)

- 213.203-4-A Windscreen frame rubber after '52
- 213.203-4 Windscreen frame rubber strip inside (until '52)
- 213.017-113. Windscreen frame weather strip



# Bailey's Banter

I mentioned a while back that I did not know of any 4-speed gearbox conversions for the 15/6. Now I do. I am grateful to CCOCA member **George Dyke** who sent a link via Leigh Miles to a couple of Citroenvie articles from April 2016 and September 2017. These describe a 4-speed gearbox that has been created by Pierre Duperray. Back then the price was stated to be 4500 euros.

The final drive ratio is 20% taller than standard and it looks to be a well-engineered conversion. There is no funny business selecting reverse – no additional lever or knob to pull – reverse is right opposite first as it is on the standard box. Second and third are in the centre plane with fourth on a dog leg off to the left. The earlier article suggests the converted car would attend the 2016 ICCCR in Middachten but the 2017 article does not mention it. I know I was there but I can't remember seeing that car.

I've been messing around with my DS (ok DSuper). A hydraulic leak had me pulling the radiator out and since I was there I decided to change the front brake pads – since I could now see them. And of course one of the pistons was stuck fast. And so I spent more time than I was expecting understanding how differently Citroen did things on the DS than on the Traction. Inboard disc brakes reduce the unsprung weight and eliminate both fade and the need for adjustment. Mounting them under the hydraulics and the radiator may make them susceptible to contamination – certainly when the high-pressure pipe leaks! The first symptom (which I did not recognise as such until later) was juddering. The callipers were both filthy with oil and crud and, even without an LHM leak some of this must get onto the discs. The callipers, underneath the crud, turned out also to be the front engine mounts. Many of you will have known this but it was new to me. The callipers are massive – maybe because they double up as engine mounts or maybe just because, being inboard they did not need to fit inside the wheels. The DS was a pioneer in the use of disc brakes and they remained unchanged throughout its life. The 2CV and GS adopted the same scheme but the CX went to outboard brakes, presumably because the transverse power train left no room for inboard brakes.

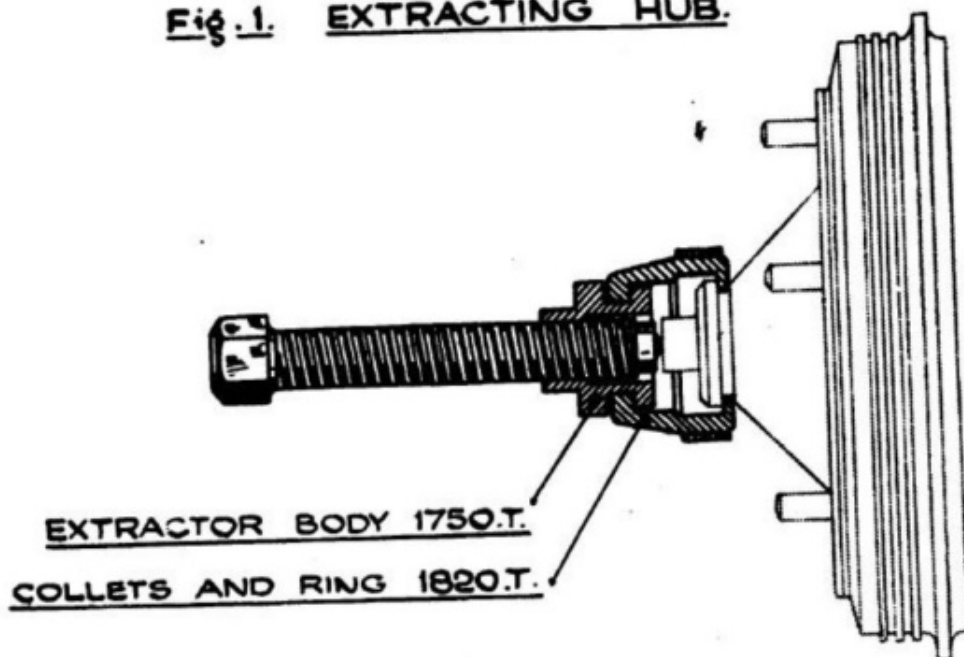
Was there a problem with the Traction brakes which led to the DS pioneering discs? Much has been written about the Traction's brakes. There are those who think they are rubbish and those who think they are quite good. The difference is partly about expectations – if you are used to a modern car with servo assisted disc brakes you might be surprised about the effort needed to effect a stop. And you might also be surprised about the need for occasional adjustment which does make quite a difference. The other difference, which may be demonstrated by those who joined the TOC rally in Devon, is the tendency to get hot

and smelly and ultimately ineffective after prolonged hard use – such as descending a long steep hill (low gear now please). This sort of thing is typical of drum brakes. Disc brakes will still benefit from a servo just as much as drums. And in extremis discs brakes will also fade. I remember demonstrating that in my Triumph Herald descending an Austrian alp at speed (don't ask). The big benefit of disc brakes for most of us is the ability to completely ignore them and still experience consistent retardation – until the pads wear out.

Inspection of the Traction's front brakes, which do most of the work, requires removal of the drums with special puller. I suspect this puts some people off, as do dire warnings

about the need to fit them back on the taper and tighten the nut properly. A properly adjusted set of brakes are more than up to the job of stopping a Traction – poorly adjusted brakes not so much. If after all that, you still hanker for an upgrade, I read in Citroenvie that a disc brake conversion is available from M. Duperray – he of the 4-speed 15/6 gearbox.

**Fig. 1. EXTRACTING HUB.**





I am grateful to John Stanley who responded to my question about why Citroen fitted two filler caps to the single petrol tank on the early Tractions. He sent me a link to a photo of an early Traction at a filling station pointing out that in the olden days you didn't know on which side of the road the pump would be. This would be before the days of long hoses. I did a little research of my own and found that the contemporary Peugeot 202 which was introduced in 1932 also had 2 filler caps. Maybe that car had set the standard? I see no evidence of Renault exhibiting this extravagance. But talking of Renault and extravagance – and nothing to do with Traction Avants, my googling brought me to a 1932 Renault Nervastella, built for the Astor family, the coachwork of which was inspired by Salvador Dali. The car can be seen at the Automobile Museum of Málaga. It is a thing of beauty and has just a single filler cap at one end of its external tank. They also have a Panhard Dynamique – a production car that makes the Dali inspired Renault look positively normal. I very much admire the style of the Dynamique – especially the 2-door version.

And so to matters practical and Traction. We are approaching the second three day weekend in May. I almost completely squandered the first one but did manage to grease all the grease points and check the plugs. I can't remember when I last looked at them – the gaps were ok so I just scraped the soot off three of them (the 4th was very clean - I now wonder if it was doing anything?) and put them all back.

You don't have to have a Traction to come on a Traction Rally – but of course it helps. Cars come up for sale regularly and whilst some asking prices look outrageous, the auction results show these cars to still be very good value. You can get a decent Traction for little more than twice the price of a 4-speed 15/6 gearbox. That's not great news if you are selling but good if you are buying. Who knows how long it will stay this way?

A couple of Tractions joined the West London and Surrey Group's Drive it Day jaunt to the Winkworth Arboretum near Guildford. One was mine and the other was **Martin de Little's**. Thanks to **Darrin** for organising it and getting a colourful selection of Citroens despite the dampness. I think 8 Citroens turned out for this and I only saw 3 other old cars the whole day. Old Citroens rule!







As I write this the TOC Jersey rally has happened but the TOC Devon rally has not – it's getting close though! Jersey was great, with over 30 Tractions of one type or another and Bernie Shaw's B5 and Stephen Prigmore's C4G. I was particularly pleased to see the latter because I hadn't seen it before. It has a tailgate and looked very good next to the Traction Commerciale. These cars represent the world's first and second hatchback cars.

Almost the whole range of Tractions came on this rally – from a (actually the) 1934 Slough-built Coupe, four (yes count them four) Slough built Roadsters, as well as examples of Light

15, Big 15, Legere, Normale, Commerciale and a Big 6. Notably absent was a Familiare (which we would have had, if it hadn't been taken ill with big end problems on the way) and a 6H. One of the Normales was even fitted with Gregoire rear suspension. It was a very pleasing array of cars which we displayed in various places around the island including the front garden of the Seigneur's rather splendid manor.

This collection of cars contained a few points of interest (to me at least) that were new information.

I had assumed that the rear torsion bars on a car with Gregoire suspension were the standard item – but James Geddes (for it was his car that was so equipped) told me the Gregoire kit includes springs with a lower spring rate. This means soft springing most of the time becoming stiffer as the deflection increases. Actually I should have known this because a chapter in a contemporary book describes it exactly.

And then there was Eric Pennington's steering lock. In the UK it became mandatory for new cars to have steering or transmission locks from 1971 which meant most cars adopted combined ignition switch and steering lock. My 1971 Triumph Herald has such a thing which makes it a rare and prized thing amongst those who like Triumphs. Eric's car was made in 1952 and looks like it was fitted with a steering lock / ignition switch from new. But what happened to the hole in the dashboard for the original switch? There is no hole in the dashboard – and no evidence it has been filled in. Such switches were advertised as aftermarket items but did Tractions ever come out of the factory that way? Eric's car suggests they did.







And then I discovered boot scrapers! You will have seen the aluminium trim pieces at the bottom of the front and rear wings. In the accessories catalogue they are called Sabots d'ailes which Google translate says mean wing hooves. I rather like that. In France they were supplied by Robri or Axo. I had not realised that Slough cars would be fitted with items made by Radwar. In each case those for the front are available as long or short version and may feature slots to which I had paid no attention at all. I had to go all the way to Jersey to learn that the slots are boot scrapers. My car does not have such slots which may explain the state of the inside.

Before we left for Jersey I did a little maintenance in the form of greasing. I also got around to a couple of electrical jobs.

For some time, my headlight switch had been getting rather temperamental needing to be set in just the right position to give dipped beam and not working at all on main beam. It was also getting rather hot. All this pointed

to oxidation on the contacts – or worse. So I took it apart and cleaned the contacts and tweaked the springs to give a bit more contact pressure. It now works as it should and does not get hot at all. I last did this in 2015 so I guess I can look forward to doing it again in 2030.

I also, finally, fitted the new indicator switch with the hazard warning feature. This replaced both the older column switch I had fitted in 2014 and the relay that failed a few months ago. What do I think of this switch? On the whole I am pleased. It's easy to fit but it's not discrete, being shiny chrome effect with a big red knob on the end. It is secured on the column using a jubilee clip which holds it firmly in place. I find the shiny finish reflected in the windscreen so I may be adding some black tape or paint to the top surface, or even the whole body. The stalk is the right length for the Traction steering wheel and the switch operates with a solid feel. The stalk itself is a little rough on its rear edge but I'm the only person who knows that – except I've told you now. The switch body has tell-tale lamps for left and right which, with my two-spoke wheel, are obscured when going straight on. A car with a three-spoke wheel would not have this problem. Is it even a problem? Well, the point of the tell-tale is to stop oneself being that person who drives along a straight road for mile upon mile with the blinker flashing. One can always wire in separate tell-tales somewhere more visible. The relay that comes with the switch is solid state for use with LEDs and I expected it to be silent – not so, it has a proper click. Thinking there would be no sound, I fitted mine under the bonnet where it is accessible rather than inside the car under the dash. Even so, I can hear it clicking so I'm not really bothered about not seeing the tell-tale. There is a big red light for the hazard function which is operated by a red pull knob with a separate red light. This is quite bright and visible even behind the steering wheel spoke. I was surprised that the red light flashes once every time you turn the indicator off. I don't know why this is, but it does not flash the indicators themselves.

Happily, in Jersey my car did not require the use of the hazards, although another car's misfortune did when all the smoke escaped from its clutch leaving it stranded and blocking the road.

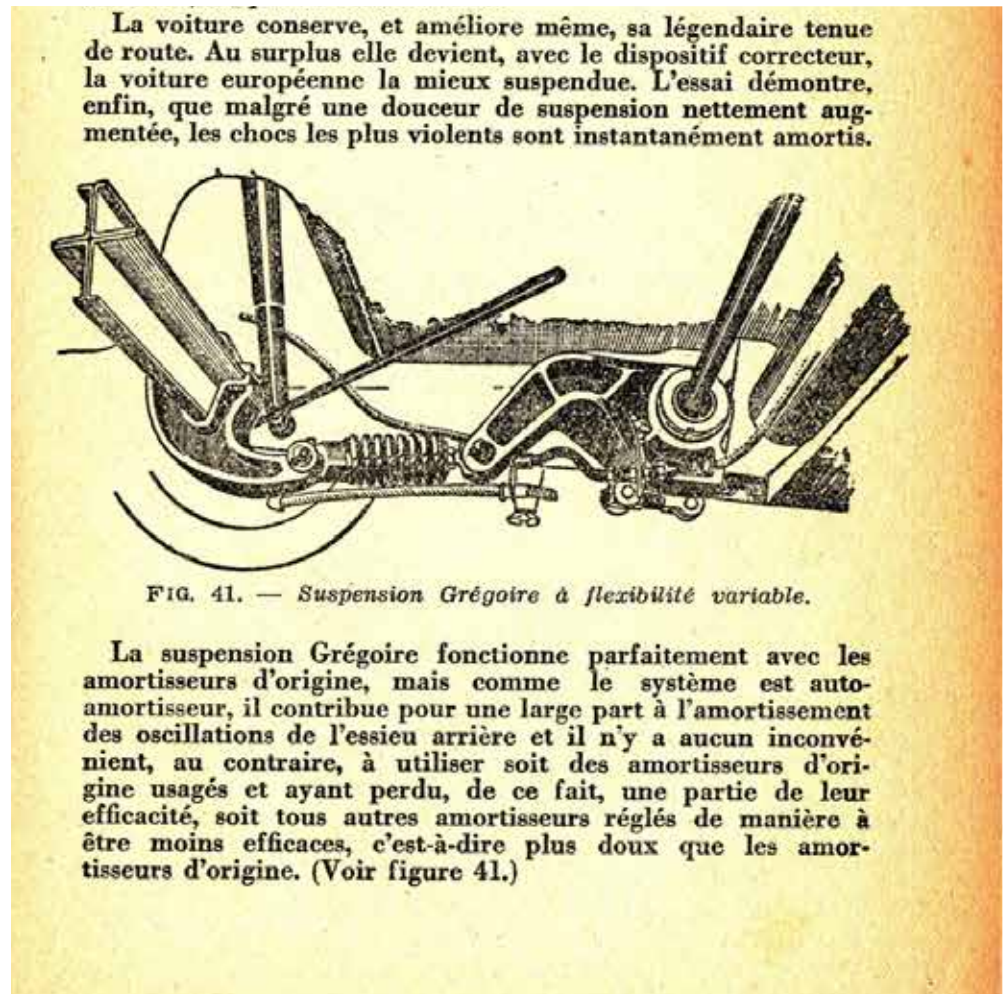
Now with Jersey behind us and Devon approaching I decided to tackle another long-put-off job. I don't mean changing the oil – although I did do that and was pleased to see less metallic debris attached to the sump plug magnet than I have seen before. At a minimum this means the magnet is cleaning up the engine faster than the engine is wearing out and that's a good thing.

My long-put-off job was replacing the torn CV joint boot. I replaced the original drive shafts sometime around 2016, choosing to dispense with all the UJs and have both inner and outer CV joints. I'm not sure this was a good idea. If I did this again, I would probably retain the splines and the inner UJs and just have CVs on the outer joints. This is the second time the boot on the nearside inner joint has failed. The first time was in 2018 after about only two years. When I replaced it the first time I discovered the inner surfaces were already damaged – probably due to a blanking cap having become trapped inside the joint causing side loading. This was the case with the other side too. Notwithstanding that I put it back together (without the cap) to see what would happen. Eight years later it was interesting to compare the condition.

I had been driving the car with the torn boot for the last two years. "That's terrible" I hear you say and, had it been subject to an MOT it would of course have failed. The boot is there to keep the road grit and water out and I was expecting to see some really grubby, crunchy grease and rust inside – but not a bit of it. The grease was perfectly clean and there was not a spot of rust. The damage seen in 2018 had got slightly worse – but I have put it back together again – again. There is often a slight single audible click when starting off but that's the only symptom and it has not changed over the last five years. It's not doing any good as the damage must be impeding the sliding action, adding to the axial load on either the outer joint or the gearbox bearing – or both. Why did this boot and only this boot fail twice? None of the other three have failed at all. I don't know why the first one failed, but I wonder if the second one suffered from some kind of memory of the stress from being stretched over the CV joint. If so, we'll see if the new one goes the same way. But soon I will have to replace both shafts. My options are to buy new shafts with either CV joints at both ends or just at the outer ends, or to rebuild my original shafts with new UJs. I am tempted to do the latter but am willing to be talked out of it.

Meanwhile it's time to give the car a clean before heading to Devon.

Chris Bailey







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**Steve Wright's 6H and Mike McDonald's Light 15 at the (alas now defunct) Manchester Classic Car Show back in 2019.**

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# Jersey Rally Report, May 2023....at last



***The Jersey rally, much like the 2022 National, was hounded from pillar to post by the various Covid restrictions. Now at last, in May of 2023, the club was finally able to hold its Spring Rally on Jersey, based at the Westhill Country Hotel, set in five acres of beautifully landscaped south west facing gardens on the outskirts of St Helier, ...***

All arrangements had previously been made by Brian Follain and Bev Oates back in 2020 for the Jersey Traction adventure!

Then there was Covid!

Four years in the making, but it finally went ahead and was certainly well worth the wait! The Westhill Hotel even offered exactly the same deal as before! Couldn't have asked for better food or service and our Gala dinner was very kindly sponsored by Motormall.

For Steve and I, it was our first organised trip! We met so many lovely people and had a wonderful time.

Bernie arrived in his 1932 RWD after a one hundred and eighty mile journey to the ferry in Poole. He picked up a hitch hiker who had run out of petrol and offered him a one way lift to the nearest petrol station! Bernie couldn't risk taking him back again, particularly when he only has a top speed of thirty five miles per hour and, having no side windows, was getting wet!

Stephen Prigmore wasn't sure about his 1932 C4G getting there, so he bought his trailer, although he didn't take into account the height! Condor Ferries moved him and Tina onto the Portsmouth ferry which took all day to arrive in Jersey!

However, their Trailer came into very good use when the clutch burnt out on Marcel's Traction! Fortunately Marcel and Hazel were able to limp home!



Graham and Sally made the effort in spite of Sally having had a new hip six weeks ago! Graham hadn't realised there was a lockdown during Covid as he had spent the last four years isolating in the garage, renovating his cherry red 1948 Light 15 to perfection!

Mike and Sandy's Traction had broken down in France, a trip planned beforehand, yet they made it to Jersey in a hire car! Sandy is the only amazing woman I know who drives a Traction!

Jonathan and Barbara had to drive back to Bedford when Barbara hadn't bought her ID!

There's not much that Chris doesn't know about Traction, he also loves to give a helping hand! Having said that, everyone works as a team and are happy to offer advice and their expertise when needed!

Everyone made a mammoth effort to be there! Thirty four cars in all! What a spectacle we were in convoy!

We visited the Pallot Steam, Motor and General Museum, which took us all back to times past! A great collection of steam, motor, farm and other machinery.

The Eric Young Foundation amasses one of the finest collections of orchids. What a variety and abundance of colour. The Foundation has won ten gold medals at the Chelsea Flower Show! We were able to walk around the "growing areas" which the public are only allowed to see from a viewing point.





We also visited the War Tunnels, built in 1941. Over 1 Km of underground tunnels built by slave labourers during the German occupation, containing a museum, painting a true picture of what it was like for the islanders who lived there during this time and then had a fun afternoon at the Gerald Durrell (naturalist and writer) Wildlife Conservation Trust. A marvellous menagerie of animals in a historic Zoo, established in 1959.

We were most privileged to be invited for morning coffee and cake at St Ouen's Manor House and were greeted by the owners Charlie and Georgina Malet de Carteret (Seigneur of St Ouen), the French Ambassador and the Mayor of Jersey!

The Manor House has been in the same family for 900 years and isn't open to the public.

We explored the beautiful gardens, pools and chapel.

It was very moving and poignant to see a plaque next to the copper Beech tree where a French boy was captured by the Germans and shot! He was the only civilian killed on the island and he is remembered every year.

A few of us called in to the Jersey Pearl and bought a pair of earrings for a souvenir! Sandy and I had our eyes on the same pair!

Brian had organised a scenic route which some of us explored!

It was very well organised and we are looking forward to meeting up with all you lovely people again!

Thank you so much for such a memorable holiday!

Barbara Palmer.



*I have received a record number of images of this event and my thanks to all who have contributed, and who I have attempted to list on the following photo pages. Please don't be disappointed if I haven't used one of your images, you may well find them popping up in coming issues. Editor*



## Jersey Rally Report



Left and below: At the hotel , outside St Helier.

Middle Right: at the Pallot Museum, which contains a variety of vehicles, and farm equipment from Jersey's recent history.

Middle left: C4 belonging to Stephen Prigmore.

Bottom left: Dining Alfresco

Bottom right: at the War Tunnels







Left: Jolly chap at the seaside.  
Eric Pennington with his car.

Below: at the Manoir de St Ouen.

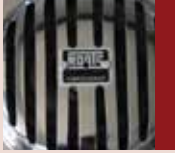
Below left: parked up at the War Tunnels

Bottom right and left: Cars receiving some attention en route.

*Photos by  
Hazel Nelson, Sheila Pennington, Tony  
Stokoe, and Bev Oates*







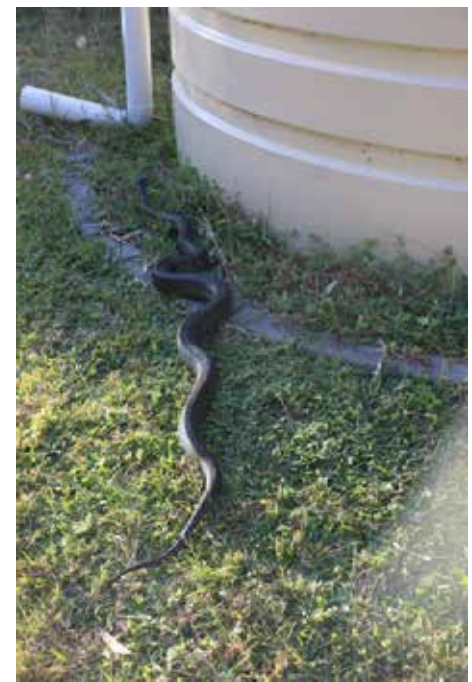
# Big 6 Downunder

**Things are progressing on the other side of the world as Kevin Taylor's car really starts to come together very nicely and he is into the detail specification of accessories. Also, an unexpected visitor comes for lunch!**

The re-wiring continues and as the car came with no electric horns it was necessary to find some replacements.

I ordered a pair of 12v horns with a bit of bling.

The fittings are slightly different so I had to adjust the bracket as I wanted to use the existing fittings. When I started to strip the driver's side of the bonnet it was obvious that it needed welding. My welding skills are limited but I am happy to tackle none structural repairs. I cut out a rusted piece about the size of a postage stamp but was surprised to see the hole had penetrated the inner section where it is double skinned.



I had a surprise visitor today in the garage. I could hear a noise which is unusual as snakes make little to no noise.

A Diamond Python about 1.5 to 2 metres in length was looking for a feed.

They are not venomous but a surprise none the less.

The first pic shows the python in the garage and later when he decided to explore the garden.

*(Obviously a candidate for the occasional 'what else do you have in your garage' feature, Editor)*



Previously I had bought brake lights but needed both indicator/rear lights and these were ordered from the UK along with the retaining spring for the vent/flaps on the inner wing.

The car originally had no fittings on either the bonnet or inner wings so I had to discover how they fit and operate. Thanks to Mark, who also has a Big 6 as well as a Big 6H for sending me a couple of pictures showing clearly where it attaches to the front grill. One more problem solved.



I've struggled to get the dash back in the car. I separated the wooden dash from the instrument cluster and removed the steering wheel to give me more room. I would like to keep the semaphore/trafficator lights as well as adding more up to date lights but couldn't get them to line up in the panel between the two doors.

Only when I compared them to the frame that I had removed previously did I realise that the fittings are different.

I had to remove a section from the base of the semaphore plate to allow it to slide more easily and have room to attach it in place.

*Thinking of rear lights, I quite liked the solution that Roger Grix used on his car in the last issue of FP (Page 19).*

*It uses the rear light clusters from a VW Beetle, painted to match the car, and gives quite a neat combination of indicators and rear/brake lights, without looking too non standard. I have been looking for something a bit neater for my Light 15 and might try this. Editor.*



## Committee meeting held on 4th June via Zoom.

### Website

We have moved to a new Host for the TOC website. Members should see some layout changes and find the system is a lot faster.

We are looking at ways to allow Section Co-ordinators to access their own section in the social page so we can keep the Sections up to date and interesting!

Thank you to Simon for the hours he has spent on this over the last few weeks.

### Treasurer

The Accounts for the year will be printed in the August FP prior to AGM. We still need to look at ways to keep costs down and decided we could make savings by using a Mobile number for the Helpline and so end our Contract with Virgin Media.

Also to change from the Barclays PDQ machine for Spares.

### Spares

Chris apologised for any delay in orders going out as he needed to prioritise the health of Vanessa and himself at the moment. All agreed family comes first – before his work as a volunteer for the TOC.

Still issues with importing goods from CTA which also delays orders.

Agreed a deposit must be paid before members can purchase reconditioned exchange goods. Costs are continuing to increase re postage, electricity etc so we are looking at other ways to manage this.

### Editor

Thank you for all the articles arriving re social events with lots of photographs. Please keep sending technical articles.



### Membership

At the time of the meeting 244 people not paid for 2023/4 membership. So far we know 14 have decided to leave – main reasons are old age or sold the car.

### Social

The annual rally is next weekend so the report will probably go in FP in September issue. Shame the numbers are so low this year – 22 cars – but it has probably been affected by the proximity to the rallies in Jersey and Brittany.

The Farnborough Show and CarFest are both in August – Jim is looking for volunteers to help on the TOC Stand. Hopefully there will be an annual rally in 2024 in the North East – more information soon on where and when.

Local accommodation for the 90th anniversary event at the Circuit de Charade is getting booked up and already members are reporting booking Hotels that are 30 km away!

### Media

James Walshe from Practical Classics is writing a feature on Chris Goffey and asked for a Traction for photos – Jonathan Howard has offered his Traction.

James would also like to attend the 90th event in France travelling there in Tractions – Chris and Jim to coordinate this.

### Next meeting

Will be in the autumn to coincide with the AGM. Details to be published in September FP.



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# Events



By the time that you read this the two main TOC events of the Spring/Summer will have passed by and you should be able to read a report on at least one of them elsewhere in the magazine. We only generally

include events which have an 'official' TOC presence, or a strong Citroën theme, but there will be many other events in your area throughout the year, and your Section rep may be able to advise where these are and what is involved. Contact Jim Gibson for events listed below. [surrey-hants-sussex@traction-owners.co.uk](mailto:surrey-hants-sussex@traction-owners.co.uk)

## British Motor Show: 17 -20th August. Farnborough.

The club will have a stand at this event. **Use club code CLUB 10 to receive a discount on online admission bookings.**

Set up day is on Wednesday 16th for any cars that are available for the full event but as previously we will be able to accommodate you as day visitors to add to the display providing you arrive by 08.30 and depart after the show closes at 6pm .



Please let me know if your car(s)

is/are available and we would like hear from anyone who could volunteer to help us man the TOC stand, whether they have a car on display or not! 07594 232602 Volunteers also needed to help with Carfest, the following weekend.

[surrey-hants-sussex@traction-owners.co.uk](mailto:surrey-hants-sussex@traction-owners.co.uk) Jim Gibson)

## Pistons and Props



We plan to have a TOC attendance at this year's **Pistons and Props** at **Sywell** aerodrome in Northamptonshire, this is a really good established show and nice and central for many members. Contact Jim at above email for more details.

Also more info here. <https://www.sywellclassic.co.uk/>



## Lancaster Insurance Classic Motor Show

The club will also be having a stand at the Lancaster Insurance Classic Motor Show 2023 at the NEC in November. More details to follow in the next magazine.



## Traction 90th:

Coming up in 2024 on the **9th/10th/11th of May** is the **90th Traction anniversary celebrations** in Puy de Dome, in France. Entry fees include unlimited access to the Charade site and circuit, as well as entertainment during the 3 days of the event. A cocktail reception for the evening of Thursday, May 9, 2024 is also included in the registration price. Only Traction Avants from 1934 to 1957 will be authorized to access the Charade site. <https://90ansdelatraction.com/accueil/programme/>



# Brake Shoes

**Following on from the previous articles on the MOT and the wisdom of regular checkups of your car, the following is relevant.**

The photograph below shows a set of front brake shoes removed at the end of April this year from my 1964 Volvo PV544, after a couple of lengthy drives in which I experienced some brake drag, ie; slow release, when the car had been driven for a few miles.

Yes, I know it isn't a Traction, but the Volvo has non servo drum brakes similar in format, and technology, and if riveted, then this could be how your shoes look. I had previously inspected the brakes during lockdown, and they were fine, so this was a fairly recent development after very few miles. The cracks radiate from either a rivet point or from the leading edge of the lining, and appear to be the full depth of the material.

The brake drag wasn't caused by this, I suspect, but probably either a tight wheel cylinder, or a bore restricted flexible, preventing the hydraulics from recuperating properly, and all of which I have now replaced. (The master cylinder was replaced around two years ago). Plenty of 'meat' left on the shoes otherwise, but how long before the cracks joined up somewhere and the lining broke up. The shoes, were obviously after market, without any Volvo branding and comparing with the new units, also lacked chamfering at the leading edge of each lining. These were the brakes originally fitted on the car when purchased back in 2014 and I recall that I recorded them as looking fairly new when checking the car over after initial purchase.

A further issue was that on a rear brake, one of the pegs that retains the shoe to the backplate had vanished allowing the shoe to tilt against the inner face of the drum and wear eccentrically. Oddly enough, the brakes themselves still worked fine, without pulling to one side, etc. but sometimes seemed reluctant to release properly when hot.

As a matter of interest, an MOT would not have picked this up, because the brakes previously worked in a straight line and were as efficient as ever, and the MOT allows no dismantling. How do your brakes look? This in itself, is a good reason to check your car over annually, and not rely on an external examination similar to an MOT inspection alone to verify that your car brakes are in good condition. Editor.

Postscript: I eventually rebuilt the brakes, but seemed to be unable to bleed them. Guess what, one of the new wheel cylinders had a piston seal missing and was simply filling up the drum with fluid at each stroke!!!! I am now waiting for the replacement!

Editor



## This could be your last copy of Floating Power!

As you will have seen from 'In Committee' there are, at the time of writing, a significant number of non payers of the annual membership fee of £40 at the moment. If you are one of those members, this could be your last copy of Floating Power if you do not pay your subs in the very near future.

Please consider setting up a Direct Debit for future payments. All details of how to pay are on the TOC website and a renewal form. If you have lost the yellow letter contact John Oates Membership Secretary.

# Classified Adverts

## Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

## Classified Adverts – Non Members

£20 inc VAT per insertion.

### Trade Display Adverts

Trade adverts are available in colour or black & white at 1/4 page only.

### Please note

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

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



## CARS FOR SALE

### CARS FOR SALE -

#### John Gillard Classic Restorations:

For full details please contact 01892732079/07763 144598

• **1951 11BL LHD, small boot.** Maintained by me over 30 years including a major overhaul in 2015 and upgrades including 12v alternator, seatbelts and recent brake overhaul. £14500. (currently in Kent at JGCR premises.)

Arriving shortly from Herefordshire:

• **1955 m NOW SOLD D, Big boot,** fully restored by me in 2014 and brakes recently overhauled. Good tyres, rewire, respray, seatbelts, alternator: £16,000.

• **1951 11BL LHD, white, small boot.** Imported abd restored early 90's. Major overhaul and respray 2022. 12v with alternator, and electric pump, recon engine, £17,500

• **1952 11BL LHD, Blue. Small boot.** maintained by me over 25 years. mechanically good but needs bodywork attention and interior retrim. £9,500

• **1938 11F LHD, black, small boot.** Restored 1990 and used daily. 12v with alternator, recon engine, 10 x 31 gearbox, newly reconditioned front suspension silentblocks, mechanically excellent, body and interior serviceable but would benefit from reconditioning. A rare car £16,500.

### FOR SALE:



#### Citroen Traction Avant 11B Normale

LHD in need of 'restoration' no hubcaps, no chevrons, engine free „last ran early 90s. offers around

**£3500 Contact details Dave 07962400585 East Yorkshire (non member)**

### FOR SALE:



**1953 Light 15:** Mechanically good, rebuilt gearbox with 10x31 CWP. Alternator, electronic points. Clayton heater. Interior re-upholstered, new headlining. Front and rear seat belts. Door panels/ bottoms and cills replaced in my ownership. Bodywork showing its age since re-spray 22

years ago.

£9000 ono. More info and pictures contact **Alistair Mob: 07956840654. TG3002@btinternet.com**

### FOR SALE:

#### Citroen 1952 11BL



I am selling YFF427 as am away too often, too long to make best use of it. Cute & compact French built Légère, LHD, original in black, cream wheels, 6 volt, front seat belts, very nice condition, pulls well and has never let me down. Benefitted from Darrin at Staines engine out bottom end check and clutch inspection, new NSF driveshaft & brake drum, and front & rear brake seals. New OSF driveshaft fitted with John Gillard. Recent coil, leads, points, condenser, cap, fuel pump, tank sender, spare Solex carb kit & drum puller. £9300. Can be seen Reigate. **Contact Mike on thewestmans@gmail.com; or 07593 067840.**

### FOR SALE:

#### 1952 big boot Onze Legere.

Owned by myself since 1997, gosh that's twenty six years!

Fitted with balanced ID engine, runs very smoothly. Door bottoms welded after purchase and still totally rust free. Interior retrimmed in original material with new headlining. All round a very tidy vehicle, prospective purchaser has the option to buy at a reasonable price any of a large number of spares. Car is in Mid Wales. £12,500 ONO. **Dafydd Evans. e-mail dands@btinternet.com - Mob. 07944131671**



### FOR SALE:

#### Citroen 11BL 1955 LHD

Space and time commitments mean we cannot make best use of this fully

restored car. A head-turner, French built, originally a Paris taxi, with original discs displayed. It has had a bare metal respray on what we understand was originally white. Certificate from the Citroen Car Club dated December 2011 states that this chassis number 667272 indicates it was manufactured in Paris 1955. Interior restored with red leather, door trims and matching carpets. Rebuilt engine with





solenoid starter (replaces cable pull), electric solex fuel pump, new radiator and electric steering. New exhaust system. Documents and receipts available. Insurance Agreed Valuation of £16000. £11500. Worcester area. **Contact Tony ajacobs@protemgb.co.uk or 07780462749**

**FOR SALE:**

**1955 11B LHD** Grey 80% restored, bare metal respray, new floors, sills and door skins. Overhauled engine plus gearbox and many new parts. £9.000 Ono. **Contact via email richardseggons@icloud.com or 07999494250**

**FOR SALE:**

**1939 Slough 12** for sale. Needs total restoration. Been garaged most of its life. Part dismantled but all parts with car. New door panels and bottoms, outer cills, boot valance from CTA available. Requires new floor. 4 x Pilote wheels available with car. Original registration number and buff book. Open to sensible offers. Not many of this year left. For more information and pictures contact **Alistair mob: 07956840654 or tg3002@btinternet.com**

**PARTS FOR SALE**

**FOR SALE:**

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

**FOR SALE:**

Many Traction parts for sale. Images available of all items Three Slough chromed grills Carburettors. 30mm. sidedraught Solex with inlet.



Solex35 FAIE x2 with inlet manifold and heat shield. Used as a performance upgrade over the standard carb.



Exhaust manifold for pre war side draught carb. Part no. 452633 11D cylinder head complete.

Gearbox case, no internals.

Track rods and track rod ends.

Slough chevrons

Pair of front torsion bars, plus one.

Six wishbones with shafts.

Starting handle.

Front suspension cradle, excellent.

12" brake backplate.

Several headlamp plinths and spats.

Radiator - Bell housing

Excellent front wing NS very early with circular horn aperture, possibly NOS. Part no.298731

Excellent small boot

Various door locks, window winders, brake cylinders, wheel nuts plus many small

fixings and bits and bobs all at a reasonable price **please call Dafydd Evans on 07944131671 or e-mail dands@btinternet.com (Mid Wales.)**

**FOR SALE:**

I have a fully reconditioned Lucas Starter Motor, 25531 D, 12V (52) M418G for Sale to suit Slough Traction's 1946 onwards. Professionally Reconditioned. Receipt included with sale. **£145 + £16 postage contact Davy Selfridge 07729518992 email davidselfridge52@icloud.com more photos or information if required.**



**FOR SALE:**

Three Michelin X tyres. 165x400 Date unknown but with plenty of rubber. Offers? Or swap with other Traction bits. **ronanjacksill@gmail.com**

**FOR SALE:**

**Towing A Frame for classic cars with solid bumpers.**

Used to tow a Light 15 without a second driver. It has a braking system that applies the towed car foot brake. It is connected to the lower link arm by chains. Better than rope towing! Supplied with trailer light board. £100



Please give me a call or email me if you have any questions. **Roger Waters. Mobile 07831173861 email: rogerwaters@me.com (item is in Camberley)**

**FOR SALE:**

**Magazines** Free to a good home, a selection of Floating Power magazines, covering years from 1989 to 2004. Some missing but most there and also July 85. All in dark blue and

gold binders, in good condition, collection from Exmouth, Devon. **Tony Stokoe 01395 224542 tonystokoe@me.com**

**PARTS/CARS WANTED:**

**Parts Wanted to restore my Traction - 1952 Small Boot, Slough Light 15:**  
Door[N/s Front ] - some rust is ok. Glass and fittings not needed  
Rear boot floor panel - surface rust is ok.  
Steering wheel - brown or mottled plastic.  
Bonnet centre hinge strip + end fittings [Finish on all chrome items should be shiny or not pitted. Does not have to be perfect].  
Headlights [Lucas MBD type]  
Door Handles exterior [except driver's] + base plates  
Boot Handles + baseplates  
Bonnet side handles [4]  
Hubcaps [3-stud fitting]  
Radiator grille mesh and chevrons  
'Wings' cover for grille hole  
Dipstick + guide tube [later type]

A good opportunity to shift some of those useful odd bits you have had for years!

**Let me know what you can offer at; tony@tofficat.uk or 07941-949760 or 01243-781040. Tony Hodgekiss**

**PARTS WANTED:**

Two wheels with slots as per late French Traction.  
Two pre 1953 wheels will then be available! email **ronanjacksill@gmail.com** (Burton On Trent)

**MEMBER SERVICES**

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

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

**TOC SHOP**

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



TOC Grille badge £20.00



Polo shirts with new logo: various sizes £15.50



TOC Mug, essential for the workbench £6.00



Hi Vis Vest £4.80



TOC Leather Key Fob £8.00



TOC Binder to keep the back issues of Floating Power tidy £8.00



TOC Brooch/Lapel Badge £3.99



TOC Umbrella £20.00

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



