

# *Floating Powers*

September - October 2023

Official magazine of the Traction Owners Club Limited





## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

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## Missing Magazine?

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## Be a part of Floating Power...

The closing date for input for the November/December *Floating Power* will be

**Sunday 15 October, 2023**

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

Bryan Pullan on:

editor@traction-owners.co.uk

## Cover Image

*The view from  
Mike Tebbet's  
kitchen window.*



# Editor's Epistle



Well the big event this year on the TOC calendar was the National Rally down in Devon, and a report in the following pages shows an enjoyable event in wonderful surroundings. A little disappointing therefore, that only 20 Traction were

ultimately present. Even allowing for the fact that numbers were down slightly as a result of a couple of breakdowns, that is a fairly small turnout for a membership of around 600 persons, of whom at least two thirds are somewhere in the UK. According to my maths that is a 5% turnout.

Of course small can be beautiful, I certainly enjoyed a relatively modest rally in 2022, as indeed I think did most of the participants and I was not that surprised when numbers dwindled in the Lake District, down to around 24 cars, especially given that the largest percentage of members live in the southern half of the country, a good many miles away. We, however, started with bookings in 2019/2020 of around 38 members initially and at the time I attributed some of the subsequent attrition to the ongoing uncertainty of two successive cancellations due to Covid. But now I do begin to wonder if this also represents a trend that is going to continue.

We have managed larger numbers in relatively inaccessible parts of the UK over recent years. 2017 in Scotland and 2018 in Snowdonia both resulted in almost twice as many participants. We then have a gap of three years, after which participation has plummeted. Certainly in Northern Section, we are seeing less inclination to attend events and shows, and I suspect that this is repeated across other Sections too, judging from the reports that come in (or don't) from Section Coordinators. However the Jersey and Brittany rallies were quite well subscribed in spite of the relative inconvenience of a sea voyage to reach the start. Perhaps it is because sitting in a ferry is just easier than coaxing a car along busy main roads. Or are we just disinterested in our own country.

Perhaps there is just too much going on in June and July these days to inspire more of the membership to take part, and it will be interesting to see whether the 2024 rally, to be held in the North East in September '24, tempts more Traction out onto the road in spite of its northerly location, at a time of year when the annual calendar of events is drawing to a close, and finances have perhaps recovered from expeditions to Brittany, etc..

Before anyone comments, no, I didn't partake in the Devon rally either. Lancashire to Devon is quite a major drive and my recent experiences with my Traction's (un)reliability didn't inspire me to have a go. I had only just put things back together after a gearbox failure and was still experiencing a few teething troubles, some also arising from a lengthy period off the road. Even in a reliable car, such a drive, probably largely on A roads due to the extremely hostile nature of much of the motorway network these days, is no mean feat, (and this is potentially another reason why there is a marked drop off in members' interest in longer distance events) and I am envious of the courage and stamina of the likes of our President who drove from Northants to Jersey in his 5 hp car. However I am also sympathetic to anyone who looked at the map and thought, 'oh my goodness' (or words to that effect) at the prospect of an extremely long distance drive in a seventy odd year old car without most of the mod cons that we take for granted in the 21st Century. Plus of course, there is the cost of such a journey, including fuel and hotel en route stopovers, which is also not to be sneezed at.

So, maybe the pattern of club life is changing. One thing is for certain, you, the members, need to let us know what you want in the way of club events, we are, after all, here for your benefit, not vice versa.

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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

Barnstaple was most enjoyable, despite not having my own car there. The hotel was an ideal base for our weekend in the bottom left corner of the UK, the itinerary was enjoyable and made even more so by the fact the weather was kind to us .... and it was fun to be at the wheel of a Légère again, courtesy of Ian Harvey.

I finally collected the 15/6 from the body shop just one hour prior to its long-booked MOT. The wait was worth it as they had made an excellent job of the sills - work necessitated by a surprise "advisory" when it was tested in June last year. Needless to say, it passed without comment this time and, apart from a bit of grease and oil change, was ready for the much-anticipated CTAB's "Brittany Rally".

As ever, "Britney" was everything I had hoped it would be after an absence of 5 years ..... Wonderful hospitality, excellent company, superb drives and the obligatory picnic in the rain. In fact, I'd almost forgotten what it was like to be bowling along in a convoy of 40+ Tractions one minute and then, just moments later, blocking the road for a quarter of an hour while we all park neatly in a specially reserved car park.

This was Martin Nicholson's last year as CTAB/TOC go-between. On behalf of all the Brits whom he has nursed (sometimes spoon-fed) through this annual sortie, I thank him most sincerely for his sterling efforts over many years.

Regarding Brittany, I am very sorry to have to report the death of long-standing member and ex-Chairman and Director, Roger Dyer. Roger was one of our earliest contacts with the CTAB, forging the friendship which led to the now annual invitation to their rally.

I stayed on in France for a little over 2 weeks more, spending a few quiet days at La Rochelle before going on to visit friends in Niort for several days. From Niort I headed back up to the Loire region to annoy more friends and attend the Le Puy-Notre-Dame "Retro Grand Prix". Organised by the local vintners it is an annual event for pre-war vehicles, held over the last weekend of July with the narrow streets of LPND sealed off to allow drivers to demonstrate their vehicles on a circuit of about 2 kilometres for 6 laps.

It is not a race, but all vehicles in each one of the 4 classes - light cars, tri-cars, motorcycles and m/c combinations - take to the circuit to clearly "demonstrate" driving skills and vehicle performance! A great weekend for anybody interested in old machines as the definitions of "racing" and "demonstrating" tend to overlap considerably.

Thereafter the weather became more than a little inclement as I continued north to spend a last couple of days in Normandy before sailing home. Driving a Traction whilst wearing flippers is not easy, but two days of torrential rainfall highlighted the fact that my 6-year-old fitting of the scuttle vent rubber had passed



its sell-by date. However, apart from that and an ice-cream van like chiming from the exposed starter ring (broken Bendix return spring since replaced), the car behaved itself and ran perfectly for the round trip of over 2500km.

I am actually writing this on the first "French Day" to be held at Brooklands. Unfortunately, other commitments mean I can't be there but I look forward to feedback from those who did go. Perhaps this will become an annual event? Next on my agenda is the British Motor Show in Farnborough this coming weekend, where Jim Gibson has again coordinated a combined UK Citroën Clubs display

Still to come this year, on 23rd and 24th September the TOC will have a presence at Sywell "Piston and Props", a fantastic two-day event, celebrating classic motoring on the ground and in the air. For details of Sywell, contact Stephen Prigmore, Midshires Section. (see also events page, Ed)

Then there is the NEC Classic Car Show in November where Ian Harvey will be managing the TOC stand.

Finally, I note a possible new Section is blossoming in the Southwest - I hope we shall see their contact information and reports appearing in the Section pages of FP very soon, if not already in this issue.

Bonne route.

## New Members

Welcome to the Traction Owners Club to the following.:

2927	Jonathan Balsham	Halifax	W. Yorks
2928	George Cheney	Walpole	New Hampshire, USA
2929	Tim Peters	Norwich	Norfolk
2930	Yves Leather	Kendal	Cumbria
2931	Steve Ashby	Bognor Regis	Sussex
2932	Karl Ebert	Arlington	Virginia, USA
2933	Malcolm Coomber	Smallfield	Surrey
2934	Nicholas Hills	Ashford	Kent





# Chairman's Chat

I hope you have all enjoyed getting out and about in your beloved Tractions over the Summer. Let's hope we have a nice Autumn so we can keep driving them as long as possible. Do keep sending reports and photos to Bryan, our Editor, please.

In July we attended the first Great British Motor Show at Chatsworth House. I decided we ought to display some information on the car and market the TOC, of course. I wrote the car was a 1953 French model with a 1911 engine and 3 gears. Little did I realise how much confusion I caused – people amazed it was 1953 with an engine 40 years older!! A rewrite needed with the words "cc" added!

In October we have our AGM in Steventon – do please come along and have your say or email Ian, our Secretary, with any comments you wish to make. There are changes proposed

- We are looking to reduce the Levy discount to 10% as our costs are continuing to increase particularly in relation to importing from Europe – both postage and import duties. We want to keep buying parts for you so we can offer a "one stop" shop but how long can we afford to do it?
- Another proposal is if you leave the TOC your Levy also ends. If you rejoin then you also pay the Levy Fee again – it seems a lot of Car Clubs have this policy and it helps prevent people joining just to buy parts and then leave and return when they need parts again – a lot of work for us volunteers.

- Membership renewal is due with the May magazine – we all receive the yellow reminder note. The proposal is we give members a month to pay. If payment is not made then we will not post out the July/August Floating Power. Of course we will send a reminder in June – this year we lost money sending magazines, plus postage, to over 70 people who decided to leave the Club without letting us know.

I apologise if this all sounds a bit heavy handed, but as a Club our numbers are going down and we need to look at costs and what is the best service we can offer to you as our members. I know the discussion is always around attracting new members – both young and older and we are certainly looking at ways to do this such as our use of social media and maybe enticing people to come and meet us at Rallies and Shows around the UK. So there is lots to talk about – do please come and join your Committee on Sunday October 29th and have your say.

I do have some good news to share – it looks like we have a new Social Section in the Somerset area – thanks to Julian & Mary, Adeline & Gavin for their enthusiasm and efforts. If you live anywhere in the South West do go along and meet other TOC members. We have members who drive over 60 miles each way to attend our Peak Meetings. It is a good excuse to get your Traction out, explore a new area, meet like-minded people and hopefully enjoy good food and drink.

I end on a sad note as I send my condolences to the Family and friends of Roger Dyer and Noel Davidson who have both recently died. Both were long time members of the TOC.

*Beu*

## North Wales in the sun



**Memories of another hot dry weekend in Snowdonia, June 2018.**

Trying to find some shade to park in at the hotel in Llangollen.

# Traction Owners Club: Section Details

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

## Northern Scotland

**ANDY BURNETT**

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

See section report for coming meetings/events.

## Southern Scotland

**JOHN WHITE**

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

See section report for coming meetings/events.

## Ireland

**DAVID SELFRIDGE**

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

See section report for coming meetings/events.

## Wales

**ANDREW TWEED**

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See section report for coming meetings/events.

## South West

**HOWARD SPEIRS**

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**M:** 0797 418 7267

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

See section report for coming meetings/events.

## Northern, Lakes and Borders

**BRYAN PULLAN**

**T:** 07513 362202

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

Summer meetings at monthly Breakfast Meets at the 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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**E:** north-east@traction-owners.co.uk

See section report for coming meetings/events.

## Peak

**BEV & JOHN OATES**

**T:** 01629 582154

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

The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.

## Midshires

**STEPHEN PRIGMORE / TINA O'CONNOR**

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

See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

**T:** 01284 827 039

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

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

## Kent/ East Sussex

**JOHN BARSLEY**

**T:** 01892 722749

**E:** kent-east-sussex@traction-owners.co.uk

See section report for coming meetings/events.

## London

**ANDREW YORK/PETER SIMPER**

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

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

## West of England

**TERENCE MCAULEY**

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See section report for coming meetings/events.

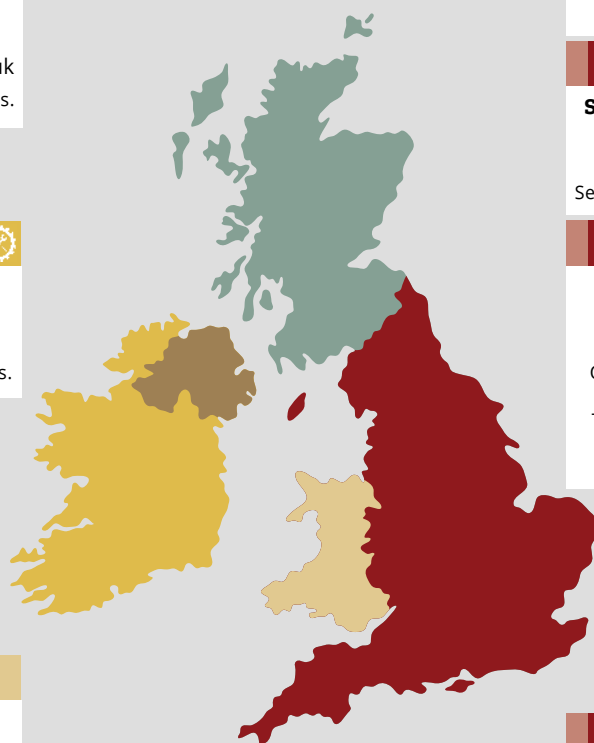
## Surrey/Hants/Sussex

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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:



## Southern Scotland



Since last edition, I've had to carry out a bit of unscheduled maintenance on Celine.

Driving home from the Glamis Extravaganza, a distinct grating sound could be heard when turning right and under braking. Investigation revealed a fair bit of play at the road wheel when the car was raised and the wheel moved in the vertical plane.

So, time to get the tools out, I suppose!

Wheel off and drum pulled showed the external hub bearing was the culprit.

Couldn't find any suspect play at the internal bearing, so just adjusted a notch.

Luckily the bearing diameter in the hub was in good shape, and with a decent bearing bought many moons ago from Andy Burnett, normal performance is restored.

A pleasant surprise was to find the brake shoes in remarkably good condition, with even wear on both and no scoring of drums or cylinder leaks, must be at least seven or eight years since I last had a look!

So, goes without saying although I have made most of the tools needed for front end servicing jobs, having access to the 'club' tools is a boon, made tightening up the big lock nut much easier!

Yet another local car show coming up in a couple of weeks and Celine is being treated to a machine polish, fourteen years on since I painted her, she's needing a bit of TLC in the cosmetic department.

We won a best in class at this show last year so hoping a bit of elbow grease might let us keep the prize for another year?

Glamis was an excellent event and had 1800 individual entries, has to be the largest show on the Scottish scene. Only a few Citroens of any model there though and just two Tractions, myself and Frank from Arbroath with his nice Onze Legere.



I'll leave you now with a picture showing three generations of my family mucking in to get Celine washed and ready for the Glamis weekend, start them young I say!!

Bonne Route

**John White**

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

## Northern, Lakes and Borders



After a glorious June, July has been something of a washout up here in the North West, and the first part of August doesn't seem much better. I have managed a couple of shorter runs between showers, but that is all.

The weather effectively saw off the July show at the Leyland Commercial Vehicles Museum and event outings were limited mainly to the July Charity Farm Breakfast meet and the similar event at St Catherine's Hospice, at which latter get together, the sun did deign to make a morning appearance. Alas, the August Charity Farm meet finally succumbed to wet ground syndrome, being in a field. Hopefully September will be better. The August St Catherine's meeting, however was a success in numbers terms and the weather held fine, albeit slightly threatening from time to time. Again two Tractions present, amongst a host of more modern classics.

Paul Taylor came to the July St Catherine's event in his glorious 1939 car. He seems to have got over early teething troubles and is now getting into routine maintenance. My Traction also found its way there, in spite of some loose wheel nuts which gave rise to a rather alarming knock on the journey home whilst doing some spirited driving, and could have been remedied a few yards down the road if I had packed the right wheelbrace into the car boot!! As it was I had to stop several times and do my best with a wrench, limping the last quarter mile wondering if the wheel was going to overtake me. This is the second time this has happened to me, the first time several years ago, a couple of stripped brass wheel nuts were the culprit and I have to confess that I am rather timid about overtightening the brass items now. I did at one point manage to buy some steel wheel nuts, but not enough to do the fourth wheel. If anyone knows of a source, then do let me know. The car is quite lively with the larger carb and standard final drive ratio.

Dave Lawson soldiers on with his car. He has now installed Power Steering and at the time of writing has had a maiden voyage up and down the drive to test things out. I look forward to seeing this. He is currently wrestling with various teething troubles, most notable of which is an extremely heavy clutch, in spite of having replaced the original installation with a modern diaphragm setup.

Coming up on the 17th September, is the Lancashire Vehicle Club Show in Worden Park, Leyland, PR25 1DJ. This is an attractive venue on the edge of town, usually attracts a

# Section News

decent spectrum of exhibits, and hopefully the weather will be kinder in 2023 than it was last time around, when it poured all morning and only became fine after lunch. Still there were some enjoyable things to look at, however and weather permitting, the miniature steam railway will be up and running, courtesy of the resident model Engineer's club.

There is a further similar event at The Island, St Annes, FY8 1LS on October 1st.

Sun, 10 Sept, 09:00-17:00 Classic Car show at RAF Burtonwood Heritage Centre Gulliver's World, Shackleton Cl, Old Hall, Warrington, hosted by North West Casual Classics. Go to : <https://nwcasualclassics.online/wp/events/nwcc-classic-car-show-raf-burtonwood-2/> for more details. It will be necessary to book in for this one.

That's it then, nearly the end of the season, although the St Catherine's and Charity Farm events carry on through the winter, weather and ground permitting, so the car will not be receiving a SORN declaration and will hopefully get some use through the winter.

Finally, on a sad note, Carlisle member. Noel Davidson, passed away recently. Our sympathies and condolences go out to his family. There is an obituary elsewhere in the magazine.

**Bryan Pullan**

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

## Eastern



Technical Weekend

Little Home Farm, Bury Road, Thorpe Morieux, BSE, Sfk, IP30 ONT 01284 827 039

Apologies I missed this out of the FP July - August edition, (September obviously sounded a long way away). We are hosting a D's Technical Weekend 2nd - 3rd September, kick off about 10am. Plus for the first time opening up to all Citroen's. For anyone who hasn't attended previous technical days, we offer the opportunity for owners to do any jobs they may have been putting off on their own cars, assisted by Adie Pease and John Gagen. We offer full workshop facilities, although, with only one hoist, some jobs need to be pre-booked. Please bring any parts and oils you know you will need.

The weekend does have a large social element. We are close to historic Lavenham for anyone who is Citroened out! Free flowing Tea, Coffee and Cake all weekend, for those who would like to stay we have space for tents and camper vans, or has been known the living room floor. We normally book into a nearby pub for Saturday evening meal, please let me know we need to pre book as much as possible. So just pop by for a chat, no need to get out those spanners.

**Eastern Section Regular Meet ups**

**2nd - 3rd September** Technical Weekend, Thorpe Morieux

**19th September** The Angel, Larling, Norfolk

**10th October** The Compasses, Littley, Green Essex

**31st October** The Angel, Larling, Norfolk

**21st November** The Compasses, Littley Green, Essex

Meetings normally kick off from 6.30-7.00ish onwards, in The Compasses Littley Green we take over the RH room through the metal grille door. At the Angel in Larling we are also in the RH bar if entering from front door, both pubs offer meals, so if pushed for time you can get your dinner out or just join us for a drink and all that Citroen Chat.

**Jasmin Gagen**

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

## Peak



We had our annual visit to the Yew Tree in Cauldon at the beginning of August. It was nice to have 4 Tractions there and 13 people. Dan & Alan, the Landlords, always make us so welcome and enjoy seeing our cars.

We welcomed Charles de Ville to our Peak group - Charles lives in Tamworth and had recently bought a Traction - not with him that day as he was collecting it from John Gillard on the following Tuesday. I telephoned Charles on the Wednesday and he had his "new" Traction and was very pleased with it so hopefully we will see the car, Charles and his friends at lots more events.

Our next meeting is on Sunday October 8th ( a week later than is usual). We will meet at the Bentley Brook in Fenny Bentley where I know we will eat a first class Sunday carvery. More details nearer the time.

**Bev Oates**

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

## Surrey/Hants/Sussex



Our summer Traction events calendar has been flying by, as I write this we have just spent the day (16th August) setting up our club stand to form part of the "Citroen story" alongside Citroen Car Club and 2CVGB on a glorious sunny day (yes we did have the odd one this year) and are waiting for the gates to open and let in the public at the British Motor Show held at Farnborough Airport.

Our 3rd Tuesday meetings have been growing slightly in numbers with 10 cars turning out in July and 8 in August and have been supported by some local 2cv owners too. At the last 2 meetings we have been able to use their gated "car club only" grass area to park and outdoor tables for coffee, breakfast etc which has been nice, again on the other odd dry and sunny days.



We have also met some TOC members that have either not been to meetings much or have not been able to for some time which has been great, welcome aboard !

We have missed a couple of Fairmile meets as the club has been "elsewhere" including our excellent summer bbq kindly hosted again by Hazel and Marcel on the 6th August at their home in Woking. Here the weather started sunny and quickly changed to rain however the food was already cooked and we were able to retreat to their conservatory and dine around a large table which was a great for everyone to get together . Once we have completed our visit to the British Motor Show we will just about have chance to repolish the cars before moving on to the massive Chris Evans run "Carfest" event just down the road in Hampshire at Jody Scheckter's bison farm. Set up day on Thursday 24th August ready for the bank holiday weekend filled with cars by day and top music acts by evening, what's not to like ....

Looking forward into September we hope to have some TOC attendees at the Floral Fringe Fair on the South Downs 3rd Sept @ RH14 OAL between Petworth and Horsham and the following Sunday at Copthorne Prep School just east of Gatwick Airport @ RH10 3HR where they are having a motoring themed charity fund raising event with the goal of 50 motoring marques being represented and some great raffle / auction prizes on offer ..... A big thanks to everyone who has assisted in both putting on and supporting events for our section this season.

Keep those pilotes turning!

**Jim Gibson**

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

## Kent/East Sussex

We had a most convivial day at 'The Great British Picnic' in Goudhurst, Kent, dodging the odd shower after lunch.

It was good to see the following members there:-

Chris and Christine Bailey

Adrian and Sheila Phillips

Ian Pratt

John and Bev Barsley

There was a good turnout of classic vehicles, our attendance numbers might even have exceeded the indigenous Land Rover species !



There was however one exceptional Landrover, that being a 1949 Tickford Bodied 80" WB. Station-Wagon.

Thank you to all who turned up to support this event, and for the kindness shown to me whilst I battle my illness, the TOC is much more than just another old car club!

Ron Herival is still trying to get the TOC to Solley Farm Classics, in East Kent, on the last Sunday of the month.

Please contact Ron for further details on [srjherivel@btinternet.com](mailto:srjherivel@btinternet.com)

Safe Tractioning

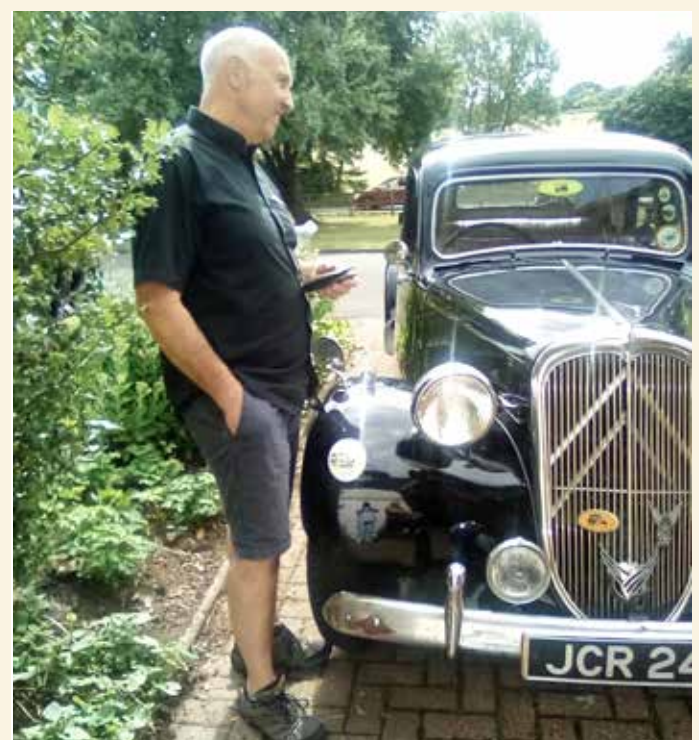
**John Barsley**

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

## North East



Well my own Light15 Fifi has returned from Hospital. Engine rebuild by James Geddes. Now running sweetly like a sewing machine. Thanks James.





# Section News



This visit gave us a chance to mull over the plans for 2024 Rally. In particular hotels. Northumberland isn't swamped with touristy hotels and finding one as a base hasn't been easy. But we've found a rather swanky one and negotiations well under way. Details will be given in the next issue of FP.



It was also great to get a visit from Ray Andrews' wife Margaret and son Christopher. Chris is very much into Citroens like his dad was and writes occasionally in CCC magazine. They visited us in Chris's rather nice C6.

**Graham Handley**

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

## South West



**Not yet a formal Section, but a social group who would welcome any local members to their regular get togethers. Contact Gavin for details of the next get together, probably after the holiday season is over.**

Members from Somerset, Hampshire, and Dorset met at the Half Way House, between Langport and Somerton, in Somerset for an evening meal on the 20th July. As usual with Traction Owners we talked about our cars and some



other topics. We discussed whether or not to form a new section of TOC. The consensus seemed to be that we wanted to meet again; but that this was to be an ad hoc arrangement. A future meeting will organised following email consultations when current holiday arrangements are over. Members have met at various local, to us, car events. Some upcoming things as follows:

### Shows

Sidmouth Car Show 23rd Sept 2023

### Car Meets

Sturminster Newton – 1st Saturday of every month

Haynes Motor Museum – 1st Sunday of every month

Why not make a weekend of it?

**Gavin Daley:** [gavindavey@tiscali.co.uk](mailto:gavindavey@tiscali.co.uk)

**Julian Taylor:** [j271416@outlook.com](mailto:j271416@outlook.com)

## London



The monthly meeting at the Hare & Hounds, Osterley is proving popular during the summer months although I've missed the last 3 months being away at various rallies/ events. It's a Fullers pub and they do very good food. Here is Mike, Ian and Adrian enjoying their fare.

Peter Simper had diagnosed excessive crankshaft end float on his 1951 Normale and when fixed I helped him put the engine back in his car. Peter had done a great job on this





engine and it must be one of the quietest running I know.. We have also, on occasion, been joining in with the West London section of the CCC. A popular event is the meeting at the Thames Side Brewery in Staines upon Thames who organise a curry night every Thursday sometimes with live music too.

**Andrew York**

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



## Wales

The forecast was for rain and sunny periods on Saturday July 15th, well rain actually. Still having arranged to meet at Elan valley I was committed so off I went. Calling at Llanidloes on the way, the street market was understandably, but disappointingly, deserted so no stop to purchase home made cakes. Onward to Llangurig and thence, following the glorious Wye valley to Rhayader and the Elan Valley visitor centre.



Actually the weather was kind to me, very little rain on the journey so the plastic sheets protecting the floor below the scuttle vent weren't necessary. I enjoyed a stroll round the river bank and a picnic lunch, followed by a drive round the lakes on the way home, all in sunshine as shown in the photo of the top dam, now overflowing.

It will not have escaped the reader's attention that I've used the first person singular, this is because I was alone, ok it was a poor forecast. I'll book the visitor centre again for Saturday 23rd September and if the weather's nice, I'll go anyway but unless I've heard that at least someone else is going, if there's bad weather I won't bother.

Tina and I took Juniper (dog) in the traction to Caux Retro in Normandy over the first weekend in July. Our stay got off to an odd start when, having gone into our Airbnb house with luggage, I came out again to find a TOC calendar slipped under my wiper blade! It turned out that Lawrence Acher was staying at the adjoining house so we had an enjoyable catch-up. The event was great fun, with a run in the Saturday and

a display with lunch on the Sunday, not quite enough sun but lots of lovely cars as seen in the pics.

Don't forget the 4th Tuesday of each month for our morning coffee meet with the MWCVC alternating between the Raven and the Horseshoes. Call or email me for details if needed.

Lastly I need help! I'm in danger of being unfaithful. My head has been turned by the good looks of the Austin 12/4 so can anyone save me, keep me in the Citroen fold by introducing me to a 1920's Citroen RWD car? Not to replace the Traction but to complement it.

All the best.

**Andrew Tweed**

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





# Light 15 Rearlight Upgrade

I have been looking for some time for a way of concealing flashing indicators within the existing light units of my Light 15. Original equipment is, of course, semaphore 'trafficators', totally invisible to 99% of the drivers on the road who have probably never seen anything like them in use before. I could have made them more visible with new fangled flashing LED's but suspect that would just have puzzled the various 'push on' Audi and BMW types who would have thought 'what was that all about' a half a second before they ploughed into me!



With this in mind I originally fitted LED Rubbolite type units to back and front bumpers. I can't say that I was thrilled with the look and have always worried that they were too low down to catch the eye, especially of a driver close behind in a van or tall SUV. There did not seem to be a conversion for the L471 rear lights fitted to the car.

So, I recently converted the torpedo type Lucas 1130 wing top sidelights into combined LED sidelights and indicators using a kit which employed an LED light unit which had both white and amber LED's. The rear lights however defeated me, I have considered the later Morris 1000 lights with indicators built in, (too big!) also 70's Beetle lights which were similar in format and sort of okay. There are also gadgets that flash your brake lights as indicators, as were fitted (I think) to some fifties cars such as Jaguars, although I thought that these might be equally baffling to other road users. So, I was considering a second hand pair of VW Beetle rear lights when I came across this on t'internet!

**NEW ; 85mm x 35mm light board with BRIGHT RED LED's for stop/tail and BRIGHT AMBER LED's that show AMBER THROUGH A RED LENS**

**Suitable for converting Lucas L549, L471, L542, L672, Ford 103E, E93A and similar to stop/tail and amber flashing indicator**

It converts the Lucas 471 as fitted to my Light 15, (and others) into a combined rear/brake and indicator via a light board which replaces the bulb holder and incorporates a block of extra bright yellow LED's which are designed to show amber through a red lens. It is produced by Classic Dynamo and Regulator Conversions, based in Lincolnshire, who as well as what their name suggests, also do a comprehensive range of LED conversions for Historic Vehicle lights.

I have had stuff from CDRC before, it is generally good quality, albeit, as with most limited production items, it isn't cheap, at just under £50 plus postage for a pair. However it certainly improves the look of your Light 15 and is probably cheaper than a decent pair of oddball lights from another car! I decided to give it a go.

You need to specify pos. or neg. earth when ordering. This is how it works:

You get two lightboards plus fitting kits and a brief instruction sheet.. You will notice that the LED's at the curved end of the board are much more densely packed than the others in order to provide the light intensity needed and are bright yellow to show as amber through a red lens.



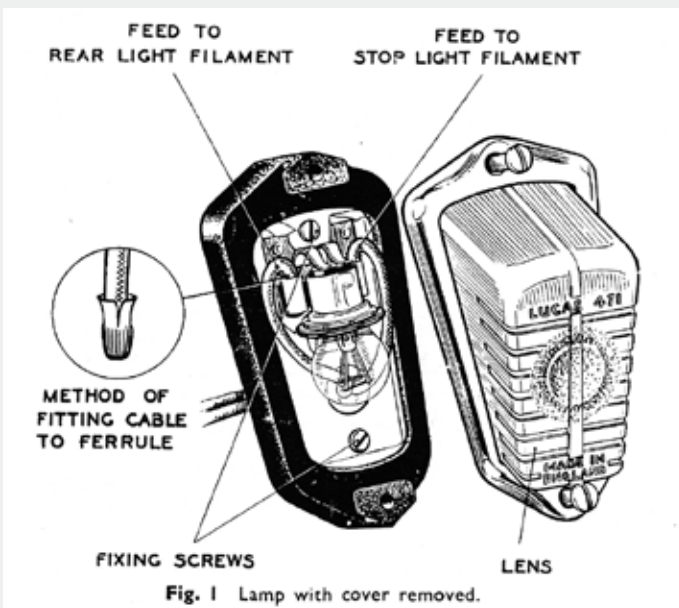
Firstly it is necessary to remove the light units from the car and dismantle them.

The Lucas lens is fixed to the car by a couple of screws, and removing the lens and chrome trim reveals a single bulb holder on a backplate bolted into the car wing. Undoing these bolts should release the unit. Mark the two power feeds brake and rearlight and detach the two wires.

You may find that the bulb holder is held in place by the retaining screws, or it may have a couple of small spot welds. If the latter is the case, then drill these out.

471 lenses vary a little in format, some of the glass lenses are extremely thick and their pigmentation quite dark. This may mean that the backplate has to be altered or the spacer depth reduced so that the board sits within the depth of the rubber gasket. Plastic ones are usually much thinner and will accommodate the board within the depth of the lens itself.

It is also worth noting that if your rear light lens is of the thick dark red glass variety, then the indicator element can be quite faint in daylight. The alternative plastic lens is much more translucent and lights up nicely to a degree that is





more than adequate in daylight. It also allows the board to be placed closer to the actual rear face of the lens which improves visibility. You can usually buy the alternative lens for around £10 each on sites such as Ebay and they are almost undetectable from the glass ones when in place. Some glass units are also more translucent and less like looking into a full pot of damson jam. You need to review what your car is fitted with before buying.

The board is predrilled for mounting holes to suit various light configurations so lay the lightboard over the backplate and mark a couple of suitable hole positions and then drill the light unit baseplate accordingly. Then using the washers as per the instructions, fit the spacers onto the baseplate.

Feed the wires through the back of the light unit and reattach them to the existing rear light wiring. I suggest bullet type connectors, in case you need to remove anything in the future. Soldering is excellent but rather too permanent. I then rerouted the existing indicator feed to the remaining power lead and attached the earth lead to one of the fixing screws. Use the remaining screws to attach the LED board to the spacers after you have fixed the baseplate back onto the wing.

Try your lights, everything should be okay, if not, review your earthing as a starting point. Re-attach the lens and trim. Weatherproof the wiring and connections with some kind of suitable insulating tape.

By the way, I have also seen an interesting modification on a pre war Jaguar, which has LED indicator repeaters in the bottom corners of its rear window, bracketed off the rear window frame. See the following images.

My thanks to 'Old Classic Car' Forum member, Peter Scott, for these pictures of his magnificent 1939 2 1/2 litre SS Jaguar.

*Bryan Pullan*

*Incidentally: TOC have no connection, commercial or otherwise with CDRC, and I would like to say that other conversions are available, although in this case, I am not sure that it is strictly speaking, true. If anyone knows different, then please let me know. CDRC can be contacted on 01522 703422, or [info@dynamoregulatorconversions.com](mailto:info@dynamoregulatorconversions.com) or visit their website at [www.dynamoregulatorconversions.com](http://www.dynamoregulatorconversions.com)*





What! September already? Before you know it the leaves will be turning and I will feel a strong urge to be in the lake district. Sign of ageing I hear you mutter. Well is age such a bad thing? It isn't when it comes to vehicles. I assume you sympathise as you've read this far. Quite a few years ago I'd decided to satisfy my long - held desire for a Traction Avant. At that point I hadn't owned a vintage car either. Though thanks to the generosity of friends I'd had the pleasure of driving a few. So I was ready to be tempted. Though as I told a friend at the time, it would have to be a Citroen. The very next week the Citroenian flopped into our hall containing an advert for a vintage Citroen. Voila! The fact that the car was located only forty miles away meant viewing was all too easy.

This then is how I come to be writing this column, and why you have to endure these aimless jottings. The owner Jonathan, couldn't have been more welcoming when I arrived to see it the following weekend. Having been for a drive he returned the 1930 AC4 to his garage telling me that I knew where it was, so I could have a think about it. He seemed quite bowled over when I told him I wanted to buy it. Price agreed, he volunteered to deliver it so that my first forays with a central throttle weren't on unfamiliar roads. How good was that? Not all that good from Mrs Peels perspective I can tell you. When I got home she asked if I liked it. Liked it I replied, I've bought it! Discussions followed.... She grew to like it though.

So into my life arrived PJ476. It came with two box files of history. This included not only the original buff logbook and bill of sale to Vivian Cody but also paperwork relating to the SF Cody Society. It was supplied new to Mr H Caundel of Godalming for the sum of £245. When 2 years old it was purchased by Mr J R Campbell-Badham of Abbots Wood. Mr Vivian Cody BME became the third owner in June 1994 having paid the total of £52.10 s 6d inclusive of a full tank of fuel to Stevens and Son of Fleet, Hans - purchasing the AC4F to replace his Citroën tourer which his wife felt was too draughty!

Vivian Cody was the stepson of Samuel Franklin Cody, Wild





West Showman and early aviation pioneer. S F Cody undertook the first powered flight in England in 1908. Vivian carried on working at RAE Farnborough even after his step father's death in an accident in 1913 until after World War 2. He ceased using the car in 1959, 2 years before he passed away in 1961.

Vivian Cody had no little standing at Farnborough, playing a considerable and lengthy part in aeronautical research. I even came across his name in the biography of Eric "Winkle" Brown as when Brown tested a captured German Focke Wulf 190 fighter during the Second World War, Vivian made a custom leather cushion so



Brown could see out of the cockpit. Eric Brown holds the record for the most aircraft types flown, also the record for the most aircraft carrier landings. His achievement will almost certainly never be surpassed as he had a unique opportunity in those days.

After his death the car remained in storage until 1977 when his grandsons Peter and John wheeled it out of the garage, and despite their father's protests put in fresh fuel and started it up. For some years they attended rallies with their highly original if shabby Citroën, winning trophies for its originality. In 2008 the car was sold to Mr Keith Emery of Herne Bay, Kent. Oily rag was not in vogue as it is now and Mr Emery undertook a full restoration, changing the colour scheme from brown over stone to the present finish, although this is an original Citroën combination. The pale salmon interior being the work of Mrs Emery.

For reasons unknown the Emery's parted company with PJ476 in 2012 and it made its way up to North Yorkshire. I made contact with Peter Cody and we had many enjoyable telephone conversations. He had vivid memories of the car from his childhood and even had cine film taken of it dating from the 1930's. During one conversation he mentioned that he regretted parting with it and asked that if I ever wanted to sell, could he have first refusal. I assured him that if that day should come, I would be in touch. Many happy miles were spent in that car, including my son Harvey driving across the moors learning to cope with a central throttle and no synchromesh. He did very well too. We accomplished several Eskdale trials in it with never a hint of trouble although the handbrake did cause some concerns, as did a failed attempt to scale the notorious Chimney Bank in Rosedale. Google it....

So the day did finally come and having agreed a mutually acceptable figure PJ476 now resides back in Kent with the Cody family. A pleasing result for me. So what now? Well you may have read in Chris Bailey's column last month, that he had inspected a very nice low mileage Traction Avant for someone recently. That someone was me and it now sits in my garage while I gaze in disbelief from the garage sofa (a repurposed Cx Gti rear seat). If you ever doubt the value of your club subscription, bear this in mind. Having spotted a car listed by a dealer some 300 miles away, I contacted the local area organiser at the beginning of the week. By the following weekend Chris was talking me through the car having driven it on the dealer's premises. I will be ever grateful to you Chris. The added bonus being that Mrs Peel loves it. Happy wife etc. So having exchanged not only my 2CV (sob) and another of my cars for the Traction how can I possibly continue as your RWD correspondent? Well, I have a cunning plan.....more next month. *(I look forwards to this!.... Editor)*

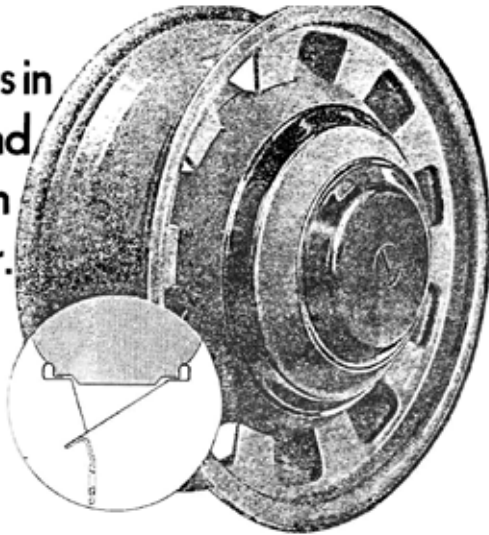
Finally I see there is a B10 tourer listed on ebay. This is the same car sold by Mathewsons back in April. Sadly it is described as not running (along the lines of we haven't tried to start it). Really? Well I think that would have been one of the earliest jobs I would have tackled. Still, not for me to add to the cynicism of our modern world. Looks very nice though.

Andrew Peel



# Wheels & Tyres

Wheels in general and pilotes in particular.



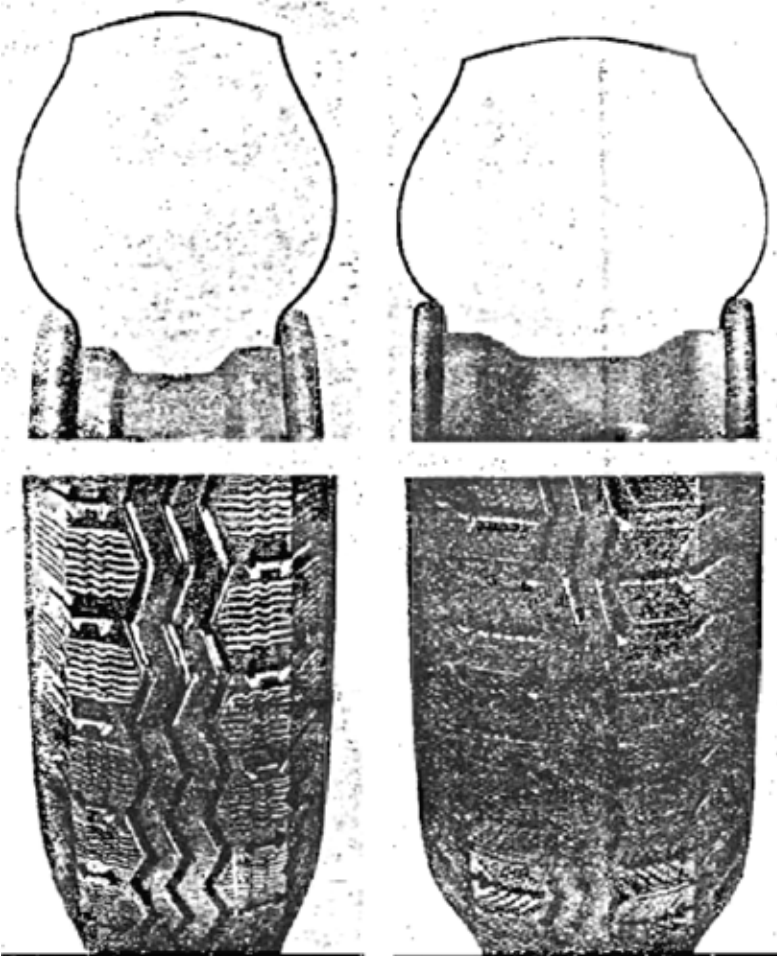
**This article dates back to October 1976 and has been slightly edited to remove any references which due to the age of the original, are now meaningless. The author does not seem to have been credited in the original.**

The earliest four-cylinder Tractions were fitted as standard with 150 x 40 welded steel wheels, with 5- or 6-stud fixings and open centres (hubcaps being held in place by spring pressure, as opposed to the later Paris cars with central retaining bolt). These relatively narrow rims were completely conventional, the same having been standard equipment on the older rwd. Citroens for some years, together with Michelin low pressure 'Superconfort' and 'Stop' tyres. No concessions were made to the particular requirements of the new FWD car. The outstanding agility of the Traction highlighted the inadequacies of its footwear and accordingly Michelin engineers started in late 1934 to develop a new concept. both in wheels and tyres, whose eventual applications proved to be far wider than on the machine for which they were designed.

The slatted 'Pilote' wheels introduced in 1937, were Michelin's answer to the problem, a superbly elegant piece of work, its flat radial spokes evoking an echo of Bugatti wheels of the Twenties.

At least one committee member, seduced by their looks, has thrown originality to the winds and fitted them to his post-war car (and the writer, Given the chance, would do just the same - has anyone a spare set of 185 x 400 Pilote rims?).

But at the time, undoubtedly the most important innovation was the 'Pilote' tyre which was presented with the wheel, 165 x 400, of course, in size, and therefore 1" wider at the rim than its predecessor, and of different construction. As can be seen from the diagram at the head of the page, it had a 'D' cross-section as opposed to a circular one; as a result, the casing, itself had to be of different construction, especially in the ply of the sidewalls. In consequence, a 40% improvement in the tyre's resistance to lateral deflection over the 'Superconfort' was claimed. Not only this, but it only weighed 8.5kilos as opposed to 10.5: 20% better adhesion, and 50% improvement in tyre life - in short, as great an advance over its contemporaries as the 'X' was post war.



Stop (left) and Pilote rims





**Easiclean wheel**

Conventional wheels of appropriate dimensions would have lost the advantage of reduced unsprung weight, which the new tyre made possible, and the Michelin project sought to redesign the rim as well as the cover. Heavy gauge steel and therefore avoirdupois was deemed necessary in conventional wheels because their dual function, to provide resistance against the inflated cover, and to transmit torque, were treated as one.

The Michelin engineers isolated these two functions and started again from scratch, using sound geometry in the spokes to ensure that the gauge could be kept down to a minimum, that all the metal in the wheel was structurally necessary and that no dead weight was carried. The result weighed a kilo less than its narrower equivalent, and incidentally provided some ventilation to the brake drums. In retrospect, however, these wheels have proved to be considerably weaker than the disc ones. Any rust in a Pilote renders it less than safe.

A comparison between a Traction on 'Superconfort' and one on the newer wheels and tyres reads very convincingly, the tester was able to nearly double his average speed on an open road circuit, and concluded with the words: "Michelin's accomplishment has forced us to completely revise our criteria in all that concerns ride, handling and road holding. As I told the designer, You have done France a great disservice, taken away our great superiority over foreign cars in all that concerns ride, handling and roadholding, now with your Pilotes, everyone will be able to corner on rails too!"

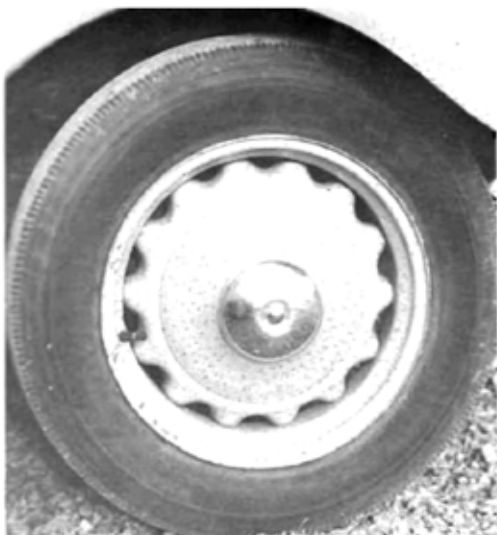
Fred Annals has seen a cast alloy Pilote, I believe, these must be extremely rare, the writer has never seen them mentioned anywhere. No less rare, and equally desirable are the superbly made aluminium wheels fitted to Mike Tennant's car. It would be interesting to know their origin, as these too appear to be unique in the UK.

A composite wheel with aluminium centrepiece and rounded spokes mated to a steel rim, as fitted to Dr Sellars' roadster, is sometimes seen on French pre-war Légeres. A similar wheel crafted entirely in steel appears to be standard issue on Belgian cars, apparently.

Wheels fitted to Slough built models were, after 1936 of British manufacture, either French type solid disc or 'Easi Clean' perforated discs. Both 10 and 14 hole wheels of this type were produced, although what was fitted to which model remains a mystery to the author.

On page 74 of Borge's 'La Traction' book (a must for all enthusiasts for the marque), there is a picture of an 11 Légerre belonging to a Resistance leader with 19 hole Easicleans. No clues to this one either.

Finally there are those horrible French wire wheels (bolt on), fitted to many roadsters in France. These uniquely French creations were



**Belgian wheel**

fitted to larger French cars as late as the Sixties. But none can match the Pilote for sheer panache.... comments invited.



**Wire and alloy wheels**

# Your Letters

## Thompson and Thomson?



Hello Bryan

Just a thought, but it might be of interest that our esteemed president and I recently re-enacted our Thompson and Thomson (Dupond et Dupont) 5HP Centenary routine, this time in a car that corresponded to the one in the original cartoons (namely green, left-hand drive and with the correct number plate) as opposed to the yellow one!

...best regards Ian

## Windscreen Rubbers 2

**Windscreen Rubbers 2** (see July/August magazine for the original article on fitting new windscreen seals)

On 9 Jul 2023, at 12:42, Tim Walker wrote:

Hello Jack, (and Bryan)

I'm away at the moment, and the internet is iffy here.

I've got a 53 Onze Normale, big boot, which I'm rebuilding. I love the windscreen seal that you have made, but I can't quite work out the Franssen parts. I assume that the internal seal is 203-4-a, pic. 3 and 4, and pic. 1 is the 8mm strip, 017-113. But what is the body seam sealer, at pic. 2, and is it necessary?

Look forward to hearing from you.

Kind regards Tim (Walker)

Hello Tim,

Thank you for the clarification now I understand your query.

Picture 1 Windscreen frame seal 213.017-113. This fits a UK brass screen frame.

Picture 2 Left Internal body seam seal is what is supplied by Club Spares and in my case did not work. The Franssen item

Picture 2 Right is better fit, however I tried

Pictures 3 and 4, 213.203-4, which in Franssen picture is not quite what I received. My picture 3 is what I received on ordering that part number. The left hand side fitted over the body seam, the soft 'D' section is what the screen frame closes on.

I hope this is more clear now.

However, yours is a French built car from '53, I have a feeling that the screen frames might differ from the UK items and perhaps also the body seam. I bought one of the 213.203-4-A items (windscreen frame rubber ) anyway, if you would like it I will happily send it to you for P&P +£5, let me know

Regards Jack (Peppiat)

## Anglo French

Dear Bryan,

In the Section News Wales of the last F.P. edition (May-June), when looking at that lovely picture of a white Traction at Lyth Hill, I noticed the car was a model which does not exist! It looks like a Big Fifteen of the early 50's, and you will agree with me, such a model does not appear in the catalogue. Neither it does not look like a French model in R.H.D. So what was it all about? I decided to simply ask Andrew Tweed; he replied me at once and very clearly. This Traction was formerly a French 11B (11 Normale), when it arrived later in G.B., an English

Tractionist turned the car in a R.H.D. with a looking-like Slough dashboard and some British items like headlights, boot handles, etc. And finally Andrew Tweed modernized the mechanics with a DS engine, he assumes the car is a delight to drive. I guess so!

So it is clear now, it is such a mix between Javel and Slough, and I know there are some other examples running!

All the Best et Bonne Route.

**Olivier de SERRES**



# National Rally in Northumberland, 2024



It has been decided to move the Annual Rally to September, in 2024, so that it doesn't clash with other Traction events at home and abroad which tend to concentrate in June and July. Further details of prices, etc. to follow, but in the meantime we will give you a sample of what's to come.

The rally base will be in the Morpeth area, at the Linden Hotel in Longhorsley, over the weekend of September 20th, 2024. This is a prime location, which gives good access further north to the Northumberland coast where many locations of interest can be found.

If you've been watching the BBC2 series presented by Robson Green called Weekend Escape or the Netflix series about the Vikings or the Harry Potter films, which were filmed at Alnwick Castle, then some of the places may already be known to you.

For example, just off the Northumberland coast is an island called Holy Island or Lindisfarne. (Not just the name of a 1970/80s Geordie Pop Group). This was the birthplace of Christianity in Britain as we know it today. St Cuthbert (635 to 687) lived and died here and evangelised Northumbria. He's actually buried in Durham Cathedral and was moved there when the Vikings invaded. The ruins of his Priory can still be walked around.



As mentioned in the last edition's Section report, this island can only be accessed twice a day across a Causeway which can only be driven across at low tide. It is a fast tide and the causeway will submerge vehicles to roof level so care is needed with the timing of a visit!!

This 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.

Other places available for visiting will be Bamburgh Castle, which has achieved some sort of fame in the last year or so as a location for the latest in the Indiana Jones series of films and is spectacularly located on a crag above the beach.

The National Trust maintained estate at Cragside at Rothbury is another notable location, as is Alnwick Castle and its famous gardens. Cragside and Lindisfarne castle are both NT properties, so don't forget your Membership Card!!

You will of course, remember historic names like Stephenson, Collingwood, and Grace Darling. But what did Geordie William Armstrong do? Come to Northumberland with us in September 2024 to find out.

If you would like to find out more, or express an interest in the event, contact Graham Handley on [light15.gh@gmail.com](mailto:light15.gh@gmail.com), or use his Section contacts (see Sections page)



# The Traction Owners Club Ltd

## Explanatory notes on the accounts for the year ended 31st March 2023

### Introduction

The rules relating to the import of parts from the EU continue to remain a challenge despite taking all relevant steps to comply with HMRC's requirements. The general picture has improved in that before allowing for depreciation and tax charges, the Club is basically operating at close to break even. This is a delicate balance to try and maintain and the costs and overheads of the Club's operation are under continual review.

Summary	2023	(2022)
The company made a loss before tax of	(£1,938)	(loss £4,670)
Spares sales in the year were £37,723 (inc shop sales)		(£31,433)
Net income on spares sales after costs was	£8,401	(£7,093)
Debtors	£1,421	
<b>Other Income</b>		
Subscriptions	£24,171	(£22,370)
Spares Levies	£760	(£868)
<b>Overheads</b>		
Magazine Production	£20,328	(£20,027)
Postage & Carriage	£2,249	(£1,718)
Stationery	£333	(£327)
Tour & Exhibition Costs	£806	(£1,141)
Depreciation	£1,923	(£2,108)
<b>Cash in Hand</b>		
Barclays Spares Acc	£5,337	
Barclays Premium Acc	£2	
Spares Petty Cash	£148	
Barclays Main Acc	<u>£2,151</u>	
<b>Total</b>	<b>£7,638</b>	

*Note: Should you have any queries please send them to me by email to [treasurer@traction-owners.co.uk](mailto:treasurer@traction-owners.co.uk) by no later than 30<sup>th</sup> September 2023*

**Cleve Belcher**

**Aug 2023**



**TRACTION OWNERS CLUB LIMITED  
PROFIT AND LOSS ACCOUNT**

**FOR THE YEAR ENDED 31 MARCH 2023**

	Notes	2023 £	2022 £
Turnover	2	37,723	31,433
Cost of Sales		<u>29,321</u>	<u>24,340</u>
<b>Gross Profit</b>		<b>8,402</b>	<b>7,093</b>
Administrative expenses		35,905	<u>35,222</u>
		(27,503)	(28,129)
Other operating income		<u>25,566</u>	<u>23,459</u>
<b>Operating Profit (Loss) on Ordinary Activities Before Taxation</b>		<b>(1,938)</b>	<b>(4,670)</b>
Tax on ordinary activities		<u>(212)</u>	<u>(278)</u>
<b>Profit (Loss) For the Financial Year After Taxation</b>		<b>(2,150)</b>	<b>(4,948)</b>
<i>General Fund brought forward</i>			110,553
<b>General Fund Carried Forward</b>		<b>108,403</b>	

**TRACTION OWNERS CLUB LIMITED  
BALANCE SHEET AS AT 31 MARCH 2023**

	Notes	2023 £	2022 £
<b>Fixed Assets</b>			
Tangible Assets	3	12,541	13,606
Investments		<u>301</u>	<u>301</u>
		12,842	13,907
<b>Current assets</b>			
Stock	6	97,065	99,707
Debtors/Prepayments Bal	4	1,421	0
Cash at bank and in hand	2	<u>7,638</u>	<u>10,292</u>
		106,124	109,999
<b>Current Liabilities</b>			
Creditors: Amounts falling due within one year	5	<u>10,563</u>	<u>13,353</u>
<b>Net Current Assets</b>		<b><u>95,561</u></b>	<b><u>96,646</u></b>
<b>Total Assets Less Current Liabilities</b>		<b><u>108,403</u></b>	<b><u>110,553</u></b>
<b>Capital &amp; Reserves</b>			
General fund		108,403	



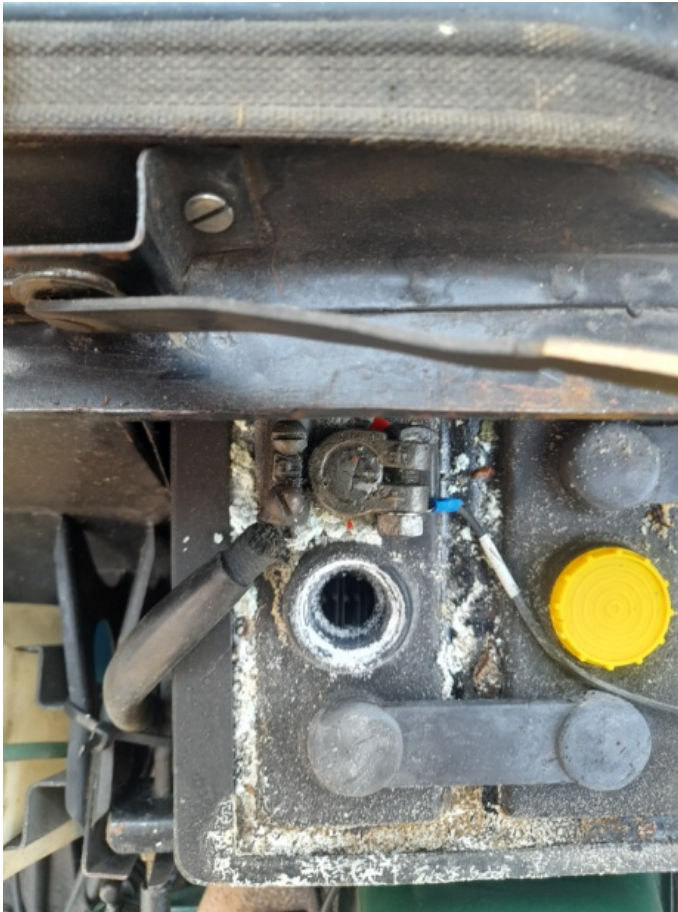
## Bailey's Banter

I left you last time with the promise that I was going to give my Normale a clean before the TOC Rally in Devon. Did you believe me? Well, that's what I did – T-Cut and polish were involved and, whilst the rusty bits would not take a shine, the black paint did and the car looked quite respectable.

One of the rally participants suggested I am someone who keeps saying what he's going to do to the car, and then never does it. I admit there is some truth in that and yet the car made it there and back in one piece. Some of that is due to the car being in regular use. I had a think about this and I have covered about 65000 km since acquiring the car in 1997. I hardly used the car for about the first 10 years which means it has done on average about 2500 miles per year in the last 16. That's not exactly taxi or sales rep mileage but it's enough to keep things from seizing up.

It was a good trip – up and down the hills, nice weather, great scenery and good company and good food. The car did well. No discernible engine oil or water was used, although some discernible patches of gearbox oil were left in the hotel car park. ("They all do that, Sir", and they all did. Apologies to the hotel). Actually, we were all highly impressed by the quality of the Imperial Hotel Barnstaple – highly recommended if you are in the area. We put on a good display of Tractions at the Lyn Valley Classic where the cars were all parked together (and on grass so no embarrassing stains were left behind).

Speaking of water, one of the cars on the trip had a problem starting which was diagnosed by our crack team of experts to be a lack of water in the battery. This was a 6-volt car and so it had an old fashioned style, but not that old, 6-volt battery. The significance of it being old fashioned is that it is not sealed and therefore requires maintenance in the form keeping the electrolyte topped up. A significant amount of distilled water restored the battery to some form of life, if not rude health.



As regular readers will know, I turned my back on the 6-volt system years ago and I have not regretted it for an instant. I am not suggesting that 6 volts cannot be made to work properly since they obviously do on many cars. But they do need work and that's not for me. As well as maintaining the battery all the connections need to be tight and clean or the few volts you have just disappear. Not only that, the ignition and fuel system need to be in tip top condition to reduce the amount of churning needed to get the engine to fire. A 6-volt battery has less capacity for continued cranking than a 12-volter.

One of the cars due to join the Devon rally failed to arrive. It was a very hot day and the car had difficulty restarting after a stop, quite possibly due to fuel vaporisation. If you recall, I had this problem last year, solved by emptying a couple of litres of water over the fuel pump and pipe. I said I would reroute or insulate my fuel pipe to prevent recurrence. Of course, I haven't yet got around to that but my car, being 12 volts (did I mention that?) is quite resilient. The car in question had just the 6 volts it had when it left the Paris factory and it gave up.

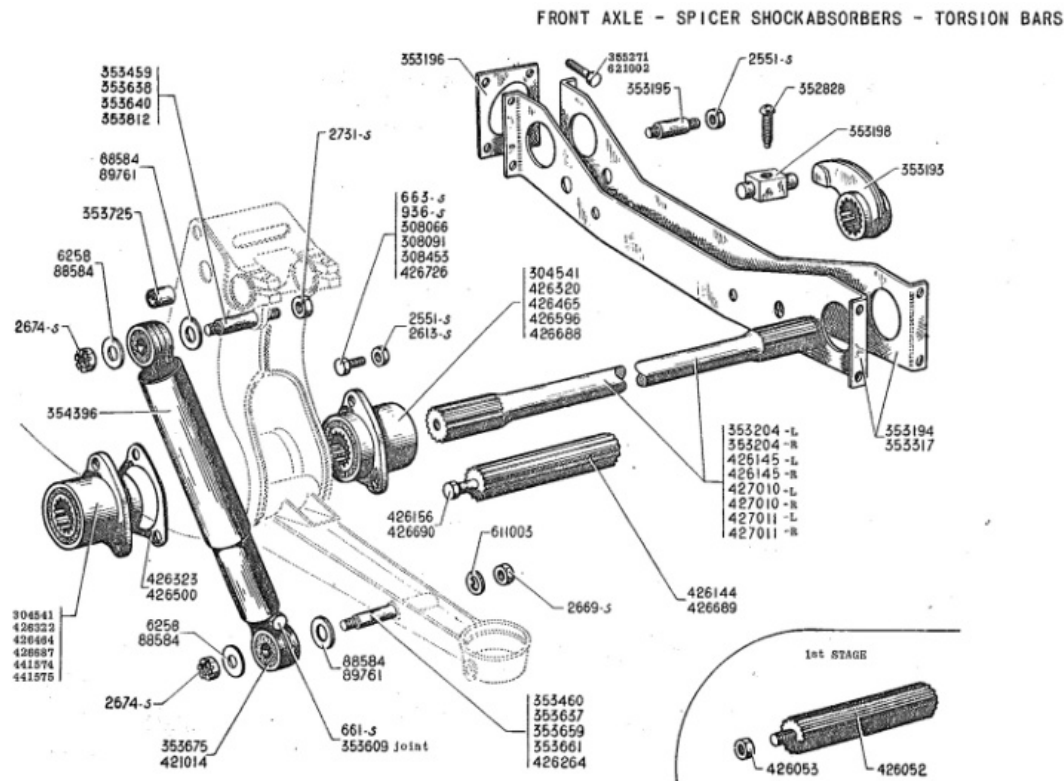
I am very grateful to Tony Stokoe who read about my sticky steering wheel and donated me the cast-off wheel from his Big 6. It also needs work, but my plan is to spend a little time tidying up Tony's wheel and then fit it to my car – and then spend more time cleaning and painting mine.

When we were in Jersey, my wife had the opportunity to ride in a couple of other Tractions. One was a Slough car and one was another Normale. Apparently, they were quieter and smoother than mine. I have very little experience of other Tractions as I tend to drive mine. I recently had the opportunity to have a little drive of a very nice lowish mileage Normale that was for sale. It was located near here which is a long way from the prospective buyer who asked me to have a look at. Names withheld to protect the innocent. This was a very nice car and, although I didn't take it on the open road, it certainly seemed smooth and quiet. I can understand what my wife means.



First of all, I know my gearbox whines a bit. A few years ago, I planned to rebuild my broken one – I have the parts and four of us got together to build our respective boxes. We built three – mine is yet to be built. That will help quieten the car a bit. All I need to do is build the 'box.

I have an annoying buzz at 59 MPH which I think is a loose baffle in the silencer – it may be making noises at lower speeds. A new silencer may be on the cards. I have invested in a gasket so I can take it off to investigate. It's on the list.



I think the real difference will come from replacing the silentbloc bushes in the front suspension. That is where most of the rattling and clonking is coming from. Is it "Silentbloc" or "silent block" I wonder? I suspect it is both, "Silentbloc" being a trade name of a manufacturer who no longer makes the things. No matter the exact name, the parts are available, but the job is not something to be taken on lightly. These bushes are pressed into the "cradle" and need a very heavy press to remove them. I do not

have such a press so this may be a job I will ask a specialist to do. Alternatively, an exchange cradle may be the route to follow. Either way, the cradle will have to come out, which means the engine must come out too. And while that is out, that may be the opportunity to tidy a few other things up – like repair the corrosion in the bulkhead under the battery box. I recently saw someone posting a picture on Facebook of their DS, with the whole front end stripped down. That job started as "I'll just replace the hydraulic pump". I am worried that, if I send my cradle away it will be gone for a while, during which time I will get distracted, and the job will get out of hand. My alternative is to get hold of a press and do the whole thing myself. It may take just as long but I will have some control and will be motivated, once I start to get it done quickly (maybe). The sensible thing would be to have a rebuilt gearbox ready to go in when the rebuilt cradle is back in place.

Before I get to work on any if this, I need to sort out a couple of things on my DS and tidy the garage.

I'm not sure I have actually said I am going to do any of this – except adjust the brakes but eventually I will have to do all these things.

All this trouble is the result of my wife and I experiencing other cars. There's a lesson there.

Following the Jersey and Devon rallies, I noticed my brakes needed some adjustment. This was no surprise and I have now attended to this. Rather than just wind up the adjustment cams I took the front drums off to take a look inside. There was quite a lot of dust but otherwise nothing to worry about; no leaks and still some meat left on the linings. It all looked so normal that I didn't bother to take any photos. On went the drums again and adjustment was quite straightforward. I didn't do anything at the back. The pedal travel is now much reduced and the recent tendency to judder is now almost gone – I suspect the judder was down to the amount of dust. I say "almost" because a sharp stab at the brake pedal can still induce a bit of a shake. You may also recall my concern that the front suspension bushes are a bit sloppy and that will not help here.

A new discovery is that my track rod ends have a bit more play than an MOT tester would like to see. These are adjustable but, whilst I remember changing their seals a few years ago, I don't recall ever doing anything else. There is a special tool for this – like an extremely large, flat cross-head screwdriver and I don't have one. I'm in two minds whether to just tighten them or take them apart. If I do that I will likely find something I won't like and want to replace the parts. In which case I should probably just order the bits now... either way I ought to get the proper tool.

Meanwhile, notwithstanding any of the above and despite forecasts of poor weather we took our Traction – with dog – to both the CCC Rally at Abbots Ripton and the Great British Picnic near Goudhurst in Kent.



The CCC Rally was of course all Citroens – and a Panhard – and is no doubt described elsewhere in this issue. I would just like to say thank you to all the people who worked so hard to put the event together.

The Great British Picnic was smaller but more diverse than the CCC Rally. Which event had more Tractions? The Great British Picnic of course. Thanks to **John Barsley's** efforts four of them showed up. There were but two at Abbots Ripton. The other one was **Sara Fleming's** red Normale. We had to leave before any prizes were handed out – I hope this car won something as it is very nice indeed.

At the Great British Picnic we parked next to a nice dark blue E-Type Jag which is rumoured to have been one of the "fast cars" that went over the cliff edge in *The Italian Job* (the original version). It's the same colour but has a different registration so I don't know if it's true - but it's a good story and makes a nice photo.

The other three Tractions were **John Barsley's** Big 15, **Ian Pratt's** Light 15 and **Adrian Phillips'** Normale. Our numbers may have been matched by both the Morris Minors and the Series 1 Land Rovers including a very shiny Tickman bodied car – presaging the Evoque by about 70 years.

The rain set in around lunch time which didn't bother Adrian and Sheila who are made of sterner stuff than us - we ate in the car.



Adrian's car has a few non-standard features including the chrome headlamps and bumpers from a 6-cylinder car and also RAF alloy wheels with very special hub caps. Except he's missing one – if you have one or know where to find one, please let him (or me) know!

The rain stayed so we left soon after lunch. Our drive home took about 90 minutes with the lights and wipers on. Am I going to tell you about a failure to proceed? I am not. There were no problems at all –but when we got home, I switched off the ignition, pulled out the key and said a very bad word. The key burnt my finger.



I'd noticed once or twice before the key was warmer than I would have expected but this time it was really hot. This can only mean a high resistance across the contacts inside the switch. The only current running through the ignition switch is the actual ignition (the coil and the 123 electronics), a relay for the 6-volt converter and the radio. The latter is the only thing that takes any significant power. Maybe that should go through a relay as well.

If I do nothing, I imagine the switch will eventually fail which would mean either the engine will not run – or will not stop. Luckily cars of this age are very easy to hot wire so I'm not too concerned, but it is added to the to-do list.

**Ian Pratt's** car is a lovely metallic grey colour - it's a lovely car all inside too – he is often asked if it is the original colour and told me about a man he met who had worked in the Slough factory who told him that Light 15s didn't really come in a fixed colour range. Citroen offered a range of basic colours but weren't that fussy about the exact colour – and that a purchaser could also request any colour. That is pretty consistent with the absence of colour charts for Slough cars.

In a previous issue I mentioned the Peugeot 202 was introduced in 1932 with a filler cap each side. By the medium of Facebook, **John Worthing** informed me that neither of those things are true. He should know as he has one – the 202 was introduced in 1938 with a central filler cap. What car was I thinking of? Probably the Renault Vivaquatre which was introduced in 1932 and I look forward to an owner telling me how many filler caps they really had. I really must stop making this stuff up.

The French Car Day at Brooklands attracted seven Tractions and the weather was rather good. This caused me to polish the paintwork for the second time this year. We took the opportunity to distribute a few TOC leaflets. More accurately we put some under our car's wipers and the wind did the distribution for us. Thanks to those who organised the event and apologies to those who cleared up.



And now here's a story of a car that is probably listed in this issue's classifieds. I want to feature it here because, as you may have picked up, as well as admiring perfectly restored cars, I also do like an honest car that a little down at heel – especially if it has a bit of a story, for which I am grateful to **Tom Ashworth**.

"In April 1981, this Citroen Traction Type 11 Series B (VSV 471) was driven back from France to Wiltshire by wine merchant, Robin Yapp. Robin had been on a wine buying trip and purchased the car from a young Bruno Paillard in the Champagne region. Bruno had created his own Champagne house in the same year (the first

new Champagne house in over a century) and his fledging business needed cash! We still have the letter written by Bruno confirming the sale (for the purpose of UK customs) and a photocopy of the carte grise (certificate d'immatriculation) dated 1977. Yapp Brothers' warehouses remained her home for the next 42 years, from where she was regularly driven around the Wiltshire lanes and featured in the company's marketing literature. The current owner, Tom Ashworth (Robin's step-son) kept the Citroen MOT'd and insured for social use until 2017, the last major overhaul of the car was 20 years ago (by John Gillard of classiccarrestorations). VSV 471 is now looking for a new home with someone who has the time to give her the attention she warrants."

And finally, if you have been wondering what I plan to do about my CV joints, I've bitten the bullet and now have the parts to rebuild my original drive shafts with the UJ's. I am looking forward to the adventure of assembling the outer double UJs – I hear it is fun chasing the fugitive springs around, so I need to tidy the garage first or I'll never find them.





# CTAB Brittany Rally 2023

We will have a full report on the rally in the November/December magazine, in the hopes of cheering everyone up as things close down for winter. However, here are a selection of photographs from the rally, taken as ever by Martin de Little, just to get you in the mood.







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# A weekend by the sea

## The 2023 TOC National Rally

**The 2023 TOC National Rally took place in Barnstaple, Devon, over the weekend of June 9th to 11th. There was a good turn out of cars and members, the hotel was excellent, the weather was mostly kind to us, and the weekend was capped off in style by us all attending the annual Classic Car Show in nearby Lynton and Lynmouth. It was the first time that Ralph and Chris Morgan had attended one of these events in their 1951 Light 15. Ralph's report follows here.**

It was with a certain level of anxiety that we set off from home near Swindon for the 150 mile or so journey down to Barnstaple, the furthest we'd ever travelled in the car. At least the weather was fine, if perhaps rather too hot! As it turned out we had a trouble free journey, apart from a brief stop to let the engine cool down after being stuck in one of the many traffic queues on the A303. We were both rather surprised (but perhaps shouldn't have been...) at how comfortable the car was on the journey, although of course it was rather noisy and, given the weather, a bit warm inside!

We arrived at the Imperial Hotel in Barnstaple late afternoon to find a sizeable gathering of cars already parked up and members enjoying a drink and chat in the sunshine. As relative newcomers to the Club we hardly knew any other members, but were quickly made very welcome by Chris and Christine Bailey and introduced around. We also soon met with Julian and Karen Pratt, and Richard Larter, whom we last met at the 100 Years of Citroën gathering in 2019. Richard had driven down from his home in Scotland with his two greyhounds, surely the furthest anyone had travelled, which rather put my concerns about our trip down from Swindon into perspective! We learned that there had been a few "casualties" en route to the event, for example Cleve and Magi Belcher's 1951 Light 15 had clutch failure so they arrived in a hire car, and the 1955 of Graham and Carol Banner suffered fuel vaporisation so sadly they didn't make it at all. On the other hand there were a couple of late arrivals to balance the numbers. Although there were apparently rather fewer cars, just over 20, than at previous events, overall there was a wide range representing most Traction variants: Light 15, Big 15, Big 6, Légère, Normale and a couple of lovely Roadsters.



Everyone was given a "Welcome Pack" by Chris and Christine, containing a number of items with a Traction theme, as well as a Rally Plaque for our cars and various guides to the area, which was a nice touch and reflected the attention to detail that they had given when planning this trip. Once everyone had arrived and settled in, and the very attentive hotel staff had served welcoming drinks, the event was formally opened by the Mayor of Barnstaple, Louisa York, who gave us an introduction to the town. We then adjourned for dinner. We all agreed that the food was excellent, and that the overall level of service was extremely professional, and certainly a "cut above" what we generally experience these days. A great start to what promised to be a very enjoyable weekend for all.

In contrast to Friday's lovely weather, Saturday dawned rather grey and dreary. There were no formal plans so everyone made their own arrangements for the day. We decided to leave our car in the hotel car park and catch the bus (thanks to free bus passes!) and travel to Westward Ho!, a town we'd never visited before. There was heavy rain on the way there, and we were reminded how dismal a seaside town can be on a wet weekend. It is apparently well known for its excellent beach and surfing conditions, but apart from that there was little to see, so after tea and cake in a local



café we caught the next bus and got off in Bideford. This was a much more interesting place, with many small independent shops, although, like so many towns these days, it seems to be suffering from decline with many closed shops, a couple of closed pubs and a wide range of charity outlets. Looking for refreshment we came across a lovely little pub in a side street – a good, old fashioned, “drinking” establishment – with friendly staff and good beer. Shortly afterwards a group of friends arrived who were celebrating the sixtieth birthday of one of their number by visiting (by bus) a few pubs in each of the towns in the area during the day. They’d called into a charity shop in town and some of them had decided to buy some frocks and fancy hats to wear for the rest of the day, so they made quite a sight!



Others made trips to, for example, the local National Trust house, Arlington Court (with its carriage museum), the Eden project, one of the other local towns or, in one case, Mark Harding at nearby Devon Traction for necessary repairs and spares purchases. Some just strolled around Barnstaple, which is a nice town, or relaxed in and around the hotel. We also had a walk round the town, and I visited the second-hand music shop next to the hotel, stocking up with yet more CDs to add to the already (too?) large collection at home. I also gazed through the window of the adjacent cycle shop where some bikes carried price tags close to the value of my Traction!

All of us were set a challenge by Chris to take some “interesting/unusual/incongruous or just plain nice” photographs during the day, either featuring our cars or, if this wasn’t possible, the Citroen card that we all received in our Welcome pack. These were to be judged and prizes awarded that evening.

After another excellent meal in the hotel we adjourned to their meeting room for a brief review of the plans for Sunday, and of the event so far, followed by a raffle and a showing of all the photographs we had taken during the day.

There were many raffle winners, including Gavin Davey and Adeline Davies who won a new tyre, and others who won vouchers, posters, bottles etc., all generously donated by individuals, companies and organisations. There were some lovely views featuring Traction among the photographic entries, plus several that showed a real artistic talent. Winners were Gavin and



Adeline with a really nice shot of their beautiful 1936 roadster against a backdrop of Exmoor, and Stephen and Tina Prigmore with a view of a local art shop with the Citroën card from the Welcome Pack very cleverly superimposed on a couple of frames in their window. Each winner received a bottle of wine. A third prize was, most unexpectedly, won by us for our picture of the frock-wearing drinking friends in the

## The 2023 TOC National Rally

Bideford pub. We had persuaded three of them to hold the Citroën card in the shot “just for fun” so we were really surprised to win a prize. Even more surprising was the prize itself. This was a beautiful model of a Traction, perhaps 1/12th scale, decorated in Free French livery on a sandy base, inside a large bottle. This was apparently won in a raffle at a Traction event some 20 years ago by Eric Pennington, who generously donated it to this event. We all wondered how the model had got into the bottle (the end must have been cut off and refitted, we assumed) and also marvelled at the workmanship of the model itself. Needless to say it now has pride of place in my “man cave” at home!

There was a brighter start to Sunday, so we all set off quite early for the Classic Car show in Lynton and Lynmouth, run by the local Lions Club. Chris had explained that there were several alternative routes to Lynmouth, depending on how we felt about tackling steep hills and sharp bends. A marshal had been detailed to help drivers round the sharpest bend, although apparently he was dropped off at the wrong corner (names omitted to avoid embarrassment...), which rather spoiled the plan. We decided to take the long route, avoiding



both hills and sharp bends, and arrived in good time to form up in our allocated area in the show ground, aided by several very helpful event marshals. It was a very well supported, and organised, event with groups from other one-make clubs such as Minis and Cobras, as well as more general local car clubs with a wide range of vehicles. Many of these were cars that were once commonplace, such as an MG 1100, a few Ford Capris and a Triumph 2000, which are a rare sight on the roads these days. This no doubt triggered a number of memories such as “I used to have one of those” or “my dad had one of those and we used to come here on holiday in it”. There was even an early Ford Mondeo, restored after a garage fire, which of course was now over 30 years old so will probably soon be regarded as a “Classic”! A total of 22 Traction were at the show, which made it probably the largest club presence there, and certainly the most impressive, I think. We attracted a lot of interest from visitors to the show, who included our neighbours whom we were most surprised to meet so far from home! A couple of local Traction owners

brought their cars along, although of course hadn't been at the hotel previously: Justin Blundell with his Normale complete with roof rack and “period” suitcases, and Paul Diamond, with his lovely grey Légère, imported a few years ago from southern France.



Since we won tickets in the Saturday evening raffle to use the funicular railway we took the trip up to Lynton, where the array of cars on display was completely different. Along with some nice E-Type and XJ-S Jaguars, Aston Martins and the like was a group of “Supercars” such as McLarens, Lamborghinis, Ferraris and Porsches. These mostly seemed to belong to a “Private Members’ Club” of wealthy owners, who made their presence felt by starting



all the cars together and running them up to high engine speeds, presumably to make as much noise as possible. Alongside them was a lovely Lotus 6 with its owner, whom we spent some time chatting with as we have a Caterham 7, the descendent of Colin Chapman's 6. We agreed that we felt rather out of place in this company, and that the group of Supercar owners was at the opposite end of the car enthusiast spectrum to us owners of genuine "classic" cars. Or perhaps we're just getting old...

After returning to the main showground for a final wander round, and chat to other exhibitors, we all made our way out of the showground to waves from stewards and visitors alike along the exit road, which was a nice end to a very enjoyable day out. A beautiful setting right by the sea, and lovely weather, plus the chance to see and chat about a wide range of interesting cars.

As an aside, while chatting during the afternoon Cleve and Magi Belcher and I discovered that we all started at the same secondary school (Rickmansworth Grammar) in the same year (1962), where they first met! We didn't remember each other from back then, although we did share some common memories of life at the school in the early 1960s. The second coincidence of the day, following the meeting of our neighbours earlier that afternoon.



Many Traction owners then headed home, but we had booked an extra night at the Imperial Hotel so drove back to Barnstaple, following a number of other exhibitors from the show through the lanes, often to waves from groups of locals at the roadside. That was nice to see in what seems to be an increasingly "anti-car" environment these days. A few other members of our group were also staying another night, so the evening was spent reflecting on what a great event it had been, while enjoying for a third evening the excellent food and service in the hotel's restaurant.

We left Barnstaple on Monday morning for what was again a trouble-free journey home, with rather less traffic than on Friday. We both agreed that it had been a really enjoyable weekend, our first major event with the TOC,

and that all the arrangements had worked out perfectly. It was the longest trip we have done in our car, and at over 400 miles door to door, further than it had been driven in all the previous 12 months! It now seems to be running better than ever, which is evidence of the advice I have often been given to use the car as much as possible. We also enjoyed meeting so many other like-minded Traction owners during the weekend.

Our thanks, and those of all other participants I'm sure, go to Chris and Christine Bailey plus all those who helped them, for their excellent organisation of the event. The venue was superb, the location offered plenty of options for free time, and the car show was a great opportunity to immerse ourselves in our passion for classic cars in a lovely setting. Thanks also to all those who donated prizes, items for the "Welcome Pack" or supported the event in other ways.

# Big 6 Downunder

In the process of rewiring the car I had to re-install the dash. I was advised to rewire the dash before putting it back in the car as space is at a premium. Despite this I could not get the dash to fit even after removing the steering wheel and the windscreen wiper knob. I eventually separated the wooden dash from the instrument cluster and had just enough room to work it into place. I still have the problem of joining the wooden fascia with the instrument cluster as my hand does not fit in the narrow gap which remains. The wiring still needs tidying.



Today I thought I would fill the radiator as I was at a point where I could start the engine. The last time I filled the rad I had a leak from the pipe work on the block and this I had fixed so I was not expecting any problems but I spoke too soon.

The radiator decided it was going to leak like the proverbial sieve. It has been a few years since I last needed to have a radiator fixed and I was surprised to find that all of the local services are no longer in business. Luckily my contact in Canberra has someone in Outer Sydney who may be able to help, fingers crossed.

The car came with no fittings to support the two halves of the bonnet when open. I contacted Bob who was able to help. The passenger side is easily accessed but the driver's side means lying on your back whilst someone keeps the bolts pushed home as you have to reach up behind the dash. Pity I hadn't realised before I fitted the dash.







I have made up door cards using 3mm ply and covered them with vinyl and fiddled with the tiny fastening pins for the door and window winder. I have also bought a couple of mirrors that mount on the door frame.

I know they are not original but I reckon they are worth it.

The car still needs an exhaust which will have to be made from scratch and the interior is coming together so hopefully I am a little closer to actually running the car. I need to thank a few people who have helped over the years. Bob Shackley has been a constant source of information, inspiration, support and parts. Phillip Heads in Canberra who did an excellent job on the head and fitting new liners and pistons, as well as dropping the engine back down the coast.

Kevin Taylor



*Kevin also writes:*

*This will probably be my last contribution as there are less and less things to do on the car.*

*I think this is my 30th report. If and when I finally get things moving I'll send you some pics.*

*Keep up the good work with Floating Power.*

*Warm regards*

*Kevin.*

*Thanks Kevin for a very inspiring diary of events. Hopefully we will get a picture of the finished item before too long. In the meantime, best of luck wrapping up the final details, Editor.*





# Gearbox Woes

**Mike Tebbet has problems getting a noisy gearbox brought up to scratch.**



Last year I bought a 1938 Traction, an interesting car in many ways as it is one of the few built in Paris specifically for the UK market. These cars had the French specification trim and Pilote wheels etc. but with right hand drive and were sold through Slough at some £30 less than the British cars although it carries a Slough chassis plate.

The car had been completely rebuilt some years ago and had done little mileage since. There were a number of 'issues' with the car though, most of which I knew about and have dealt with. However the gearbox was noisy and the large nut on the layshaft was loose so I decided to have the gearbox rebuilt with a 10x31 crown wheel and pinion. After some soundings and advice some twelve months ago I sent the gearbox away to a 'specialist'. I paid rather a lot of money and collected the gearbox and refitted it in late Autumn.

However, I was then concerned by noise and vibration when driving the car and discovered that the driveshafts were 'loose' in their bushes. I took the gearbox out again and it went back to the company that rebuilt it, although they were rather reluctant to have it back. They then admitted liability as they had not replaced the badly worn driveshaft bushes, hence the slop and noise..... I was not exactly pleased about all this especially as the company refused any compensation apart from offering a discount on their other products.

So I put the gearbox back in but sadly the problems continued. I did a few hundred miles in the car but I felt that the gearbox was not 'right' and there was now another noise. So I took the gearbox out again, but by now I was picking up information regarding the company that had done the work so I sent it to another specialist, as I wanted a second opinion on the first rebuild. They found that the taper roller bearings that support the crown wheel had been excessively and hugely pre-loaded (I believe they should not have any pre-load at all). This had essentially scrapped the bearings and there was evidence that the rollers were starting to break up.... this after very few miles !

The second man therefore replaced the taper rollers and reset the clearances. He also did a close visual inspection, a check on tolerances, etc. etc. and having heard that others had had problems with the two bearings at the front of the layshaft and mainshaft, I had him replace those as well. We both thought that this over pre-loading was the cause of the noise. On reporting this to the first company they paid the invoice plus a small sum in some compensation, thereby admitting that they were at fault.

On replacement in the car the noise seemed to have gone, but now after very few miles a new noise has appeared just in top gear both on drive and over run. I suspect this new problem is related to the mainshaft and/or the top gear drive train. This was not just disappointing but very annoying especially as I did not feel able to trust the car for a planned French holiday and we had to take our 'modern' instead. So now the gearbox has to come out for the third time and quite honestly, at present I just cannot face pulling the thing out again !!! This gearbox went to the company for overhaul twelve months ago and I have now had nine months of problems and worry despite having spent a quite a considerable sum of money. I have also been without the use of the car and have been unable to get on with my other old car projects.....

I will not name the first man or his company here, for possible legal issues, but if anyone is contemplating having a gearbox rebuilt professionally, then they might like to make contact privately with me first..... and I can also give a full blown recommendation for the second man who looked at this gearbox and discovered the pre-loading error!!

*This is indeed disappointing, especially if you are obliged to do the heavy lifting yourself, as well as paying what was probably quite a generous amount of money to the original reconitioner.*

*If anyone wants to contact Mike Tebbet about his experiences, then by all means message me and I will forward any emails, etc. Editor*



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# TOC SPARES HOTLINE

## 01243 511378

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

**Email:**

**[spares@traction-owners.co.uk](mailto:spares@traction-owners.co.uk)**

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

**[www.traction-owners.co.uk](http://www.traction-owners.co.uk)**

## TRACTION



## REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

All elements of work are photographed so you can see the detail of the repair or restoration.

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

**James Geddes**

Morpeth, Northumberland.

**07783259874**

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



## Citroen Classics

Tel: 01784 452299

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

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

**Call us Today!**

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



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

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

# Events

By the time that you read this the main TOC events of the Spring/Summer will have passed by and you should be able to read a report on the National in Devon elsewhere in this 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)



## Pistons and Props:

We plan to have a TOC attendance at this year's **Pistons and Props** at Sywell aerodrome in Northamptonshire, on September 23rd and 24th. 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 CLASSIC MOTOR SHOW: 10-12 November 2023!**

The Lancaster Insurance Classic Motor Show, which brings together a great array of classic car and motorcycle clubs along with their iconic classic and vintage cars and motorbikes, is an event not to be missed.

## D -Day 80th Anniversary:

Who wants to be part of a parade to commemorate the 80th Anniversary of D-Day? This is open to anyone with a small boot LHD Traction - i.e one that looks like it would have been around at the time.

The parade, which features over 300 military vehicles, actually takes place on Sunday 9th June in Bayeux. It forms part of the overall commemorative activities centred around the 1944 D-Day landings in Normandy. The parade will include a range of civilian and military vehicles that would have been around at the time.

Our cars need to display French flags, bunting and the all important (mandatory) FFI markings for which (unless you decide to apply your own) Phil can supply stickers - these'll be low-tack, so safely removable once hostilities, sorry, festivities cease. Period dress is actively encouraged.

There is no cost to enter (though the stickers will need to be purchased at cost) but you will need to fund your own channel crossing and accommodation.

Be aware that local Hotels are pretty much booked up already, but it should be possible source a suitable place/town if there is interest early on. Likewise ferry crossings. More information will follow as it becomes available - Please let Chris Bailey know if you are interested (contact details at the front of FP)



## Traction 90th:

Coming up in 2024 on the **9th/10th/11th of May** are 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. Only Traction Avants from 1934 to 1957 will be authorized to access the Charade site. <https://90ansdelatraction.com/accueil/programme/>

## 2024 National Rally:

To be held up in the North East of England, during September 2024. See separate page elsewhere in this magazine for more information.





# AGM

Dear TOC Member,

This year our AGM will be on **Sunday 29th October 2023**.

The committee will be there by **11.00** for a committee meeting with the AGM starting promptly at **14.00**. Light refreshments will be available at **13.30**.

**The venue is: Steventon Village Hall, Steventon, Oxfordshire OX13 6RR**

**Directions:** There is a junction on the A34 just south of Abingdon signposted to Milton, Didcot, Wantage and Steventon. It is 21 miles south on the A34 from Junction 9 of the M40 and 20 miles north on the A34 from Junction 13 of the M4. At the junction, take the A4130 westwards, signposted to Wantage and Steventon, for about half a mile. Turn right at the traffic lights onto the B4017, signposted to Steventon, and drop down the hill for another half mile. After passing a petrol station on your left, you will find the village hall on the green on your right. Or simply rely on your SatNav!

If you are unable to attend the meeting but have something you would like to mention or to be discussed, would you kindly let me know on 07976 705871 or by e-mail at [secretary@traction-owners.co.uk](mailto:secretary@traction-owners.co.uk).

Ian Harvey



## OBITUARY - NOEL DAVIDSON 29-12-37 to 26-7-2023



I first met Noel and his wife Fiona some 30 years ago when they stayed south of Carlisle with plenty of space and grounds there, and when we attended a rally down south, and with another one imminent, we left our caravan with them and collected it on the way to the next rally, thus saving some 600 miles of towing. Noel was a lovely man and always a true gentleman. His family had the Citroën dealership at Carlisle in the early days, where he served his apprenticeship and was often tasked to go to Slough to collect a new Traction and take it back to Carlisle for sale. He was the very proud owner of a blue late Big 15, which won many trophies at various shows. He also had a Light 15, one of the ones he had collected from Slough, sold on, then later bought back. He was a very experienced Citroën mechanic who gave freely of his knowledge and experience and many speak of their gratitude in this respect. The enclosed picture of Noel and his Big 15 was taken at a rally at Dalemby by his friend, John Dawes, in rather wet weather where he won the event.

Noel and his wife Fiona had 3 daughters and a son, and they later built 3 new villas in a row with Noel and Fiona staying in the middle house with a daughter staying at each side of them. Suck was his forward planning as was his usual!

Regrettably, Noel fell and broke his leg very badly, was hospitalised for some time before being allowed home, and sadly, he died there very shortly thereafter.

He was a great friend to many, a member of our Club for many years, a real stalwart and will be sadly missed by all of us. As a Club, we would wish to convey our condolences and best wishes to all his family.

Andy Burnett

# 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:

• **1951 11BL LHD, white, small boot.** Imported and restored early 90's. Major overhaul and respray 2022. 12 v 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:



**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:

**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**

### FOR SALE:

#### 1949 CITROEN LIGHT 15- DST

**569** Exceptional condition bodily, mechanically and internally and no rust! Reconditioned early D block, 11D head, 4-speed gearbox, modern driveshafts, new electrics and servo brakes! New red leather seating, carpeting and door cards plus new roof lining. Total mileage since refurbishment is only 23K miles.

Total outgoing costs were £55 to £60K, offers invited after full inspection and trials. **Phone Andy on 01339 886290 or email sheilandyb@gmail.com for full list of details by return!**





## FOR SALE:

**Big 6:** Owned by me since 1995. Finished in Tudor Grey metallic, leather interior in deep red. In my ownership I have had the



doors and wings repainted but the main body and bonnet are an older paint finish. No rust, and the car presents very well, not perfect but pretty good. The interior is largely original, patinated, but the leather isn't torn or too worn. The dashboard mahogany refinished some years ago. During my ownership the car has been fastidiously maintained, first by John Gillard, and more recently by Andrew Galt in Salisbury who has fitted an upgraded radiator, overhauled the carburettor and brakes. There is a comprehensive file of work done on the car going back to 1981. The wheels are pre-war Pilote in a deep red, with relatively recent Michelin tyres. Electric power steering, Kenlowe electric cooling fan and replica Bluemells steering wheel. **Asking £35,000. Located in Devon. Tony Stokoe 07711 204004 tonystokoe@me.com**

## FOR SALE:

**Immaculate 1939 Slough Citroen Roadster for sale** Totally restored and in excellent condition.



Privately owned for nearly 40 years, and always garaged. Black with red leather interior. Pilote wheels. Period heater. EZ power steering fitted. Recent MOT and full service. A long-term member of the Traction Owners Club and a very well-known car. Exhibited at Goodwood Cartier Style et Luxe. Just completed 1000 km in France without any issues.

**£79,000. Located in West Sussex. Very reluctant sale. Call 07785 292981 or email john@lowerhousefarm.org**

## 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:

**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**

### FOR SALE:

**Solex Carb 35 FAIE** as used on pre war Tractions and also up to 1947. In working condition and jetted correctly for a TA. Has been in store a while so would probably benefit from bit of a clean. Comes with spare accelerator Pump. Getting hard to find these days. **£125 bargain. Tel David Boyd 01527. 89. 4599.**

### FOR SALE:

**Many Traction parts for with some additions to previous!** French painted headlamp shell. One Slough chromed grill. Carburettors Solex 30 AHD sidedraught with inlet. Solex 35 FAIE X 2 with inlet manifold and heat shield, used as a performance upgrade over the standard carb. Solex 26 LA60 side draught. Exhaust manifold for side draught carb. Part no.452633 - Fuel pump-British. Three rear aluminium spats. 11D complete cylinder head. Gearbox case 1946. Part no. 515703 (no internals)

Pair of front torsion bars. Various wishbones. Front cradle, excellent condition.



Brake backplate 12" Several headlamp plinths. Radiator. Bell housing. Excellent small boot, no rust. Rear wing, nearside. Early narrow type, needs repairs. CONTACT Dafydd Evans on 07944131671 or e-mail dands@btinternet.com (Mid Wales)

### BOOKS FOR SALE:

My complete comprehensive collection of at least twenty important Citroen books mainly Traction Avant. French and English. Would like to sell as a set. Email or ring me for a list.

**John Braithwaite TOC member. john@lowerhousefarm.org 07785 292981**

### BOOKS FOR SALE:

Traction Avant 1934/57 by J.Taylor £12  
22 Traction Fabian Sabates £10  
Citroen Traction Jon Pressnell £25  
Citroen Great Marque of France Dumont £20  
Citroen from A to X by John Reynolds £12  
The British Citroen Malcom Bobbitt £5  
Andre Citroen John Reynolds £10  
All plus postage at cost, located near Cornwall.

**E-mail clivehoskins@yahoo.com Mobile 07516 913710**

## MEMBER SERVICES

Classic Citroën Specialist. Mark Harding, Devon Tractions For servicing, repairs and restorations. Contact: **fb.me/DevonTractions** 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



