

Floating Power

November - December 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?

Please contact John Oates

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Be a part of Floating Power...

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

Sunday 10th December, 2023

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Line up of Slough cabriolets
at the National in Devon.*

Image by Chris Bailey.



Editor's Epistle



We have a very Rally Report based magazine this time around, not much coming in on the tech article front, so do get your thinking caps on.

Graham Handley and James Geddes are keen to receive your expressions of interest

for the 2024 National in September next year. You can take it from me that Northumberland is an area that is most deserving of a visit and you should consider making the Rally a part of a longer break, in order to appreciate the attractions, scenic and cultural, of this part of the world. (Dunstanburgh Caste pictured)

Meanwhile those of you motoring in Wales will now be crawling the streets at an enforced 20mph, regardless in many cases of the actual need, and the media have been making hay out of this. I am all for limits where it is absolutely appropriate for safety reasons, indeed many of the local Lancashire villages have a 20mph limit and in most of them, you would be hard pressed to maintain even that. I have also been noticing on my forays into the nearby Lake District, that there are also quite a few stretches there that are (understandably) limited to 20 mph.

So why all of the fuss! I don't see the Cumbrians (or Lancastrians for that matter) out with their cutting discs decapitating 20mph road signs.

In Wales, however, this is presented as a blanket ban without compromise that it is held, ignores common sense in many instances. It does certainly seem bizarre, that anyone would think that driving a car in low gear for miles on end would be a recipe for improved emissions, especially at a time when green issues are also to the fore.

I suspect that it is probably the sense that the authorities have tried to pull a fast one here, without adequate consultation, that is making the protesters angry, rather than the actual logic of increased road safety arising from lower speeds in certain circumstances. rather like the reaction to the ULEZ expansion in London.

On the bright side, Westminster has now confirmed that the legalisation of autonomous (ie self driving) cars on the road will not jeopardise the ongoing legality of historic vehicles which will continue to be driven by old fogies in flat caps for the foreseeable future (my words not theirs). Suitable evasion software will be built into the systems of autonomous cars, which will presumably take into account the inability of most classics to stop as powerfully as their modern equivalents.

It also looks as if commonsense has prevailed and that IC driven vehicles will now remain available to buy until 2035. This is mainly down to consumer resistance due to cost and the lack of a suitable charging network over most of the UK. So petrol stations will not be disappearing just yet. Of course, the likes of Ford are upset, who were rapidly phasing out petrol and diesel driven vehicles and had hoped for some kind of Hobson's Choice monopoly on their incredibly expensive electric cars, but no doubt someone making more cheap and basic vehicles will step into the breach. I foresee a lot more Dacia Sandero type vehicles on the road over the next decade!

The weather seems to be all over the place at the moment, and has left me undecided as to whether I should put my car away for the winter or keep motoring. It froze locally last night, after a series of very summery days with quite mild temperatures, so that probably means that the gritters will be out soon. With gales and torrential rain also to come later in the week, perhaps it is time to put the car in the garage and retire to the fireside? No way, we keep driving, at least until the salt appears.

Best wishes for the forthcoming Festive Season.

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President's Ponderings

As mentioned last time, Martin Nicholson is hanging up his Britney Boots. I can now reveal Adeline Davies and Gary Davey have kindly agreed to take on the mantle and, between them, shall be wearing the appropriate hat in order to maintain our future ties with the CTAB. Here endeth the clothing references. Martin is in the throes of passing on all contact info so, if you were already on his list from previous years, no action is necessary at the moment.

Following the excellent TOC-organised events in Jersey and Barnstaple, we also had a very strong presence at the Farnborough British Motor Show in August. The display was a combined effort by the Citroën Car Club, 2CVGB and TOC. With over 50 vehicles on display, for the second consecutive year, ours was judged to be the best club stand of the show.

In late September, the Midshires Section came out of hibernation to represent the Club at the Sywell Classics and Props event. A report appears elsewhere but, - SPOILER ALERT - thanks to the sterling efforts of Stephen Prigmore and Ian Harvey, the display received the award for "Best Club Stand".

As the season draws to a close we are (at least at the time of writing this) threatened with an October heatwave so there may yet be more opportunities to motor in clement weather. All being well, perhaps I may not get the opportunity to test the replaced scuttle vent

seal after all when I attend the AGM.

Whatever weather we are blessed with in November we shall, of course, be at the NEC in November for the Lancaster Insurance Classic Car Show. This is always a good show, presenting an excellent opportunity for the TOC to draw attention to the Club. Elsewhere in this issue are details of how members may obtain discounted tickets.

I look forward to seeing some of you either at the AGM or at the NEC or maybe both?

New Members

Welcome to the Traction Owners Club to the following..

2935	Mr Mike Stanton	South Peterton	Somerset
2936	Mr Philip Williams	Aylesbury	Buckinghamshire
2937	Mr Keith Bewley	Lancaster	Lancs
2938	Mr Roy Waite	Hoddlesden	Lancs
2939	Mr Neil Willis	Benfleet	Essex
2940	Mr Mike Hodgson	Rye	East Sussex



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

T: 07960 918310

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

T: 01872 862386

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

T: 01661 843 493

E: north-east@traction-owners.co.uk

See section report for coming meetings/events.

Peak

BEV & JOHN OATES

T: 01629 582154

E: peak@traction-owners.co.uk

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

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

T: 0775 937 2242

E: midshires@traction-owners.co.uk

See section report for coming meetings/events.

Eastern

JASMIN GAGEN

T: 01284 827 039

E: eastern@traction-owners.co.uk

Our regular meetings are every three weeks alternating between pubs below.
The Angel Inn, Larling, Norwich NR16 2QU
The Compasses Inn, 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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E: west-england@traction-owners.co.uk

See section report for coming meetings/events.

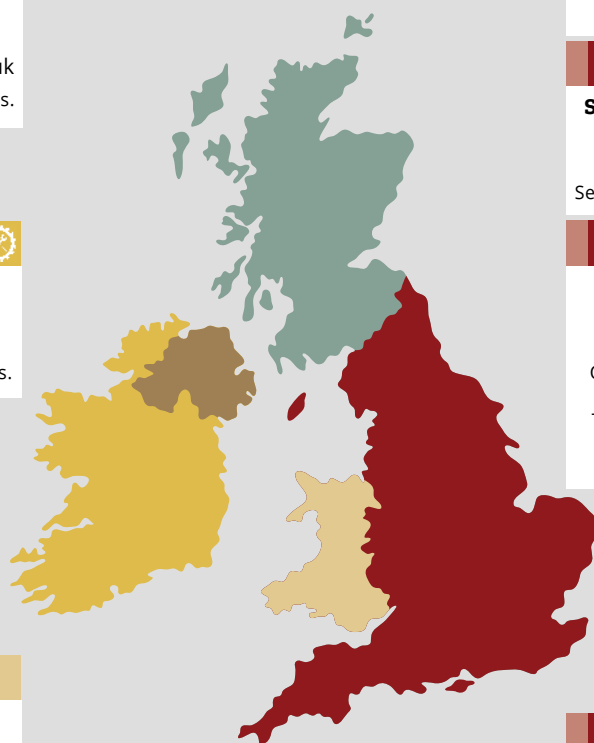
Surrey/Hants/Sussex

JIM GIBSON

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See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Section News

Northern Scotland

Wow, that has been an incredibly busy time just past, -and still ongoing!! You may have noticed in the last FP that I was selling my 1949 Light 15, DST 569. I bought the car in the 1980,s and covered many thousands of miles with it covering most of Britain and the near continent without any problem whatsoever. Well, it is now sold. I collected Alan Lloyd at the airport, took him home and he then drove the car all the way south to his home without problem. So now I have no traction, as DST was the last of my fleet of 4 of them with which I did wedding hire.

However, times have been extremely busy, as for the past 40 years, I have scoured every part of the country for parts for the Traction and in particular parts for the Slough models, and have amassed a large collection of such parts. Somehow, someone let it be known on the forum that I had this large collection of parts and have had emails and orders for parts from all over, so have been very busy making containers and boxes of all sizes to safely send off the parts, some very big and heavy indeed!

Still, the orders are coming, and yes, I did offer much of it to our Spares section, and Chris bought the 2 Light 15 rebuilt steering racks. It is going to be very strange not having even a single Traction now after so many years of owning one, as I bought my first one in 1958, granted, a bit of a wreck needing a lot of work , but the seed was thus planted and Citroens, modern and ancient have been the only car to work on, own and cherish! Ah, well, such is life!! I will continue to cover the North Scotland column for the foreseeable future - unless you want to do it??

Next issue will be next year, so I would wish you all a very happy, healthy and prosperous Christmas now, but much too early!

Andy Burnett

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

Southern Scotland



Well, and just like that the summer is over, and the show season is behind us!

I must say I have enjoyed the ones Celine and I have been too but, would hope to see more Traction's next year.

Maybe wishful thinking as there are not many north of the border, but surely we could have a meet 'n' greet early into the New Year? Let me know your thoughts.

Last on my list to visit this year was held in the beautiful grounds of Scone Palace near Perth.

Primarily an event for the farming sector , none the less a mixed vehicle entry of 1900 or so different cars, motorbikes, tractors , trucks etc made for an enjoyable day out.....until the Biblical rain started late in the afternoon!

That made for the most horrendous trip home, especially

when we lost the driver side wiper ten miles to go! Thank goodness for Rain X, I've used this product on car glass, crash helmet and helicopter windows and Perspex for decades.

Besides that, Celine never missed a beat and splashed her way home in the centre of the road, we were relieved to see the house appear in the glow of the 6 volt yellow headlamps !!!

Back home and discovered a water leak at the left hand rear door causing wet patches to appear on the door card and working its way up to the head lining.

Try as I might I can't find where the water has got in, a garage job for the winter for sure.



Was speaking to Andy Burnett and bought some spares from him, Andy is selling off his huge stock and is open to offers.

Give him a call for that elusive part you might just need sometime!

As many in the Club will know Andy is extremely knowledgeable and always happy to chat about all things Citroen, a proper gent too.

By the time this is read the Christmas season will be on the horizon and I wish you a peaceful and happy time.

Bonne Route,

John White

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

Northern, Lakes and Borders



As ever this time of year sees things close down to a degree. We have gone from a coating of Sahara dust (see picture) to torrential rain and falling temperatures in October when I am writing this.

The breakfast meets at St Catherine's tend to keep going as long as the weather is suitable, although at the moment I am not sure whether the Charity Farm meetings will continue through winter this year, although they did in a reduced format last winter, using what hard standing that there was.

The first Sunday in September saw us back on the field there after the August cancellation, with a glorious

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sunny day and a couple of Tractions present. The ground had firmed up nicely again, but alas it is not clear whether the breakfast meets on the first Sunday of each month will continue through the winter.

October, however, was a washout with only a handful of cars, albeit the café did well out of the rain.

Biggest event in recent weeks was the Ocean Speed Revival at Southport in September. The weather was a bit iffy but some stalwarts did manage to coax their veterans into life (these are proper veterans incidentally,) see the picture of the parade down Lord Street.

The accompanying static event in Victoria Park was not, however, well attended by historic vehicles, no doubt down to the organisers charging £15 per entry whilst the public were admitted free. An improvement on last year's £20, but still putting the cart before the horse in the opinion of most of the local classic car community.

There will no doubt be New Year's Day events to look forwards to. There is usually something on at Briar's Hall in Burscough but whether Charity Farm will open its gates, is uncertain at the moment and probably depends largely on the conditions underfoot. I will circulate details of any events that appear in the coming weeks.

The Lakeland Car Museum at Backbarrow in Cumbria, is holding its usual Boxing Day Drive and Ride in meeting. Details on the museum website.

Three Tractions were at the recent September St Catherine's event, mine, Paul Taylor's and Ian Gardner's cars, but there was a zero Traction turn out at the Preston and District VCC mid month drive in September, again due to lousy weather conditions in the form of heavy rain. Most participants turned out in modern cars for the navigational part of the day, and we were no exception, choosing to use Ian's Discovery instead of his Normale. There are a number of TOC members in the club, who turn out at events, but the day left all of us putting our cars back into the garage. Ironically, just as we sat down to lunch at the end of the run, the sun came out and the afternoon was wonderful!

No further progress reported from David Lawson with his rebuild, but George Halsall has decided to sell his Traction,



largely due to ongoing health issues. He has a nice 1948 Légère in black with an overhauled engine and drive shafts and quite a bit of work done on the interior, so if anyone is looking for a good 'starter' this could be the one.

Hopefully you will all have a good Festive Season and I hope to see some of you back on the road again in 2024.

Bryan Pullan

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

North East



I can't let this FP go by without mentioning the North East's shock and horror at the mindless felling of the Sycamore Gap tree alongside Hadrian's Wall in September. It was regarded by all in Northumberland and beyond as our iconic heritage to enjoy.

It was well photographed and a resting point for walkers, marriage proposals and scattering of ashes. I often got the traction out and went for a run along the military road so called because it was originally built by the Romans and runs parallel to Hadrian's Wall, as can be seen in the picture. It is a brilliant drive with dips and blind summits with spectacular views and bypassing the Sycamore Gap (now just "The Gap") before getting to Vindolanda and Twice Brewed. You will have seen it if you were on the 2010 National Rally.

When I now look over whilst driving by I'll be saddened and angry at such a mindless act.

Graham Handley

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



Eastern



This year we opened our DS Technical Weekend to include all Citroen classics. We have in the past managed to get some jobs done on Dixi, Jasmin's 1955 Slough built Light 15, while other people tinker with their own cars. Dixi is a much modified by her previous owner, with a 1966 ID19

engine and gearbox amongst other things. In earlier times she has happily cruised at 60+ and we have enjoyed many miles in her including the 80th anniversary trip to La Ferte de Vidame. In recent years she has lost her appetite for high speed cruising, at first rejecting all dual carriageways and of late refusing even 50mph for any sustained time before coughing and spluttering down to 30mph.

I have eliminated ignition side (hopefully) by fitting a 123 electronic ignition which, annoyingly, cured the fault for a while. The fuel tank has always looked a bit fragile so I had put off disturbing the fuel pick up and sender unit thus far. With the encouragement of Adie Pease DS Guru and due to the fact that she had again become almost unusable, but never failing to get us home from our regular meetings at Larling an Littley Green, and spoiling our enjoyment of the dark journey home. I bit the bullet, expecting to find the bottom of the tank swirling with rust and debris from the last 40 years. What I found was that the tank was much better inside than out! What I also found was



a crusty filter washer assembly on the bottom of the pick-up. 'Eureka' I shouted, removing said unit throwing it over my shoulder and fitting an in line filter above the tank. Subsequent testing on the road locally bode well.

Unfortunately on our first decent trip accelerating uphill at 50+ produced exactly the same symptoms as before. 'Bother'. So where to next, fuel pump? Suggestions on a post card to Jasmin please, before she gives up on a car that is still fun to use and has given us many good times. (I really would like something V8-ish, Jasmin).

Also if anyone is throwing out usable tyres manufactured in this century please let us know. We are not going to splash out on new ones while this fault persists. *(Careful, old tyres, 10 years plus, can be lethal! Editor)*

John Gagen

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

Eastern Section Regular Meet Ups

21st November The Compasses, Littley Green, Essex

12th December The Angel, Larling, Norfolk

1st January The Queens Head, Hawkedon lunch time gathering of general classic car clubs all welcome



Peak



On October 8th we had our local meeting at the Bentley Brook Inn in Fenny Bentley. It was such an excellent Carvery lunch that we all agreed it is a pub to visit regularly.

We were 19 people in total and included 5 Traction – unfortunately we couldn't get them all parked together for a photo. However it was great to see Charles there in his lovely maroon Traction – Charles did admit it is taking some time to adjust to driving it as his everyday motor is an electric, automatic, power assisted steering car! We were joined by friends of Charles on their BMW motorcycles but I am sure, in time, we can convert them to Traction owners!!

Our next meeting will be on Sunday 3rd December – hopefully at the same venue.

Bev Oates

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

Surrey/Hants/Sussex



With less than a handful of days between dismantling the club stand at the British Motor Show and setting up down the road at Carfest, Jill and I had to hop on a plane for an overnight in Berlin so we could surprise our son with a meal out for a special birthday. We arrived back in the early hours of the opening day, so a massive thanks to Phil and Sue Allison for heading up the Carfest display build. This was a new venture for TOC for the 3 days over the Bank Holiday weekend and we displayed x 4 cars from the Allison, Moon and Gibson households on the TOC side of the stand and x 7 A series flying the 2CVGB flag on the other.

An excellent weekend which included a car parade out on Jody Scheckter's purpose built track on Saturday afternoon, followed by a run through the local village of Overton where the crowds were out en masse to



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give us a wave. By late afternoon, thoughts turn to music at Carfest and the main stages become alive with back to back acts playing. Food and drink a plenty, which was good quality and from a huge variety of different outlets. Definitely one to put in your diary for August BH 2024.

On Friday 8th September, Jill and I took our Normale to the pre '66 parking area at the unique Goodwood Revival meeting which gets bigger and better every year. The lengths that the Goodwood team go to, in order to create some amazing period sets is truly astounding and is not seen anywhere else in the world at a motoring event. Here I spotted x 3 LHD Belgian registered E types in a row in the visitor parking area! The vast majority of visitors are also in 40s,50s,60s costume, all adding to the unique ambiance.

A quick wash of the dust off the car on Saturday ready for a first time visit to the Cophthorne Prep School charity car show near Gatwick, so another good run for the car (about 300 miles over the weekend in the heat too !) Only x 2 TAs on display but with our black Paris built Normale next to a white Slough built car we had the ideal combination for visitors to compare!

Tuesday 19th September had a very small turnout at Blackbushe Airport, 5 cars,1 Traction, 3 Citroens and 1 car made in Solihull It was similarly quiet at our first Sunday meeting in

October at the Fairmile with x 2 TAs, our C4 Aircross and a vorsprung durch technic as they say in Germany. Must be late holidays or something



Hopefully everyone will be back and attending our Section Christmas lunch at the Ely Hotel near Blackbushe Airport on Sunday 10th December. We need to pre-book, so please contact me if you would like to attend.

That's about it for this year folks !

Happy Winter Motoring and lots to look forward to in the 90th year of Traction Avant in 2024 !

BRRR Jim

Jim Gibson

For contact details see main table at beginning of this section

Kent/East Sussex

Our KES TOC Annual Christmas Lunch will be on

Monday 4th December, 12pm for 12.30pm

At Sissinghurst Castle Granary Restaurant as in previous years.

See www.nationaltrust.org.uk/visit/kent/sissinghurst-castle-garden.

Three course Christmas lunch + Coffee, for sub £30.00 + drinks + service.

Please let me know your numbers by Saturday 18th November.

Non NT members can access the Granary, bring your NT card if you wish to view the grounds.

John Barsley

For contact details see main table at beginning of this section

London



On September 17th the local Kempton Steam museum held a classic car event and myself and Peter Simper attended. The museum is part of the Thames Water facility supplying London with 30 million litres of clean water daily. On the site are the two remaining triple expansion steam engines which are the size of a large house. One of the engines was fired up and a very impressive piece of engineering it is too. These engines ran continuously for 51 years before being replaced by electric motors. They could of continued for many more years but the only reason they were decommissioned was the availability of spares.

Roger Dyer's family had asked for any TOC members attending his funeral on 26th September to bring their cars along and 7 members and 3 Tractions, Bernie's 15CV, Steve Reed's pre war Normale and my post war Normale, turned up on a very fine September day at Guildford Crematorium. Roger's nephew Ashley wrote a very interesting and moving eulogy on Roger's life. The wake was held at The Talbot Inn in Ripley, close to where Roger lived for many years before ending his days in Liss, Hampshire.



Peter, John Creswell and I recently went on the Bermondsey Beer Mile along with a group of friends. There are 15 or more micro breweries under the arches of the railway into London Bridge station. We all had a great time and the plan is to organise another day out in London next May so watch this space!

The London section October meeting at the Hare & Hounds pub in Osterley was well attended with 3 tractions, My Normale, Bertel's Light 15 and Tim Greg's Legere, and 8 members and where we enjoyed some fine food and beer with interesting conversations including a long discussion on Martin de Little's bees. Hopefully he'll bring along some honey to the next meeting on 2nd November.

Andrew York

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

Wales

On our recent holiday in Scotland, Tina and I stayed at a campsite near North Berwick, just east of Edinburgh . Casting around for something interesting, as you do , I came across the Myreton Motor Museum . Delightfully old fashioned this



collection is housed in several sheds in the countryside . On the occasion of my visit I was alone for most of the time . The cars were not your usual " run of the mill " exhibits, a huge American 1940s sports coupe sharing a room with a pretty Morris Traveller and a very bright red Traction. Well worth a visit if you're in the area .

The recent run to Elan valley on 23rd Sept was blessed with great weather and even better company. Altogether four cars attended, three of them Citroens and a nice 2 stroke Saab . Picnic lunch was followed by a drive around the lakes, briefly interrupted as we gave way to a flock of sheep . Possibly our last visit for this year. Maybe someone could come up with a suggestion for a meet at a pub or some other indoor venue during the winter ?

Last weekend was the Welshpool 1940s weekend which I attended along with Pete and Avril Griffiths in their Traction plus other members of the MWCVC and many military vehicles. Personal appearances by members of the original cast of Allo Allo enhanced the effect of the French themed cafe, music and dancing from the 40s, stalls and exhibits. Most people wore either uniform or vintage clothing of some sort . It really was a great day out on the Saturday in spite of the variable weather. I'd recommend the event to other owners of 1950 or older vehicles, I'll be there next year .

28th Nov will be our next morning meeting at the Horseshoes, Berriew, when there will be a talk on electric cars past and present, this as guests of the Mid Wales Classic Vehicle Club .

Some years ago I met a TOC member who told me he made new inner frames for sunroofs fitted to Slough Tractions . Foolishly I didn't keep his details and now find I need this very thing for my Big 6 . If anyone could put me in touch with this man I'd be most grateful .

All the best .

Andrew Tweed

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





Sywell Classic (Pistons and Props)



The weather leading up to this year's Sywell Classic, (formerly known as Pistons and Props) was very wet and windy and gave concerns for what the week-end would bring, as it happened it could have been worse, Saturday was fine and sunny, Sunday brought early drizzle and high winds throughout the day brightening up later, but it didn't deter the crowds. Both days were packed with visitors who were rewarded with a fantastic variety of vehicles, although to be fair, very few from the pre-war period. In addition to vehicles, aircraft are a major component of the Classic, incredible Aerobatics, authentic WW1 dogfights and fly pasts including a Lancaster bomber.

Sywell is a former WW11 airbase, that was known for the repairing of Wellington bombers, with a grass runway that was concreted about 18 years ago.

Numerous car clubs attend the Classic, to the point that it was over-subscribed, but I will never understand why a club erects a gazebo only for the members to disappear inside drinking cups of tea, talking to each other, only to emerge at the end of the show.

I think it was **Ian Harvey's** suggestion that the TOC should return this year after a long absence and that's how we found him, together with **Mike Wilcock, Bernie Shaw** and me unloading The Chevronics H van shed that serves as mobile storage for the TOC display material (Thank you Chevronics).

Our display comprised two mini marquees in an 'L' shape, in one was Ian and Bernie's 1925 5Hp's in the other my 1932 C4g, in front of those were eight Tractions on the Saturday and five on the Sunday, it was a fine sight, so much so, that we won the club stand award, but I also think it was how we, the TOC team, interacted with the public, we were on

our feet all day extolling the virtues of Citroens in general and Tractions in particular.

As I say, a great team effort, including a special thanks to **Jonathan Howard**, for the loan of a head gasket and travelling a long way to visit and support the event and **Alistar Bentley** for leaving his car on site on the Sunday and of course Ian and Mike for travelling backwards and forwards delivering cars and equipment.

Stephen Prigmore



Sywell Classic (Pistons and Props)



This very popular event takes place every year at Sywell Aerodrome, between Wellingborough and Northampton and TOC have often featured a variety of cars there over the years. However, this year Stephen Prigmore, the local section co-ordinator together with our esteemed President wanted to make more of a statement and enlisted the assistance of the TOC Roadshow (namely Ian and Mike with the Club exhibition display apparatus).

Since the NEC Classic Car Show last year the exhibition equipment has languished in The Chevronics Centre's H-van, so it seemed sensible to bring that to the show, along with Stephen's magnificent C4G



and the two Cloverleaves of Bernie and Ian and as many Tractions as we could muster.

Stephen erected the marquee that had last been used by the Club at the 2021 London Classic Car Show at Syon Park and managed to borrow an identical one and these were duly erected adjoining each other to house the 3 older cars.

Ian Harvey

That bloke in the shorts again (left)



R.W.D.

You may recall the old adage that if you have space then you will most certainly fill it. This surely can't apply more appropriately to any other occupation, than that of messing about with old cars.

So having a small but noticeable hole in my garage I thought I'd best use it before Mrs Peel did.

I had been in touch with the Williams family from Merseyside for some time, following the sad loss of Don regarding his 1923 5hp.

The little car had sat for a long time entombed in the body of a Luton van. Raised well off the ground this had provided a very dry and secure place for storage. Although it hadn't prevented the engine from seizing, and although the head was laid in the car, it did look as if it had been skimmed. The car had been running in Don's ownership once the magneto had been overhauled, but stopped again soon afterwards when this tricky component failed once more. Not much more was known.

Coated in grimy dust it had all the appearance of a barn find without the straw. I will never forget the pungent odour of old oil, grease and dust that wafted into my nostrils as I climbed in to get a closer look. A heady mixture of age and engineering.

A deal having been done there was the question of bringing the little fella home. Given the fragile condition of the hood an open flatbed was out of the question. A quote for £800 in a covered trailer left me somewhat chastened. A cunning plan possibly involving ropes and pulleys was called for. A visit to our friendly van hire company and careful measurements, showed that a low loading van would mean the 5hp would fit between the wheel boxes of the van with space for at least one copy of the Citroenian to spare. Also the bonus of a lashing point at each corner. A friend offered a set of ramps to permit loading and I had my plan.





With everything organised we arrived at the hire company on the hottest day of the year to be greeted by suitable low loader, just not the one I had measured...

Sure enough the width between the wheel boxes was narrower and there was a distinct lack of lashing points. Great! Still the van did have air conditioning. Which would have been a bonus, if it had worked. With the windows down it was a gruelling 150 miles.

With generous assistance the 5hp was loaded in with the wheels sitting on some old decking planks so that the running boards were higher than the wheel boxes. The ropes had been replaced by some ratchet straps fortuitously purchased the night before. These were able to hook onto a metal frame around the van body to secure it in place. Harvey took a picture of Don's widow and his daughter Kim and son Andrew for me as we prepared to leave. The trip home was fortunately uneventful but thankfully cooler.

Unloading at home we used the ratchets to slowly edge the car down the ramps and into my garage. O the joy.

There isn't a great deal of history with the car but I do have the original buff logbook. This shows a first registration in Inverness to a Mr Bruce. The first change of ownership occurred some 44 years later when Mr Ewart of Eskbank in Midlothian bought it. So I presume Mr Bruce made sure he got the most use

out of his car that he could. Or maybe he hated the sight of it and chucked in the back of his garage.

We'll never know but I suspect its sale was from Mr Bruce's estate. After only three years ownership passed to a Mr Burrell in Cheshire. I think he was the person responsible for some restoration work as I have an MOT from 1972.

Having completed work on your pride and joy then surely one of the last jobs would have been taking it for a fresh MOT?

The next chronological note I have is a colour photograph taken in Don William's workshop with a date mark of March 1996. Perhaps taken when he first acquired ST2558. All this suggests very strongly that I am only the fifth owner.

As we travelled home Harvey suggested that as the car was originally Scottish we should give it a suitable Caledonian name such as Hamish. Naming cars or any inanimate object has never been my habit.

However I did manage to come up with one that seems to be sticking. Boaty McBoat tail! So there it is, I can continue to pester you with scribblings about Citroens driven from the rear.

I will end as I began, with an apology. Last time I finished on the availability of a B10 tourer listed on ebay. I described it as looking very nice. I'm sorry but I hadn't looked at all the images. This car is obviously a cut-down berline. Presentable from the front, however the aesthetics of the rear leave a lot to be desired.

Wishing everyone the merriest of festivities and best wishes for next year.

Andrew Peel



The club had a bumper stand at the British Motor Show at Farnborough last August. Here is Jim Gibson's report on the ups (and downs) of the event.



When I arrived at Farnborough Airport on the Wednesday set up day I could hardly believe that a full 12 months had gone by since our last visit when we came away victorious along with our colleagues from Citroen Car Club and 2CVGB as combined "Owners Club of the Year 2022". So this year we had a big challenge to match our previous achievements and I had actually thought we would struggle to match the 50 cars we displayed in our mini Citroen village last year. Another set back was that we had lost road frontage where the public to and fro between halls to another all makes car club. Fortunately I was able to pull a blinder and persuade them to rotate 90 degrees and be next to rather than in front of 2CVGB which made our 3 club Citroen village possible again ...

Budget constraints meant Citroen UK were unable to support us this year but massive thanks must go out to the directors and management team @ Penton Citroen Group (Salisbury, Andover and Poole) who sent us a 7 car transporter load of new / demonstrator stock and a couple of their own classics so we had the latest C5 Hybrid, C5X, C4X and C4E represented completing a picture of nearly 100 years of Citroen manufacture!

A big thanks too to Tim Dodds Wilson who contributed cars on each of the x 3 clubs stands in addition to that big crowd puller and pleaser , Lilly the big yellow duck, which meant nobody could

miss our stand!! Tim proudly hoisted an England flag when the lionesses were playing on Sunday, sadly it was at half mast by the afternoon.....

It was great to have his ultra rare Slough built faux cabriolet on the TOC stand right next to Philippe Allison's roadster, both making a real statement about Citroens produce in the UK in the 1930s. Chalkie, Tim's blackboard matt black painted 2CV was a hit once again with the visiting kids who drew all over it with lots of chalk and boundless enthusiasm whilst Tim worked hard rattling the Macmillan charity tin raising £300.

Philippe and Sue Allison were stalwarts of the Traction Club stand again this year and helped for 6 days from set up to breakdown. We had suffered early disappointment and frustration on set up day





having created a fabulous herringbone display of Tractions down one side of the stands to greet the public as they walked through the classic arena only to find later in the day that the Porsche Owners club events team arrive and put up a large tent at the front of their stand completely blocking the view of our stunning TA display and gave me short shrift when I challenged their positioning, so unperturbed the TOC team turned the whole Herringbone round facing inwards into the stand which as it transpired made a perfect match to the 2CVGB herringbone on the other side, perfectly framing the CCC cars in the middle!

It was also very pleasing to have our esteemed President Bernie Shaw back at the show again this year, arriving in style with his cloverleaf on a trailer towed by his Big 6! Unfortunately for Bernie he had to make an immediate round trip back to his home in Northamptonshire in his 6 but duly arrived back at 8am the next day ready for the show opening, now there's dedication to the cause!

Many others went over and beyond too by bringing their cars and staying to help on the stands (you all know who you are and again a massive thanks on behalf of the respective clubs. Without you we simply wouldn't have a show and I needn't have worried about numbers, on Saturday we couldn't have squeezed another car in anywhere, with up to 57 cars being displayed across the x 4 show days, wowing the crowds and gathering favourable comments from the other clubs and stands. The CEO of the Motor Show stopped by twice during the event to say "Thank-you" for the fantastic display we had put on.

Special mention should include CCC member Anthony Parkes who gained top marks for his engagement with the visiting public, including enquiries about the latest Citroen models we had on display, which he duly opened up and talked through on request, and which was a lovely touch. The TOC event shelter was a very welcome feature on the stand not least to provide some shelter from the sun (remember that ...) Copious cups of tea and coffee exited my Motorhome door over the 4 show days to keep everyone watered and bacon and egg rolls proved very popular too !

British Motor Show 2023



The show attracted 58,000 visitors through the doors, had more cars on display, more test drives completed, more stunts and drifts completed daily and more Guinness World Records broken by the Paul Swift stunt team. The British Motor Show 2023 is a real full on family day out packed with excitement and entertainment, and is very different from the wall to wall new cars static exhibits I grew up with at Earls Court and then the NEC. This was the 3rd year of the revitalised show which has the unique addition of classics to wow the public, which we certainly did with more Citroëns on display than any other marque!

It's hard to get a full flavour of a show when you are involved with a stand(s) as large as ours so I must make a note to self to take a day off next year and go for a proper exploration!

As I've just completed my 3rd year of juggling the 3 Citroën Clubs stands, I have already put it out there that I will be looking for some serious players to get involved with the organisation, much of which I would like to hand over. We have created a great formula that really works at a show that we hadn't attended before and in recognition the British Motor Show has offered us what they refer to as their "halo" spot for 2024, this will mean as the public turn the corner and get the first glimpse of the classic arena, our Citroën village will be right in front of them and what better position than "pole" to celebrate 90 years of Traction Avant! We have more space on offer too which is great news as we still had many model gaps from AX to SM, I will circulate more on those missing models in the New Year!

Here's to another great show in 2024 (15-18 August)!

See you there!

Jim Gibson



VSCC Somerset Tour ...and Sheep



Walford Bruen in his Citroën on the VSCC Somerset Tour. Image courtesy of Phil Jones... and below, an encounter with some sheep in the Elan valley by Christina Tweed.



Your Letters

Oil trays



This amused me on Sunday, the Shuttleworth collection moved many of the Aircraft out of the hangars for Race Day and shoved the drip trays under Debbie Lands' immaculate Legere-surely the most least likely car to need them!

Probably no use to you other than for maybe a Caption competition?

Jonathan Marten-Hale

Not much point shoving it under the back end either! They appear to have some good and leaky aircraft in there! Editor

Authentication Problems

Folks,

We have a big problem! The DVLA are now requiring copies of the manufacturers records as verification for the age of manufacture; they will no longer accept what records we might have. Does anyone have contacts with the Conservatoire, who might be able to furnish us with a copy of their records? Do the Conservatoire hold records for the Slough cars?

I regret, until we can resolve this issue, we can no longer authenticate any vehicle.

Steve Reed

There is, I understand, a review going on of the culture at DVLA, in particular the registration of imported cars aspects. Whether this will help to moderate the increasing unhelpful attitude towards Historic Vehicles, remains to be seen. For the moment, I would suggest that members steer clear of unnecessary dealings with Swansea, in case you find yourself with additional problems. Editor



Nuts!

Light 15 Torque Wrench Settings

Engine	Kgm	lb Ft	Gearbox	Kgm	lb Ft
Breather pipe set screw	2.5	18	Coupling flange nut to crownwheel	10 t 12	72 to 87
Camshaft chainwheel	15	108	Crownwheel bolts	6 to 7	44 to 51
Camshaft thrust plate	1	7½	Cap (2)	2	15
Clutch attachment to flywheel	2	15	Cap, main shaft (3)	14 to 16	101 to 116
Clutch casing	3	22	Caps, flange bearing	7 to 8	51 to 58
Connecting rod bolts	3-4 max	22-28	Cap screws, front bearing	2	15
Crankshaft bearing caps	7	51	Front bearing (4)	15	109
Crankshaft chainwheel	20	140	Gearbox cover	2	15
Cylinder head	3 then 5	22 then 36	Gearbox to engine	2	15
Flywheel to crankshaft	2.5	18	Front axle		
Manifold	1	7½	Brake backplate mounting bolts	2	15
Manifold to head	2	15	Brake shoe to backplate (20)	3	22
Mounting bracket on engine	4.5	32	Hub nut	30	216
Oil feed pipe to head	2	15	Hull stud nut (5)	20	145
Oil baffle set screws	1.5	11	Outer ball race slotted nut (4)	15	108
Rocker shaft to head	1.2	9	Shock absorber	8	58
Sump bolts	1.2	9	Silica block fixing nut	4.5 to 5	32 to 36
Timing chain lubricator	1	7½	Steering arm to swivel	10	72
Timing cover bolts	1.2	9	Swivel to driveshaft (17)	10	72
Timing chain lubricator locknut	1.4	10	Upper ball joint (42)	7	51
Oil pump			Cap (6)	5	36
Filter to body	1.3	10	(locknut)	8	58
Pump body set screw	1.3	10	Upper link arm slotted nut (9)	6 to 8	43 to 58
Oil pipe to block (locknut)	6	44	Rear axle		
Oil pump to block (locknut)	4	29	Brake cable sheath bracket	2	15
Tubular support to body	1.5	11	Brake backplate nuts	2	15
	3	22	Link arm ring nut (9)	25	180
	2.5	18	Shock absorber pin nut	15	108
			Stub axle nut (31)	10	72 then slack off ¼ turn
Water pump			Cap	5 to 6	36 to 43
Fan mounting set screws	1.3	10			
Gland nut (29) (locking screw)	2	15			
Pully to shaft	0.5	3½			
Pump to cylinder head	4	29			
Slotted ringnut (26)	3.5	25			
	3	22			

NB 1. Numbers in brackets indicate part as shown in workshop manual drawings.
2. Kgm are as shown in manual. lb Ft settings have been rounded up to the nearest lb, usually by no more than ½lb.
3. Torque settings taken from 1938 manual.

It isn't always easy to find torque settings for older cars, many models didn't have published settings and seem to have relied upon the mechanic's own judgement to achieve the correct level of tightness.

The above table comes courtesy of Andre Ciantar, who, back in 1993, ploughed through the manuals at his disposal in order to collate a concise guide to tightening as an aide memoire to remove the need to keep rooting back through the pages when working on your car.

You are recommended to buy or borrow a decent torque wrench when working on key areas, and to ensure that it is properly calibrated, not always possible if it has been sat under the workbench for twenty years. The famous item for failure is of course the front hub nut, release of which can result in the loss of a wheel and overtightening of same can strain and cause the drive shaft to fracture with equally catastrophic results.

Cylinder head nuts are another candidate for mischief, they also need tightening in the correct sequence if distortion and subsequent failure of the cylinder head gasket are to be avoided.

Any nut or bolt that is buried in the bowels of the car after assembly really needs to be properly torqued with a suitable locking washer to avoid loosening in use. Clutch cover assemblies are a good example of a component which can't be easily revisited once the car is back in one piece.



Bailey's Banter

I recently needed to make a trip to Bristol and beyond. I'd been in Asia the previous week and neither the DS nor the Chrysler were in a fit state to make the journey – so off I went in my trusty Normale for a 300-mile round trip. Cruising at 59 MPH, journeys take a little longer than in the DS. Everything went fine and my Somerset colleagues were quite pleased, but mainly surprised to see it in the works' car park. I had to make some calls on the way back – hands-free of course – which made the journey pass quicker. So quick in fact that I completely failed to notice the M25 which should have been my exit. I must have made this journey about 400 times and this is the first time I have missed the M25. I only realised when I saw a sign welcoming me to the newly extended ULEZ area. "That's odd" I thought, then the penny dropped. Did I care? Well, I did care that I had to drive all the way to Chiswick before I could turn around, but it was quite nice that I already knew my Traction to be ULEZ exempt, otherwise my lack of attention would have cost me £12 on top of the extra three quid it did cost me in petrol. The Traction Avant is truly a go-anywhere car.

A little while ago **James Walshe** of Practical Classics asked me to put him in touch with an owner who could make a Traction available for an interview with **Chris Goffey** of old-style Top Gear fame. **Jonathan Howard** volunteered and the article has now been published. Chris is a former owner of two Tractions, one of which sports a set of aftermarket semaphores. This two-tone yellow car is still around and belongs to a TOC member in Kent.

I am grateful to **Andy Burnett** for sending me a centre boss for my steering wheel. My original kept falling off and has become lost – I assume the thread got damaged. Maybe someone didn't know it was supposed to unscrew – maybe that someone was me. I don't remember. The replacement is secure and looks good but shows up the rest of the wheel. As previously mentioned, I will be removing the wheel and using a spare provided by **Tony Stokoe** to whom I am also grateful.

As you may be aware the list of jobs that need doing on my Normale is growing faster than my ability to address it. It will soon be 2024 which will be a big year for my Normale. In theory, amongst other places, it will be taking me to the Traction's 90th Anniversary in Clermont Ferrand, Bayeux for the D-Day celebrations, the ICCR in Torun and Northumberland for the TOC rally and of course the CCC Rally. On top of that, if I don't fix a few things on my DS the Normale will continue to be taking me to work – if I actually have time to go to work, that is (ha ha – things have developed since I wrote this).

And so, of course I spent a weekend working on my Chrysler New Yorker so that I could take it to Brooklands' American Car Day. A minor concern was that only one of my Chrysler's brake lights worked. The indicator works but the brake light did not – so it was not the bulb. This logic is only relevant to cars that use, not just the same bulb, but the same filament for brake and indicator lights which of course means they are the same colour – red. The important thing is that the light flashes even if the brakes are applied. This is very typical of American cars – even now some are still sold with red rear indicators. When my Chrysler was built in 1959 it the norm and it was legal in the UK until 1965/6 to sell new cars with red rear indicators. It is still legal to use them - if they work. Whether it is wise is a different question.

The American design saves a bulb and a lens, but it makes the wiring and particularly the switch more complex. I suspect the fault which was stopping my brake light from working is in my indicator switch. The good news is that it started working again which I think means the switch contacts are just a bit dirty and need use (which it is now getting!).

Separation of brake and indicator function is a good thing in my book. It makes fault finding and rectification easier, as well as allowing different colours for the different signals.

All Tractions were built before my Chrysler and as they left the factory, the French cars may or may not have had indicators – and if they did, they came in a variety of designs. As far as I know they did not adopt the American method. I believe that, if indicators were specified, they would be fitted by dealers, rather than at the factory and hence there was quite some variety.

In the UK "all" Slough built Tractions were fitted with semaphore trafficators on the B-pillar. The French and Belgian cars did not use such things, often having some kind of orange light attached to each C-pillar in some random location and later on the front wings as well.

The trouble with semaphores is that, assuming they are not stuck or snapped off, being neither at the front nor the back they are not very noticeable. It is therefore quite common for additional indicators to be fitted to Slough cars. Of course, it is also quite common for additional indicators to be fitted to French cars may have had none to start with or just the pig's ear type. **Paul Bodiam** has recently acquired a nice cream Legere which is also so equipped and also has additional front indicators. **Peter Simper's** red and black Familiale sports front indicators which are typical fitments to the top of the front wings on later French Tractions. It also has some quite unusual additional front sidelights.



But not everyone wants to add lights. In 2003, Floating Power carried an article by the late **Steve Shinebroom** proposing a circuit design that resulted in the using the brake light filament, just like the American fashion. Instead of a really complicated indicator switch the proposed circuit adds a relay. Letters were published in subsequent issues suggesting that red rear indicators were not a good idea in modern Europe as everyone expects an orange light. There was no controversy about converting the Slough cars' front sidelights to accept twin filament bulbs, resulting in white front turn signals.

My own Traction was fitted with pig's ear indicators at the rear, just like Paul's, with nothing at the front. Like many I have added separate additional orange lights front and rear.

So – why the “ ” marks around “all”? Which Slough cars did not have semaphore indicators in the B-pillars? The brochures for very early cars do not seem to have semaphores – and of course those without B-pillars would find it difficult. The 1934 brochure technical section makes no mention of indicators for either saloons or roadsters.

We must remember that the first publicity material for Slough cars



was actually airbrushed and reversed images of French cars. Is the omission of Slough specific features is just the failure to mention them? On the other hand, the 1935 road test photos of real Slough cars show semaphores and I have not seen a Slough saloon without them.



Slough Faux Coupes are rare – I have seen precisely two in the flesh and a photo of a third. They all have semaphores just behind the side windows – can you call it a B-pillar in a Faux Coupe, or do you jump straight to C?

By 1939 the brochure shows a Roadster with semaphores fitted in the A-pillars between the doors and the bonnet – where they are probably even less noticeable than the saloons’.

And yet it is not that simple because few of the roadsters I know of show any signs of having ever been fitted with semaphores – and therefore presumably had no indicators whatsoever (other than the arm out of the window type – who remembers how turning left is indicated with your right arm? Is that still part of the driving test?).

All of the above was prompted by seeing **Patrick Russell-Jones’** ex **David Boyd** roadster which is the only roadster that I have noticed with semaphores in the A-pillar. Patrick brought it to the French Car Day at Brooklands a few weeks ago. When I saw them, I assumed they were an after market addition but the contemporary publicity photographs of Slough roadsters show them exactly as on Patrick’s car.

I’ve seen this car before and not noticed the semaphores – nor did I notice them on **Walford Bruen’s** roadster in Devon earlier this year – but when I look back my photos there they are. Of the Slough built roadsters that I know of, two have A-pillar mounted semaphores and four don’t. Could you order them as a dealer fitted option?



You will remember my hot ignition key which got so hot it burnt my finger when I removed it? I suspected a faulty ignition switch with a high resistance being heated by the current drawn by my radio which, for some reason does need to be turned up loud to hear it. However, I was probably as sceptical as you about this, but I couldn’t think of anything else. Now I can. It wasn’t the ignition switch at all – it was original my indicator switch which is located just below the ignition switch. How so? And how did I discover this? Read on...

To answer the second question first, I happened to notice out of the corner of my eye an occasional spark as the bottle opener hanging off my key ring touched the indicator switch knob. This was quite surprising – it meant that either the key or the indicator switch was live. Out came the voltmeter and it turned out that the screw in the centre of the indicator switch knob had volts on it, 6 of them to be precise.

As you may know most of my car’s electrics are converted to run at 12 volts and that includes the indicators. At least the indicators I added to the front and rear are 12 volt but the original Scintex pigs’ ears on the rear pillars are connected to the 6 volt circuit that powers the wiper motor. I don’t use these indicators and have been intending to fit them with 12 volt LEDs and connect them to flash with the other indicators which are controlled from a switch I have added to the steering column.

The switch on the dashboard is effectively redundant – but still powered and it turns out that the screw that secures the plastic knob protrudes a little and for some reason is live. I suspect that both of these things have been true for ever, but I never knew it until now. Certainly, the screw has always protruded – but has it always been live? It’s the only example of the switch that I have, and I have not taken it apart so I have nothing to compare it to and have no proof that it has not become damaged in some way.

My immediate fix was to take advantage of the very worn nature of my key and/or switch which allowed me to pull the key out as soon as I turned the ignition on. This became my habit for a week or so and the only problem was finding the key when I needed to turn the engine off again.

My more robust solution was to disconnect the power from the indicator switch. I removed the switch from the dashboard which revealed that the hole was not particularly round, as if it had been opened up with a file. This suggests the switch was not an original factory fitment. My next action was to order some 12 Volt LEDs for the pigs’ ear indicators so that I can wire them up to the others and to order some bits to fix the problems that caused me to ignore these indicators for the last couple of years.



These problems are that one of the glasses is broken and neither have any seals, nor do they have the red and white parking lamp lenses. For a long time they were just open to the elements but recently those holes have at least been taped over. All that exposure to the weather, together with being only 6 volts, meant they were, at best, dim and more likely not working at all.

I bought some LEDs, reproduction glasses and a couple of second-hand bases that included the red and white lenses. I was a little disappointed that the reproduction glasses require a little fettling of the indicator base to allow them to sit properly on the gaskets and more disappointed that both the bases were from the same side – meaning I needed to swap the red and white lenses around on one side. But I now have them fitted and nice bright indicators they are too.

I recently attended a classic car show at a local school which was raising money for charity. For a change I took my '59 Chrysler but Jim Gibson and Richard Vick both took their tractions. Jim's black Normale and Richard's white Big 15 are big boot models which, side by side, show the differences between the French and British equivalents. Richard also took his lovely Panhard.



I was thinking another little job for this weekend will be to fit the heater tube which has been absent for several years. I had the radio aerial cable routed through the heater vent hole in the bulkhead – but that now runs through a different hole. I tried to fit it a few weeks ago but discovered the rubber sleeves were perished. I now have replacements.

But instead of that I'll be taking the sump off to find out what's causing a knocking noise that developed on the way to work earlier this week – after I had written the preceding paragraphs. The noise gets worse at about 40 mph and reduces with load, like when going uphill which makes me think it's a big end. I nursed it home avoiding the slog up the A23's Handcross Hill

which I was scared would finish it off and leave me stranded. Being an optimist, I have a faint hope that it's a just a big end, and fitting a new set of shells will avoid the need to remove the engine. I'll take the sump off this weekend and assess the real situation. Place your bets.

Meanwhile the Chrysler is getting some use as the DS still needs attention. I'm glad its brake lights and indicators are working.

Postscript: Well - the results are in - and the engine has to come out. Two of the big ends are knackered and one of them has damaged the crankshaft.

I've dropped Andy Burnett a line. I posted his parts for sale list on the forum a few weeks ago and he actually has an early D engine (minus head) with new bearings etc that would do the job - depending on price and if he still has it of course.

He does also list the D con rods which is another option. But you can also buy a new crankshaft with con rods and bearings - for a tidy sum from one of the regular suppliers.

Grinding the crank and having my main bearings white metallised seems like a good way of not getting it running for ages.

I am considering my options - and fixing the DS!





Roger Paul Dyer

Obituary: Roger Paul Dyer 28th April 1946 – 11th August 2023



I guess not many of you knew Roger, but whilst that may be the case, he played an important part in the TOC and helped the Club to establish itself as a Limited Company.

He was born in Catford, the youngest of three brothers, and regularly travelled with the family to Europe and fell in love with France.

As a young student he took an interest in chemistry, achieving a degree at Imperial College and eventually becoming the managing director of Adrian, an Essential Oils Company near Heathrow Airport. He travelled the world, visiting growers and sellers and to Adrian's home of Marseilles and their lavender fields in Southern France.

He was a Citroën enthusiast; having one of the first XMs in the country, an early 5HP rear wheel drive car, a four-cylinder traction and eventually a 15/6, which he bought from a woman in the UK who had won it in a competition and had no interest in it.

Whilst Roger was enthusiastic about the Traction and had a friendly disposition, he wasn't a party animal and was very rarely part of the Club's social scene, but he did play his part in the Club; an early member, he was once the Club's Chairman and one of the Directors of the Club on becoming a Limited Company in 1994.

Roger had a home in Surrey and one in France, where he forged links between other Traction Clubs and the TOC. Eventually selling his home in the UK and moving permanently to France.

However, the Covid 19 epidemic took its toll, and we lost contact with Roger who had become a little reclusive (even his closest friends too had lost contact and had no reply to their emails) and it was only when we were told of his death, we found out that he had moved back to the UK in 2021.

Roger never married, had no children of his own, but his beloved 15/6 will remain in the family, as he has nephews who are keen to get the car back on the road.

Most of the committee knew Roger well and his input and guidance will be sorely missed.

Steve Reed





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The 37th CTAB Brittany Rally

Winter 2022 was looming and a project was need to keep us all happy, so what better than to get our Traction back in order for 2023. The added incentive was putting our name on the list for a return, after 19 years, to the Brittany Rally. After many months of Traction bits arriving, starting with the need to replace the clutch release bearing and inevitably other parts deemed to be needing replacement when the head was under the bonnet, away we go. But not as easy as that, since this had to coincide with two weeks of motorhome travelling in France, so the Traction was loaded onto the trailer behind the Motorhome and we headed off. Many thanks to Vicky and Martin with whom we were able to leave our Traction. Of course there is no such thing as a free lunch or should I say no free parking. One of the first questions asked was, will you write the Brittany Rally report for 2023? How could we refuse!

On Wednesday the 12th of July we returned to chez Nicholson to pick up our Traction and headed west for the campsite where we were to stay for the Rally. On arrival, after a three and a half hour journey, as Leslie set up camp I took our dog Floss for a walk through the campsite. As I rounded a corner just by one of the chalets I spotted a Traction. Lo and behold I saw someone I recognised on the deck, Terence McCauley and his daughter Laura. After a catch up and a promise to return for aperitif, I left. Thursday we just did a bit of Shopping and a walk by a nearby lake, which was lovely.

After much debate regarding attending the start of the rally, which would mean a start time of 5.30 am. to reach the start, reluctantly we decided to give it a miss and meet up with all at Roscoff for midday picnic, but weather being so wet, we decide to await the arrival of the rally back at the campsite.

This is where we hand over to Martin and his recap of the day's events at the rally.

Day 1: 14/07/2023

An early start from the BritHotel in Loudeac, where some of the Brits had stayed the night before the rally. All there were pleased to meet up with Carol Bilney, who was staying with family in the area. She and her late husband Alec were very active TOC members and loved the Brittany rallies. Few present will forget Alec's attempts to persuade our French friends to follow the lyrics of "On Ilkley Moor Baht'At"!!





The rain held off for the 15 minute drive to the start of the rally at the home of Marie Guerzaille's "Spectacle Comique de la Ferme", just outside St Caradec. Just enough time to meet up with some of the remaining TOC contingent, say hello to our French friends and collect our documentation. No time to check out the farm, nor the comedy, nor its fine collection of Tourist Road Trains! In the past the TOC has enjoyed just one, let alone five!!

Just after 9.30, 40 or so Tractions, a BMW, and various caravans and campers, headed off in the drizzle for the long drive to the Quai d'Auxerre in Roscoff, right on the sea front. By now the rain was really with us! It had been planned to picnic there. Some managed to find shelter under camper awnings, but most followed our French friends to a covered market at Les Halles de Plouescat, which conveniently was also on our route for the afternoon.

The convoy seemed to have spread out after lunch, so participants made their way in small groups to Meneham (Kerlouan), which the brochure describes as "a secluded fishing village of thatched cottages, screened behind enormous boulders in strange shapes". It was still raining on and off, so climbing the very slippery "enormous" boulders was not for the faint hearted! Spectacular, certainly, and probably worth checking out again on a warm sunny day? The beverages in the tearooms were welcome, though!

The rain eased a bit and we headed off the campsite at the Rechré des Trois Curés at Milizac-Guiponvrel, to check into mobile homes, pitch tents and park our campers.

Rumour has it that one car followed the wrong motorcycle and had to be rescued but no names were given.

Back to Scott's again.

Excitement mounted as the cars arrived into the campsite, some camping, some in Chalets and some in caravans and motorhomes, all eager to freshen up after the day. Have the mandatory Aperitif swap stories, get acquainted and reacquainted. Then off to dinner at the campsite restaurant ending the day with Karaoke, all French except for ABBA, AKA Claire and Sandy, who sung a fabulous rendition of Mamma Mia.

The 37th CTAB Brittany Rally



Day two:

After breakfast we were told to be ready to leave at 10 o'clock for a trip to Ouessant Island to spend the day there doing as we wished. A few options were suggested as the boat ride went beyond the half hour set out on the rally pack. It became clear that there was a change of plan. The weather did not permit us to travel to the island due to the rough seas, so we did a tour of the harbour at Brest taking in many sights. We were told about the Germans who built a bunker at the port in WW2 for their submarines, that is still used today by the French Navy. We saw the nuclear base at the port, the naval academy, and many other sights. For those that are interested, Brest has a rich naval history and is well worth a visit. At the end of the harbour tour it was time to get back in our cars and head for Lunch, which must have been arranged in haste with the changed plans that morning. The Bikers brilliantly chaperoned us through Brest. From the port in Brest we drove to the coastal town of Pointe Saint- Mathieu, parking on the cobble area, which made for some great pictures. Lunch was in a 4 star Hotel Restaurant Bistrot 1954, where we had main course of fish and desert and wine to help it all go down. It was indeed a lovely lunch. Our dog`s first time in a four star restaurant! Some left after this, and made their way back to the campsite we waited for the scenic tour by the coast. Back at the campsite it was time for aperitif, and chat which turned to the subject of what we were to have for dinner. We not being shellfish eaters, decided to cry off and go eat in the campsite restaurant with the intention of returning, but instead we headed straight back to the camper for an early night. Again rumour has it that someone tried to break the record for Oyster eating and a few were up enjoying some late night hooch by special invitation of the Bretons. As the saying goes what goes on tour stays on tour. Names provided on request with a crate of Chablis.

Day 3:

After Breakfast we had a free morning until the picnic at 1 pm. at the campsite, plus the mandatory aperitif .We departed the campsite and headed off on a drive that would take us through some lovely scenery passing the French Navy Ship Cemetery, then passing over the Terenez Bridge. Arriving in the town of Argol we parked up and went to see the Musee Vivant des Metiers. Here we were shown the crafts people produced in times gone by. Weaving, basket making, embroidery, beekeeping and many more. Crepes and a bevy were provided here before the drive back to the campsite. Ready again for dinner we made our way to the room provided and the mandatory aperitifs. What was the night to bring. After Dinner we were treated to the bikers all male cancan. Their expertise in the choreography was so good, I don't think that this was their first time in the sequinned



dresses strutting their stuff on stage. What enjoyment and laughter it brought. And there was one tall English gentleman trying valiantly to drum up a bit of enthusiasm for an English competition in the leg kicking but alas, and to his daughter's relief, legs stayed firmly on the ground.

Day 4:

Started with Breakfast at 7.00 am as the journey this final day was to take three hours. So with a 9 o'clock start we just had about an hour to pack up and get ready for the journey. We had loaded our car onto the trailer the night before. We were going to travel with the rally but decided it would be better to go ahead and not give the bikers a headache in case we could not keep up, so we put the destination in the sat nav and headed off. We arrive in Plouguenast well ahead of the cars and parked where we thought they would arrive, and about an hour later the first Tractions began to appear, horns and ahooga`s of all styles heralding them into place. Soon tables, chairs and picnic baskets were taken from car boots. One table even had a tablecloth and a vase of flowers, how organised. Time for aperitif and food. After lunch it was time to say our goodbyes, the rally was finishing in Rennes, but we had to make our way towards Cherbourg. It was great to meet up after many years absence to see those who we had met before and also to meet new people Unfortunately Martin Nicholson had eaten something that he is intolerant to and was not well. Luckily for him Tina and Stephen Prigmore were in their company and provided respite for him in their camper. Tina drove Vicky and Martin home in the Campervan and Stephen drove Martin's car. I can report that Martin is now hale and hearty, and no doubt will soon be busy roping us into another adventure..... more anon.

Once again a big thank you to Vicky and Martin, their kindness and friendship in welcoming us and making us feel part of it all with those new friends and the ones whom we had met before. I didn't mention the weather once, (no?) It didn't seem to make that much of a distraction.

Here endeth the 37th CTAB rally report. North Brittany and the Abers.

A l'année prochaine

Joyce, Leslie and Floss Scott

You certainly seem to have cornered the market in aperitifs, Editor.



Athena Posters

Steve Southgate sent us this article some time ago, but I was reluctant to publish because of potential copywrite issues with the images. However further detective work by Steve and Chris Bailey revealed that Sam Mc Connell owned the copywrite and was happy to have the images and article printed in Floating Power. So thanks to Sam and to Chris and Steve for their detective work.

Back in late 1992 I spotted an advert in the Auto Trader for a 9 seater Traction Avant. It was only 2 hours away near Bristol and a Saturday night, but pouring with rain. Nothing much to do that night so off I went with son Richard down the M5. I recall meeting a Mark Fletcher on a dark blustery night and listening to the story of the Traction being used for a photo session and the royalties from it helped pay for a new engine. Apparently, the photos were used for the Athena posters in the early 90's. After exchanging a few pound notes, off we went late into the night, still pouring with rain. The car soon went off to the trimmers and a burgundy paint job and it joined the other wedding cars in the Midlands.

A few years on whilst enjoying a family holiday in Greece I stumbled across an Athena Poster shop. This prompted a visit inside and to my surprise there were 2 posters of a Traction posing on the black and white period image. Em..... I thought now to tell the shop keeper I own the car in the picture. It didn't seem to impress the young man as he thought I owned 'A' Traction but not 'The' Traction in the image.

About £8 each I recall. How many do you have? and off he went into the stores and returned with about 20 posters. Em..... how much for the lot? £8 each was the reply and no discount. Well, so much for my bartering and off I went with 20 posters and £160 holiday money lighter. The wife was not impressed.

The 'Familiale' served me well for a few years and eventually it was sold to Sandy, a TOC club member who still enjoys the Traction today. It was lovely to meet up with her a couple of years ago in Coventry at a Citroen Rally. Now for the interesting bit of detective work which came to light last year. Both Athena posters are on the wall in my bedroom so they are a part of my daily life. The period image portrays a young lady reading the 'Le Monde' in the doorway with the Traction, 65ZAP89, alongside in a typical 1940's setting. However, one day I noticed double yellow lines, just a couple of feet, and maybe a no entry sign suggesting it was not a Parisian setting, although the Traction was bearing French number plates.

Closer investigation showed a shop name plate, D Link & Son Ltd. Not much to do that day I went googling. I found various addresses linked to the company directing me to Charterhouse Street near Smithfield Market in London. Meandering along Charterhouse St, on Google Maps, to my astonishment, was a corner shop resembling the poster. Yes, on the corner of 308 West Poultry Ave and Charterhouse St. was the setting for the Traction poster. Closer clues were the ornate woodwork and electrical box on the door frame. Within 20 minutes or so, with the power of Google, images were cropping up confirming the location. The poster images were taken in 1990 and an excellent shot trying to depict a Parisian setting. After my clever bit of detective work, I meandered further down Charterhouse Street only to find the location of the second poster, the number 53 and period doorways under the 'Central Cold Storage' building. I am aware that there has been substantial upgrades of the roadway and buildings but I believe both poster shots could be recreated. I rarely get to that part of London but I'm sure some TOC Member could check out the latest possibilities. So, the first setting is opposite the Port of London Authority building and the second 200 yards down the road. The post code EC1A 9LY is spot on. The original images were by Sam McConnell and the model was Gabriella Neat. It would be interesting to see if someone can recreate the posters.



SAM McCONNELL



Athena Posters

Unfortunately the latest Google Images show the green corner shop under demolition. With a bit of luck the building will remain and only the façade will be changed. Hopefully a period style will replace the image which must be 30 odd years old.



SAM McCONNELL



It was interesting to see the second posters was only 200 yards from the original. It was the No 53 on the posts which caught my attention. In the street view you can see the green door from the first image.

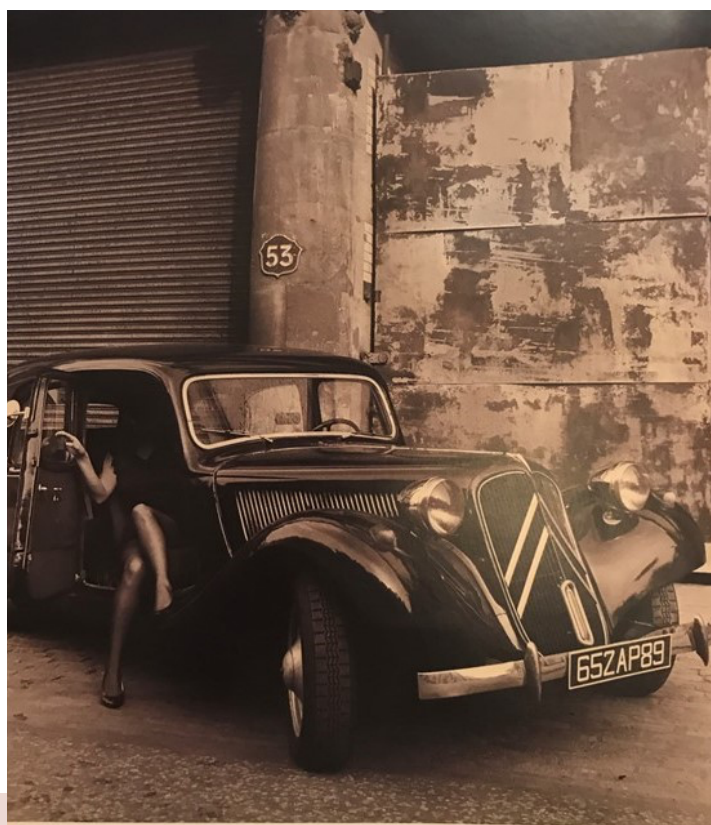
Close interrogation suggests the pillar on the left is in the poster backdrop.

The original poster images are shown on the next page. Car is currently still owned by Sandy Mayall. Editor



SAM M^CCONNELL

Athena do still exist, although largely as an online resource. I could not find this design in their current range, which after 30+ years is perhaps not entirely surprising. Sam McConnell was also the author of this famous Traction image: (below) Editor



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

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By the time that you read this most of the main TOC events of the year will have passed by and you should be able to read a report on various of the recent events 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 information on forthcoming events listed below. surrey-hants-sussex@traction-owners.co.uk

Sywell Classic was a great success (see report elsewhere in this magazine)

Stephen Prigmore received the following email from Lisa Broderick event organiser for Sywell Classic.

"A massive congratulations to Traction Owners Club for winning Best Club Stand. Our team were very impressed with their display. The club were very welcoming and showed great interaction and engagement with visitors to the show over the course of the weekend. A museum area housed information with an insight and history about the club and for their vehicles displayed.



We are on the lookout for the best pictures from the weekend. Please email me your images. We would love to see them and be able to use them on our social media platforms and website. Here is one of the winning club and members".

NEC:

The club has a stand at the forthcoming **Lancaster Insurance Show** at the **NEC** on the 10th -12th of November. Club discount code is **N23CC406**. **Apologies, our printers for some reason managed to obliterate the code in the previous copy of Floating Power.**

TOC National Rally:

The TOC national rally in 2024 is to be held in September of that year and will be based in Morpeth, in Northumberland.. See elsewhere in the magazine for further details.

2024 Brittany Rally:

Watch this space also for further details of the 2024 Brittany Rally. Adeline Davies will be posting details as soon as they are available.... adelinedavies171@gmail.com



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

Annual Traction Owners Club Rally, September 20th. 2024



Northumberland doesn't have any Motorways!!

This can be regarded as both good and bad. The main A1 road from London to Edinburgh goes through the county north to south. In fact parts of this road are still single carriageway. It can get busy but not excessively so. We keep being promised by successive governments that it will be dualled. As I write the decision has been deferred yet again until late 2024. I suspect the decision will be kicked into the long grass again!!

This demonstrates the relative sparseness of the county's population with most travellers just passing through. TV programmes, film makers and the iconic Alnwick Castle development are changing that and raising the county profile. So finding a suitable hotel for 70 or so people has been difficult. But we have come up with one which normally is used as a wedding venue and they are keen to offer it to a group of "petrol heads"!

This is the 4 star Linden Hall Hotel at Long Horsley on the A697. With 50 bedrooms, it's own on-site pub, a golf course and spacious grounds it is sited well for our car rally base and for touring north Northumberland. Everything is within an easy scenic drive.

However, getting to Northumberland is quite a drive for some members, especially those coming from the South West, South East England or indeed North Scotland. From the hotel, we will be taking you to Holy Island, Bamburgh Castle, Alnwick Castle and gardens and Craggside but to appreciate them fully you need to spend time there. So the Rally is to be over a 4 to 5 day period. You should arrive Friday the 20th September and depart Tuesday 24th.....or later if you want.

Costings are still being put together and we are hoping to make them available early in the New Year. The event will be open to all Citroen Car owners both in the UK and Europe, via the various Citroën clubs, but with a discount for fully paid up members of the Traction Owners Clubs.



Could you please show your interest in coming to the rally by emailing Graham Handley on light15.gh@gmail.com.

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



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 abd 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:

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:

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

FOR SALE:

A 1952 11BL - Paris built. in black.

It comes with an excellent rust free never welded chassis, clean



interior and reconditioned engine, new main bearing, valve guides and hardened valve seats.

It has all new brakes shoes, master cylinder and reconditioned wheel cylinders.

and also comes with recondition and new drive shafts.

It has been converted to 12V electrics throughout.

I am a TOC member. This car garaged in a dry garage for over 10 years near my home in Teddington, Middlesex, and just started using it in the last 2 years.

Offers in the region of 10K - 11K

Please email me if you need to see more images of the car. **joembaye@gmail.com** or text on **07960018306**.

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

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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:

Seat cloth, original grey striped cloth, 60"wide x 68"length.

Pair of Sachs gas shocks, rear, unused and boxed.

Gearbox, 9x31 CWP kept on shelf since being reconditioned.

Gearbox case, bare

Pair of original driveshafts - very good condition

French painted headlamp shell

Slough chromed grill.

Carburettors:

Solex 30 AHD sidedraught with inlet (pre war).

Solex 35 FAIE x2 with inlet manifold and heat shield, pre war performance upgrade.

Solex 26 LA60 side draught.

Exhaust manifold for sidedraught carb.

British fuel pump no.452633

Three rear aluminium spats.

11D complete cylinder head

Various torsion bars and wishbones

Front cradle, excellent.

Brake backplate 12", Radiator

Bellhousing, no damage.

Small boot lid, excellent, no rust.

Early narrow type NS rear wing, needs repairs.

Dafydd Evans 07944131671

e-mail dands@btinternet.com

FOR SALE:

(1) 4 speed early D gearbox, modified for use in a traction by Roger Williams (SCD).

Unused since, was the spare for my own car. Offers.

(2) early D 1911cc engine. New pistons and liners, new shell big end and main bearings, SCD modified oil pump, run for approx 1500 miles in traction, meantime no head but can take either a perfo, 11D or D. head. Offers.

(3) massive stock of new, rechromed, reconditioned or s/h spares, including new Slough exterior and interior door handles, escutcheons and window winders, 12v starters, rechromed "pudding bowl" wheel embellishers etc.etc.

email me at **sheilandyb@gmail.com** or phone **01339 886290**

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 mid 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 £15.99



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 £5.00.



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

