

A close-up photograph of the front of a vintage car. The image shows a chrome grille with vertical slats and a large, round, multi-lens headlight. The car's body is dark and highly reflective, showing distorted reflections of the surroundings. A chrome bumper is visible at the bottom, and a small orange light is mounted on it. A black license plate with the white letters 'RP' is attached to the bumper.

Floating Power

January - February 2024

Official magazine of the Traction Owners Club Limited

RP

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 March/April *Floating Power* will be

Sunday 18th February 2024

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Steve Reed's Traction
at the National
in 2023.*



Editor's Epistle



Welcome to the first Floating Power of 2024.

I hope that you have had an enjoyable Christmas, and managed to get out in your cars for some New Year events. I hope that by the time that you read this, I too will have had a chance to liberate it from the garage and get behind the wheel. Alas it is all salt and ice as I write this in early December, so not much of a chance just yet.

The Traction keeps up with regular traffic and handles well, sometimes much to the surprise of surrounding drivers. However, I am not deluded enough to claim that it is not suffering from the missing of some of the features of a modern car, and I am not just talking about electric windows and aircon. It has lousy windscreen wipers, that can make driving in heavy rain a nightmare, it doesn't brake as well, in standard form, as a modern car, doesn't have ABS or many other driving aids, and therefore, a degree of defensive driving is required, especially when the hot BMW/Audi brigade are out flexing their muscles and proving their manhood. Nevertheless, I am aware that a few of you do drive your cars on a daily basis, even though it can sometimes be hard work, especially over long distances.

Earlier last year I wrote that the press were encouraging the purchase of Historic Vehicles to dodge the ULEZ expansion fees in London. Although this was pooh-poohed in certain quarters at the time, it appears that this is indeed happening and FBHVC have expressed concern that this could jeopardise the status of Historics. A Historic Vehicle in the UK is defined as being over 40 years old, so currently, anything manufactured prior to 1984 is technically a Historic vehicle. As you know, this status allows for zero VED and MOT free status, largely on the grounds that such cars are not used regularly and are subject to a high level of care as befits their classic status. Likewise 'classic' insurance premiums are modest. Motoring in a more recent classic suddenly becomes a temptingly cheap way of getting around, especially if it dodges a £12.50 per day charge, even though a few of the creature comforts may be lacking. However, everyday usage rather defies the logic of their having that classic/historic status. We should all be concerned that if this were to become relatively widespread, then the various road safety organisations and our 'friends' in the media will jump onto the bandwagon, with scare stories about old men in Morris 1000's mowing down bus queues when their brakes fail, and then that status could be compromised and we might all be affected. There are in excess of 1.5 million Historic Vehicles on the DVLA database. It could be a nice little earner if they suddenly all became liable for £125 per annum road tax and an MOT fee.

A further development that I have seen via other car clubs, and notably in one of the BMC owners' clubs that I am also a member of (which includes cars manufactured into the early 1970's), is that individuals who use their Historic Vehicle cars as daily drivers are being refused Classic Car insurance. Generally with such a policy, you may well have to declare an annual mileage, and state that you have access to other vehicles. At the moment I assume that some people are honestly stating that no, this is their only insured vehicle. So, as a consequence, the insurers take the view that the premium needs to be realigned with that of a modern vehicle (and possibly higher due to the lack of a compulsory annual MOT) and raise the premium accordingly, or simply refuse to insure, full stop. So far the insurance industry have been fairly ambivalent about MOT free status. However if things develop, it isn't inconceivable that a further step could well be that anyone implying that they are using their car on a daily basis, will be told 'no MOT, no insurance'. Again, there is a section of the motoring community that would loudly support this.

Finally, a few years ago we held a survey, the results of which suggested that everybody wanted loads of technical articles. Subsequently, the club and I have assumed that you will probably do your own routine maintenance and probably some of the heftier stuff as well. The question is, how many do still tackle a major overhaul, or something really awkward like replacing the front metallastic bushes. Do you simply pack it off to a specialist and accept the increased bill.... or more worryingly, is that the point at which you decide to call it a day and move out of the classic car world. It would be interesting to know how the membership has moved on, if indeed it has.

Happy New Year.

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President's Ponderings

Happy New Year, welcome to 2024 - another milestone year in the Citroën story. That said, you will no doubt be overjoyed to know I'm not going to bang on in depth about events but ...

... the 90th celebration, 9-11 May in Puy-de-Dôme, still has plenty of places available and, so far, only about a dozen UK entries. Jim Gibson is hoping to coordinate a TOC presence.

... for those who do not fancy the CTAB's Brittany tour in July, the CCC is organising their "Citroën Festival 2024" in Huntingdon over the weekend of July 14th.

... the Polish ICCCCCCR in finally set to happen in August.

... and, if Poland is too far, Brooklands will have "French Day" on August 11th.

... last but not least, Northumberland awaits us in September. If you do hope to attend, please advise Graham Handley as soon as possible to help him juggle numbers.

As documented elsewhere, the AGM (s) passed without trauma. Attendance was disappointingly low but those present were fully supportive of the work and dedication of the Committee. I appreciate it is not possible for everybody to attend and sincerely thank the few that did brave the far from clement elements - and we sported 3 small boot Tractions on the day.

Although the Club is financially stable, the income from Spares is slowly being eroded due to several factors. We cannot blame Brexit entirely, but our situation is certainly exacerbated by the fact that duty is now payable on all items purchased from EU sources. As if that is not enough, those imports then incur further additional import handling charges, adding to the overall costs.

On top of those unavoidable charges, the Levy discount scheme is further eroding spares income to the point that it is becoming unsustainable in its present format.

One obvious solution would be to increase prices in general to counter the effect, but such increases would almost certainly render TOC prices non competitive and probably lead to the eventual demise of the Spares Operation. Bearing in mind that Spares and the Levy are two of the reasons why many join the TOC, the Committee would not want to dispense with either and a revised Levy system will therefore be implemented.

For me, the other remarkable matter coming out of the meetings is that a Club of approximately 600 members relies on such a very small group of enthusiasts to keep it on track and drive it forward but more on that next month.

Under the management of Ian Harvey, we again had an impressive presence at the Classic Car Show, where we were part of a Citroën enclave together with the CCC, 2CVGB and 2CV Specials displays. With five vehicles and an impressive backdrop display, Ian offered more than a passing "nod" to the show organisers' suggested theme of "partnerships", referencing our ties with TU and the

CTAB and displaying a wonderful photo of André and Mme. Citroën looking nothing short of splendid together.

These shows are primarily a PR exercise and rarely recruit new members immediately. Nevertheless, one person did sign up on the day and the stand attracted a lot of other attention, including a healthy number of clearly genuine enquiries from possible future owners. Of course, we were also visited by plenty of existing members - both old and new - making the weekend a pleasant all-round experience. Thanks to all who contributed to the success of the event as well as to those who supported by visiting.

Once again, I wish a happy, healthy and prosperous 2024 to all.





Chairman's Chat

Happy New Year to you all – I hope you enjoyed the festive season with friends and family. Hopefully, like John & me, you are planning Rallies and holidays to attend in 2024 – there is certainly plenty on offer so polish up those RWDs and Tractions ready for adventures.

In this issue you will find the report of the Committee meeting and AGM held in October – do please have a read as there are changes afoot and concerns for the future. Two items I wish to particularly draw your attention to are:-

1. Levy Scheme – it has been agreed as from April 1st if you leave the TOC your membership of the Levy Scheme will also be terminated. If you rejoin and wish to use the Levy Scheme for Spares you will need to pay to join again. It seems a lot of Classic Car Clubs have this arrangement.
2. Membership renewal letters will be going out with the March/April issue of Floating Power so that we can bring payments in line with the financial year. We require you to pay by mid May in order to receive the June issue of Floating Power. At the moment we waste money posting magazines to people who do

not renew. Please may I again urge you to pay by Direct Debit as it saves you & us time – and you don't have to remember to renew every year. You know it makes sense!!



I am personally very worried about the future of the TOC and I admit it does give me sleepless nights as it is a Club I love and have been very involved with since 1989.

This year so few people attended the AGM and the Committee has remained unchanged for a number of years. What happens when they decide to retire? Who is willing to take on any of the roles? How long before we have discussions on how to wind up the TOC?. More on this very soon in a future issue of Floating Power.....

Beu



Memories of an extremely icy cold day at Houghton Tower in 2017

Traction Owners Club: Section Details

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

Northern Scotland

ANDY BURNETT

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See section report for coming meetings/events.

Southern Scotland

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See section report for coming meetings/events.

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See section report for coming meetings/events.

Wales

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See section report for coming meetings/events.

West of England

TERENCE MCAULEY

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E: west-england@traction-owners.co.uk

See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

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E: northern@traction-owners.co.uk

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

North East

GRAHAM HANDLEY

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

See section report for coming meetings/events.

Peak

BEV & JOHN OATES

T: 01629 582154

E: peak@traction-owners.co.uk

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

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

T: 0775 937 2242

E: midshires@traction-owners.co.uk

See section report for coming meetings/events.

Eastern

JASMIN GAGEN

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

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

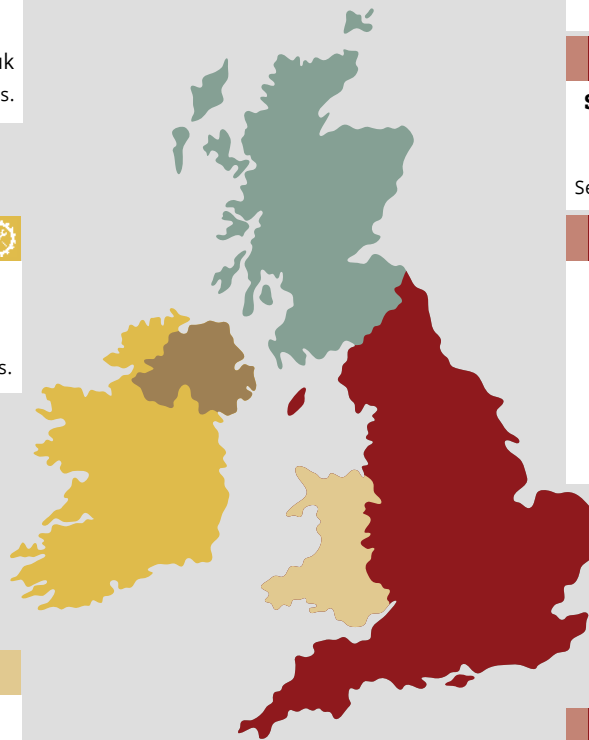
Surrey/Hants/Sussex

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See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Section News

Northern Scotland

A wee bit from the north Scotland section!!

First of all a belated Merry Christmas and Happy New Year to all!

No new traction stories or contacts, really nothing new to report, all very quiet! But on a personal note, very busy indeed!

As reported in the previous FP, I had sold my 1949 Light 15, DST 569, the last of my fleet of 4 and now Traction-less for the first time in over 50 years. However, having searched during that time for spare parts for that model, particularly for the Slough models, I had a very large collection of new and second hand parts to dispose of. The engine and gearboxes were the first to be sold, and of course, pallets and boxes had to be made for sending them South. That left the fairly massive collection of new, rechromed or second hand parts, and to this end my long-term friend and enthusiast, Stan Platts from Bradford made me an offer to buy all as a job lot and I accepted his offer. Stan is very well known particularly in the Citroen Car Club, where his love for the CX in particular is well known. He is also the owner of a Traction and already has a lot of spare parts for the model, so now he will have a large quantity extra.

I have had many emails and phone calls from members wanting to buy parts and I have simply been passing all these requests on to Stan to deal with. His telephone number is 01274 683848 and best to phone him between 8pm and 10 pm if necessary. Stan has yet to actually come up to collect all the spares, but has all the parts here listed, and all is now boxed up for his collection, which is imminent.

I have now sold or disposed of all my spares, but have kept my manuals and special tools at the moment, just in case they are needed and of course one of my sons owns an award winning Light15. I have still a life-long interest in the Light 15 models, so although no longer having one, I will still be taking an ongoing interest in all things Traction!

Andy Burnett

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

Southern Scotland



Happy New Year!

Sincerely hope you had a great time over the festive season and maybe even treated your beloved Traction to a gift or two?

Last edition I mentioned concerns that I had about a water ingress problem causing the headlining and door card to become wet during steady rain.

Pleased to say that the trouble has been identified and I'm in two minds as to how to sort it out.

Basically the rain gutter attached to the roof has a few small perforations between it and the roof itself.

The correct fix would be to cut out the damaged area and braze a new piece of guttering back in and prime and paint.

Problem is this is a fairly big job, the headliner would also need to be dropped down in case the heat affected it, not to mention the surrounding paint damage inevitably caused during the repair.

Given that I intend to hold onto Celine indefinitely and will be repainting her at some time (when retirement allows !) I think at the moment I'll just remove the rusted tin work fill using a metal repair compound and paint locally.

Pleased to report that Andy Burnett has been able to move on his stock of TA parts, I am due to visit him to collect some French trim items and have a good chat, in the next wee while.

Weather wise it's not great at this time of the year in Scotland and the council has been salting the roads for a couple of weeks now. However, last week it was a lovely bright dry day with some fresh snow laying around so asked Celine if she fancied a wee run to blow the cobwebs off, she stuck her nose out the garage took one look at the snow and said, you are having a laugh Dad!

Let's get into the garage, sort all the little issues we've found over the last season and get ready for 'Drive it Day' in April....it'll be here before we know it!

Bonne route !

John White

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

Northern, Lakes and Borders



As usual at this time of year, not a great deal of activity to report on. And, having just passed a Lancashire County Council gritter on the A6 near to home, I suspect that my car will be staying in the garage for a while yet, which is a shame, because unfortunately clear skies and sunshine (which we have just at the moment) usually equate with sub zero temperatures and the council's desire to spray the main roads with salt and grit.

By the time that you read this, Christmas will have been and gone, as have the various New Year festivities and we now face the steady grind up to the beginning of the driving season again. Unfortunately, due to a pre Christmas deadline for copy, I am unable to report on either of these seasonal festivities, since they haven't happened yet as I write this! More in March!

I have, however, managed to service my car, with an oil change and brake adjustment amongst other things. I was amazed that the adjuster snail cams hadn't seized up, and next on my list is a pair of adjustable bottom steering swivels, a vibration when braking hard downhill, suggesting that these are out of adjustment. I suspect, also, that my battery is on its way out. It loses its charge even when

Section News

disconnected and even when fully charged, still seems to lack that kick that you would expect from a healthy battery. It is probably seven or eight years old and, like most classic car batteries, has a hard life with intermittent use and the need to fight a cold, thick 20/50 oil on a chilly morning.

I have expressed an interest in the National in Morpeth, and hope that a few of us Northerners will be finding our way across the hills into Northumberland next September. I may move the Traction up to our Holiday Lodge in Cumbria in the late summer, which will enable me to attend a few of the events in the Lake District area that are currently out of range and will then put me fifty or so miles closer to Morpeth when the time comes.

In the meantime Colin Lea's car is progressing, and he is currently getting to grips with the clutch setup. Alas, there is nothing in the club toolkit to help with this, and I have suggested that he looks at upgrading to a modern diaphragm type via one of the kits provided by the club.

David Lawson's project has slowed somewhat due to other pressures. He reports that the power steering conversion is a success, but he is still plagued by a very heavy clutch and wonders if the operating cable is to blame. I have driven his car, and it does seem quite a hefty pedal action, but there again I am spoiled by having a modern clutch fitted and a pushrod operating mechanism.

St Catherine's and Charity Farm breakfast meets are still ongoing, and keep an eye out for occasional meets at Heskin Hall, as well as the regular first Saturday of the month meetings at the Lakeland Car Museum at Backbarrow in the South Lakes. Charity Farm propose to host a Jan 1st 2024 meet.

Happy New Year

Bryan Pullan

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

Eastern



Eastern Section Regular Meet Ups

13th February The Compasses, Littley Green, Essex

5th March The Angel, Larling Norfolk

Thank you to all that have been in contact regarding Dixi's nasty cough, John will be taking it on board, but unfortunately he is in the depths (very mucky) of cylinder head gasket plus all other needs with Delilah our DS Super 5, but he is getting there as they say.

Members ask if I can recommend a garage or repairer for Traction work, very sadly not, if you do know of anyone in the East (or not too far away), please let me know so I can pass the info on.

Jaz

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

Peak



Unfortunately we cancelled our December meeting due to a lack of members able to attend. As it worked out it was a good job we did as it was the day we had heavy snow overnight so no one would have got to Ashbourne anyway.

We hope to have a meeting in February but nothing is planned yet.

Bev Oates

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

Surrey/Hants/Sussex



The November West London section meeting at The Hare & Hounds pub in Osterley was well attended, by recent standards anyway, and 7 members enjoyed an evening meal with local Fullers beer, London Pride, on tap. Martin De Little brought along a number of jars of honey that his bees had produced and we all bought a jar or two.

Darrin Brownhill of Citroen Classics based in Staines Upon Thames has recently opened a new spares dept in Wokingham and we went along on 19th November for his open day and we enjoyed a brief tour of his premises and some complimentary tea and pastries followed by a visit to the local Siren Brewery where we sampled their new brew for the season 'CCC' (Caribbean Chocolate Cake beer) and a pizza from the street food van parked up in their yard. Alan Lloyd's car (recently purchased from Andy Burnett) was the only Traction at Citroen Classics, a Light 15 converted to 4 speed.



Instead of the usual monthly evening meeting on 7th December it was decided to have a Christmas lunch so 8 of us enjoyed a roast turkey dinner at the Osterley Garden Centre, our thanks to Peter Simper for arranging this meal.

Finally on 10th December a few London members joined 40 or so enthusiasts from the CCC, the 2CV club and the Surrey, Hants, Sussex section for a Christmas lunch at The Ely at Blackbushe.

I also manage the Social Media for the TOC and I am pleased to report that our FB page is rapidly approaching 2000 members from all over the World.

Have a look on <https://www.facebook.com/groups/tractionownersclub>

Regards Andrew York

Director & Social Media TOC

For contact details see main table at beginning of this section

Kent/East Sussex



Our KES TOC Annual Christmas Lunch took place on a most dull December day, no one braved getting their Traction's dirty, such was the weather on Monday 4th December. Eight of us met at Sissinghurst Castle Granary Restaurant for a hearty lunch, all served in an icy cool restaurant which sadly the NT seemed unable to remedy.

John Barsley

For contact details see main table at beginning of this section

A belated Merry Christmas to everyone, happy motoring for 2024. Just before Christmas I came across this fellow dressed in red who said he needed a lift, something about his reindeer having run off. He did say the Traction felt a lot smoother than his sled.

Very little else to report, our regular morning meetings continue on the fourth Tuesday of the month, alternating between the Horseshoes, Berriew and the Raven, Welshpool. I'm guessing the next will be in January not Boxing Day and will be at the Raven, check with me nearer the day to be sure.

The last meeting on 28th Nov. included an interesting talk on early electric cars, some of the earliest cars of any sort in fact with connections to Mr Edison, he of light bulb fame and Mr F Porsche, well known for some of his later creations.

I'm still plodding on with my Big Six, all doors, rear wings and boot lid are now in epoxy primer ready for flattening and painting. Sunroof panel and inner frame are the current project with the main hull ready for filling and priming next so progress is being made. Still many diverse parts needed if anyone has Big Six parts in the back of a shed.

All the best.

Andrew Tweed

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

Wales





In Committee & AGM in Steventon 29th October

The Committee held a brief meeting in the morning but as all the issues were covered in the AGM I am not writing a separate 'In Committee' article but this is a precis of both meetings.

The Formal AGM was held first to agree the Accounts for the year and the re election of Steve Reed and Cleve Belcher as Directors of the TOC.

Chairman - Bev Oates agreed to carry on as Chairman for a further year due to no one else volunteering to take over. Bev remarked that it was sad to see so few members attending the AGM and felt that if no new members came forward to join the Committee, then the Club could cease to function in a few years as those currently in post retire. This is an issue a sub group plans to discuss in more detail in January.

Bev thanked all the Committee members for all the work they do to keep the TOC functioning – Bryan (Editor), Cleve (Treasurer), Chris (Spares), Jim (Social) plus organising the Farnborough Show, Chris Bailey (Marketing) for his regular Banter in FP and organising this year's Rally, Steve (Helpline), John (Membership), Ian (Secretary) for also organising our presence at the NEC, Andrew (Social Media) Also thanks to Brian Follain for helping organise the Jersey Rally, huge gratitude to Martin & Vicky Nicholson who have been our link to the Brittany Rally for many years and thank you to Gavin & Adeline who have agreed to take on this role from 2024. Lastly thanks to all the Section Co-ordinators and the work they do organising local events.

Editor – The content of Floating Power has gradually changed to more social articles and less technical articles which has resulted in Bryan updating and recycling old technical information. The question was posed as to whether members are actually working less on their own vehicles so nothing to report back. Will there be a future report on a Traction being converted to an electric vehicle?

Bryan would like more articles from the Sections – not just Social but reports on work owners are doing on their cars.

Treasurer – Cleve reported that the TOC is in a much stronger financial position than last year and that improvements had been made in the accounting process and was under constant review. We now use a mobile phone for the Helpline which has cut costs so the next step is to change the PDQ machine and hopefully use QuickBooks more for Spares payments.

Web Master – Simon reported that we have new host for our website which has greatly improved its speed. We also have much simpler forms for joining the TOC available. Simon is currently working on a system for Section Co-ordinators being able to access their page on the website so keep it up to date and "fresh". More information is required on the RWD models on the website – Bernie offered to look at this.

Social – Jim was unable to attend so sent in a report. The British Motor Show at Farnborough was a great success and the 3 Citroen Clubs won the first prize again – thanks to all those who helped and showed their cars. Thank you to Stephen Prigmore for organising the TOC Stand at the Sywell Show where we also won top award. Thanks to Ian for his work on the upcoming NEC Show.

Next year we have our own Rally in Northumbria organised by James Geddes and Graham Handley. This will be in September to avoid the events in Europe - the 90th event in Clermont Ferrand in May, Brittany Rally in July and ICCCR in Poland in August.

Membership – John reported that we currently have 564 members – 19 down on this time last year. It was proposed in the Committee meeting and then ratified in the AGM that the membership letters will go out with the March issue of Floating Power to try and bring payments in line with the financial year. Members will be given a deadline to pay – failure to do so means they will not receive the following issue of FP. This decision was made as we lose a lot of money in magazine and postal costs by sending out magazines to people who decide not to renew without informing us.

Spares – Chris reported that last year had been difficult due to health issues and ongoing problems with Customs causing delays in the shipments of parts. A solution seems to be keeping orders below £1000 in value as they are processed more quickly. There are also issues with slow deliveries by Royal Mail and Parcel Force. Chris informed the meeting that between now and April he will monitor the changes made in the way payments are made to the Spares operation such as the increased use of QuickBooks and our pricing strategy and decide how much longer he wishes to continue in the role. It was also agreed in the Committee meeting that we need a comprehensive list of all the second-hand spares – a stocktake will take place early next year.

Levy Scheme - It was agreed by all in both the Committee and AGM meetings that if a person leaves the TOC their membership of the Levy Scheme will also be terminated. If they rejoin the TOC and wish to use the Levy Scheme then a further payment will be required. This will be in place from April 1st 2024.

Marketing - Chris gave credit to Andrew for the extensive Facebook exposure that the TOC pages have with over 1700 followers. It was suggested we need to publicise the successes we have had at recent Shows as it is all good publicity for the TOC. Chris continues to send articles to the Motoring magazines who generally wish to have information on future events.

Helpline - Steve reported a new problem on authenticating vehicles for the DVLA as they now require proof of production from original factory records rather than an official letter from Clubs such as the TOC. This will be difficult as the records from Citroën Slough were destroyed in a fire during WW2. It was suggested the Citroen Conservatoire, known now as "L'Aventure", is contacted to see what records they hold.

Any Other Business - Jim has found a supplier for Polo Shirts - it was agreed we would produce a new shirt to celebrate 90 years of the Traction - more information will hopefully be in the January FP.



Traction Course

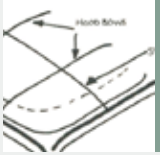
The 2024 Daniel Eberli basic repair and maintenance course in English, is now live. The "Basic Maintenance and Repair Course for Tractionists in English" will take place from Thursday May 2 to Saturday May 4 2024 with the following main focuses:

- The basics of a combustion engine including carburettor, ignition, clutch, gearbox and brakes
- Details of the functions and the peculiarities of the different components in the Traction
- Recognize malfunctions, causes and consequences thereof
- Carry out simple maintenance tasks like ignition and valve setting and know the important points for regular care and maintenance
- Learn about the importance of a correct maintenance and repair of the brakes to prevent damage Prevent excessive wear when driving, changing gears and braking

Further topics: Tools, electrics, body work, improving safety and comfort of your Traction Ownership is not required: You may get advice for buying a Traction A social evening will take place on one of the evenings in a local wine cellar (optional) containing the most important information about the basic and possible advanced courses. A PDF will soon be published and made available on the website of the Swiss Traction Avant Club tractionavant.ch, tab "Anlässe", sub-tab "Kurse". Of course it is possible also to apply directly with me or to ask for further information.

Daniel Eberli, Im Chellhof 3, CH-8463 Benken ZH, Switzerland

Phone: +41 52 319 25 17 **E-Mail:** eberlid@swissonline.ch www.oldtimer-taxi.ch www.bnb-chellhof.ch



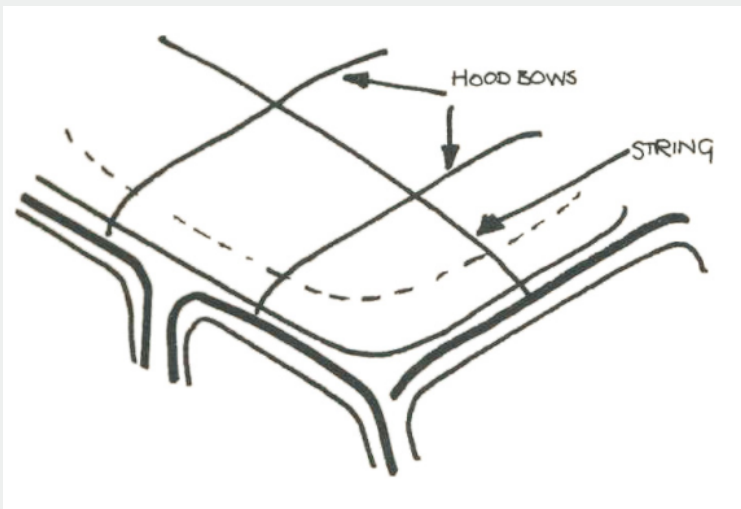
Replacing The Car Headlining

Most of us would balk at the idea of replacing our car's headlining, and yet it is often something that suffers over the years as condensation etc corrodes and rots everything. I would add that it is worth doing a clean up once the old lining is removed, to treat any rust and maybe add in some sound deadening pads.

This article, by Gerry Propsting, first appeared in 'Front Drive' Volume 2, No 4 and is reproduced here with the kind permission of the Citroën Car Club of Australia.

Restoring a car should be a hobby. Many people, however, pay a lot of money to have others do the work for them. Perhaps this is because they either haven't the time, or maybe they just lack the confidence to tackle the work them-selves. It is a far more rewarding experience to have 'done it' oneself and I hope this article will encourage people to tackle at least one part of their restoration themselves.

Firstly I must say, I am no motor trimmer. The following information was given to me by Robert Bonner, a member of the V DC. I tried it and it works. Anyone who has any further tips could also help by sending their comments in to the editor. Or conversely, anyone who disagrees with these methods, please write and correct me before everyone louses up their material. In any case, I wish you luck, and go to it

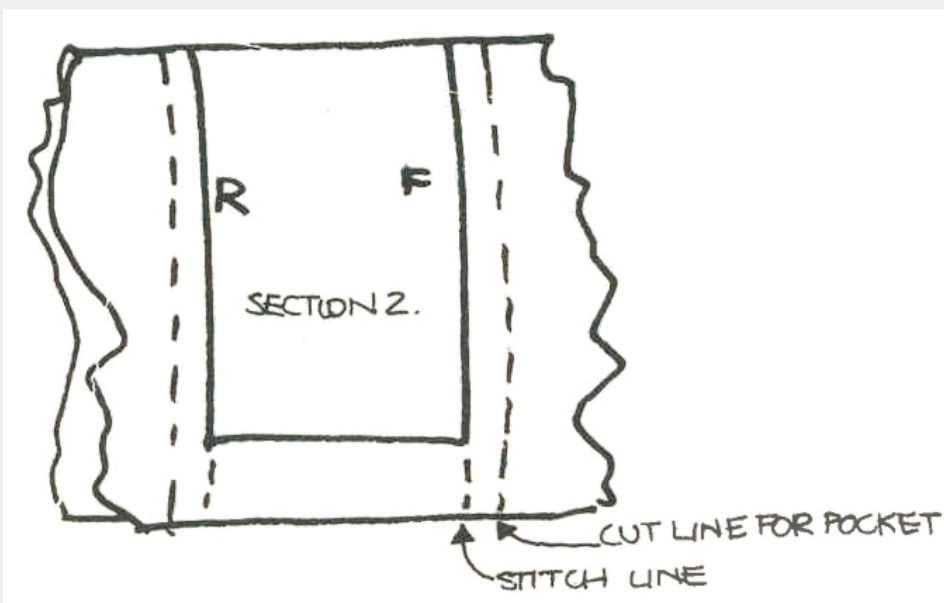


1/ The principal details of this article apply to Citroen Light Fifteens, 1946-52, but can be adapted to other models.

2/ Use stiff brown paper to trace an exact pattern of each hood- bow to string segment on the left [or right] of the car. You only need to make one half of the hood sections as a pattern. To make the pattern, place the paper behind the bows and string and do each pattern separately

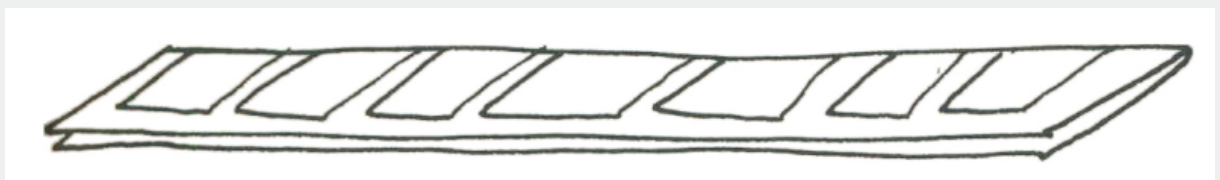
3/ When you have cut each pattern segment, number it and chalk the corresponding number to the roof of the car [to keep the pattern in order]. Also mark each piece with FRONT and REAR.

4/ You now have to decide on your material. English cars to 1954 used cloth and this is best reproduced by using hood lining felt. This material will stretch under tension, and allowances must be made now by reducing the hood bow edge of your pattern by half an inch either side.



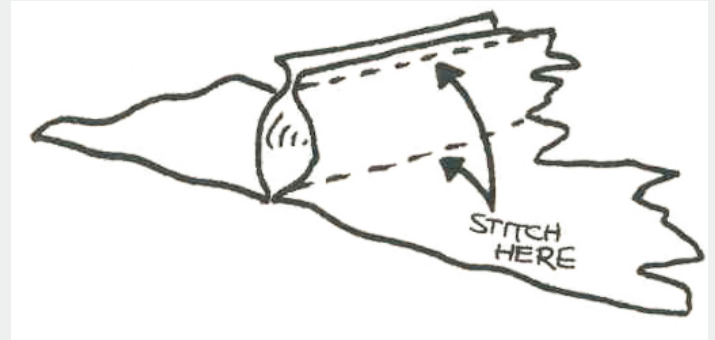
5/ Lay your material out and double it end to end. Pin each pattern segment to the material so that the centre edge aligns with the fold of the material. Separate each pattern by approximately 3-4". Mark the edge of the patterns corresponding with the hood bows exactly. This will be your stitching line. Now allow 1 1/2" outside the edge of the pattern, mark and cut along this line. This will become the pocket for the hood bow. Allow extra material to the edge of the pattern corresponding with the

outside of the car. This will be cut off later when the lining is in position.



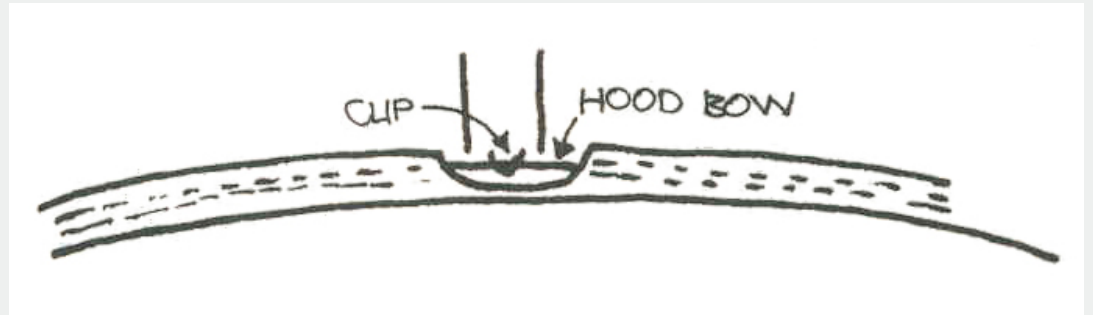
Replacing The Car Headlining

6/ Carefully join each section to the next and sew. Your domestic sewing machine will cope if the stitch is set at 1/8 - 1/16th " and button thread [available to match the felt] is used. Make the hood bow pocket as in the diagram.

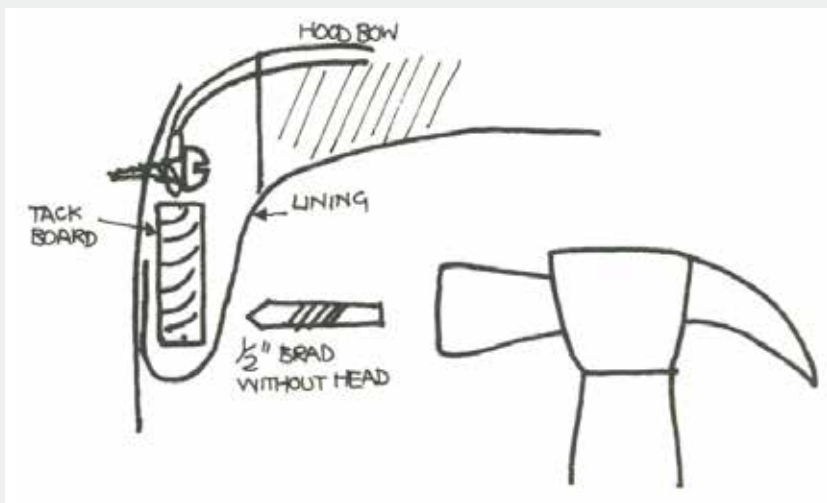


7/ IMPORTANT. As the roof lining goes into a car after the draught excluder has been fitted to the door, make sure it fits well NOW. You can't adjust it later. Probably the seats are out [it will be easier if they are] so clean the car thoroughly and lay some old sheets to protect the lining from dirt.

8/ Starting at the back, take down each hood bow in turn, and insert it in the corresponding hood lining pocket. Now put it in position. See where the centre clip for the bow will fit and cut the lining 2" either side of this and lock over the clip with a hammer. See diagram. Now proceed for each bow in turn.



9/ Attach the hood lining to the centre of the rear nailing strip [staple gun or cut tacks] pulling the lining fairly tight. Do the same at the front nailing strip. Work out from the centre, front and rear, left and right alternately to even the tension. DO NOT CUT THE REAR WINDOW YET



10/ Now, starting at the centre pillar on either side, work both to front and rear, pulling out the slack as you go. You may have to cut back each pocket as you go to prevent a square appearance at the sides of the lining. On some cars the sides are attached using blind tacking. This can be done with 2" brads with the heads cut off. See diagram.

11/ The corners of the car are done last as this allows wrinkles to be removed.

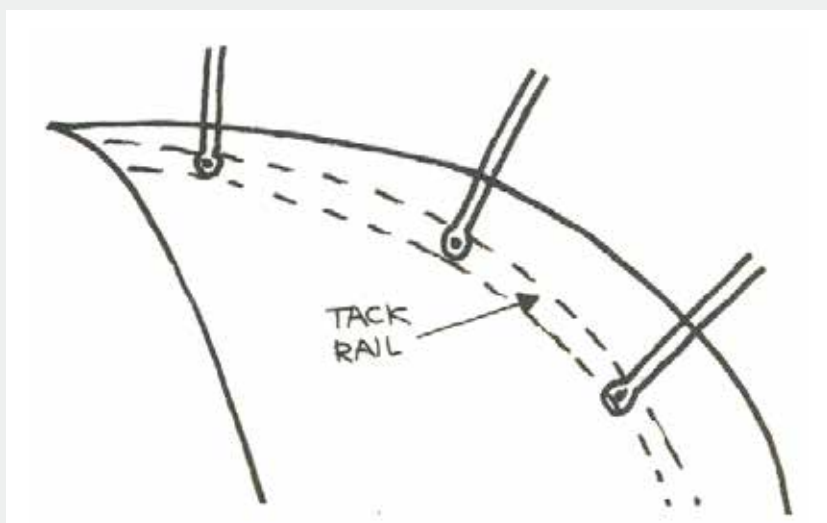
12/ Put the rear window frame in. and tighten. Now cut out excess material. You will notice more wrinkles come out.

13/ Make rear quarter panel boards as below. The board must extend past the tacking rail to put tension on hood lining when it is fixed.

14/ Cover and attach quarter panel trim boards, and fit into place using blind tacking to the trim rail with 3/4" brads. The hood lining should now pull tight and have no wrinkles. Cover and attach front trim board.

15/ Congratulations. you just saved yourself a fortune at the motor trimmers, and you have a job you can be proud of.

Gerry Propsting.





R.W.D.

Tempting though it has been to give Boaty a careful sluicing followed by a gentle wash and polish, I have resisted. I'm rather fond of the disreputable air of originality given by the dusty grime.

I decided to tackle the seized motor first. A soaking of WD40 meant I could use a rag and pointed stick to clean up the gunge. Then having all the cylinders filled with a few millimetres of the same I returned to find all cylinders bar number three had lost their contents. So here is the culprit I thought. A little more soaking and a cautious tug on the starting handle and I had movement! Lubricating as I went, the engine freed. One of the valves on number four was released with the same remedy and all remains free. I've coated all in thin oil to protect things for now.

Encouragingly, holding the handbrake lever in the on position means the little fellow won't budge either so perhaps the rear brakes have a little life in them. More WD40 and the ratchet was back to normal operation too. It's decided to go for a rest since then however.

While tackling the mechanics I thought I'd look at something rather more ephemeral, the hood.

Decades in dry storage had worked wonders in preventing corrosion but had left the canvas with a very crispy consistency. Trying to flex the cover made a sound like someone tearing calico in another room. Disconcerting to say the least. Having done some research, including chatting to our local coach trimmer I was none the wiser. So with little to lose I have massaged the canvas gently while checking the underside. I did wonder if I would find a gentle snowstorm of decayed fabric coating the interior, but no.

I wasn't sure if this may leave a patchy residue, but the idea is there if anyone wants to give it a go.

Such was the flexibility following my massaging I decided to unclip the quaint fastenings to the windscreen frame and see what happened. With an ear out for disturbing sounds I carefully lowered the frame and hey presto it worked. I haven't tried re-erection yet as it makes access so much easier.



Synchronicity maybe lacking in the gearbox but in a delightful coincidence I took a call from Stan Platts on my way home from first viewing the little car. He had just agreed to purchase a 5hp himself. His car is missing its windscreen assembly.



If anyone knows the whereabouts of a suitable windscreen assembly please contact Stan or myself.

Lastly are some pictures taken by Mike Tebbett, kindly passed on by Editor Bryan. Mike visited an event in France during Autumn 2023, at L'Aigle. (see separate article by Mike on the Tractions present)

Every third Sunday in October, Les Amis de la Traction organize their annual exchange fair. Basically it is a massive auto jumble with a classic car show thrown in for good measure.

It welcomes nearly 300 exhibitors and around 400 vintage vehicles. Entrance is free for visitors who are increasing in number (around ten thousand). In 2023 the theme for the main exhibition was pre-war Citroen RWD cars.

More details elsewhere in Mike's article.

Happy New Year.

Andrew Peel





Challenger Motors 1937 Traction 11BL

I need a new project I said, I need a challenge I said!

By L. Lewis

This is a compilation of several instalments received from Larry over the last few months. The car actually looks a nice example, but Larry's ongoing experience show the potential hazards of buying a car from a museum collection that has just been on static display for years.

Chapter 1

I've done it, some of you have done it. Restore an old car. Make it work and drive it, even. Have you ever wondered why you do it? It seems crazy sometimes to do what we do. It's always more expensive and more work than you first think but at least I knew that going in with this one.



As they say in Alberta and Texas, this ain't my first rodeo. So, I recently bought on Ebay, a Challenger Motors 1937 Traction 11BL.

Challenger Motors in Los Angeles sold Traction's but due to some legal thing with the factory had to title them as "Challengers." The brass chassis plate calls it "The Citroën by Challenger Motor Car Corp, Los Angeles, Calif." The speedometer reads in miles and the other two gauges are in English too. If the factory didn't want these cars sold by Challenger then what is the story about that?

I am told that there are only 6 of these left. One is in Holland with a customised convertible body. There have been articles about that particular car in Citroënvie. There is another one that showed up at the Citroën Rendezvous in Saratoga Springs, New York a few years ago; a nice dark blue convertible with a full back seat. A bare body of a BL was sold on Ebay a few years ago with no running gear or interior but coming from the Southwestern California desert had the kind of brown surface rust that you can brush off with your hand.

My car was owned by a woman in Arizona who used it and then sold it to the Mullin Museum in Oxnard, California when they had an exhibit about Citroens in general. They eventually sold it at Pebble Beach and it went for over \$20,000.00. I inquired at the Mullin about it but all they would say is that they sold it. But the thing is, coming from where it was the body has no rust that I can find except for the windscreen frame which was rotting away and falling apart.

Working on this thing and after dropping a tiny part into the carb-less intake manifold I think, "Am I the one who is nuts?" Probably. I was able to fish it out with a long pair of needle nose pliers so no worries. Hooray, I don't have to remove the manifold which I am sure will be complete with broken studs and lots of frustration. And expense. It will come off eventually.



It sometimes seems to be a joke. There was a universal turn signal switch on the steering column, the kind you would use if you were adding turn signals to a Model T Ford. This wasn't wired to anything and was there just for show. I added turn signals and when trying them out I watched the switch start to smoke because there was a dead short in the left rear. Fixed that then on to the next fiasco.

It looks like a bunch of not-very-clever monkeys worked on it. The instrument

panel wasn't wired to anything. The fuel gauge and ammeter had no wires to them and the tank unit wires were cut off and left on the floor of the boot. The headlamps are replica "Guide" lights and are fairly common on street rods. These have a teardrop shaped housing on top of the pot that is the turn or parking light. The headlamp bulbs themselves were 12 volt halogen units and the small lights were LEDs. Very useful on a 6 volt car. The single wire from the dynamo was connected to the positive terminal of the battery. Like I said, monkeys.

Removing the wiper motor proved that it wasn't wired to anything. No wire and putting a new one down the A-pillar was all kinds of fun but the motor works now after a 90 dollar repair. The only things that worked when it was delivered were the tail and stop lights. That's it. How was this car legal to drive? It was driven by the owner before it went to the museum but there was no way this was safe to be on the road. It looks like it was fixed up to be on display but not driven.

The monkeys that worked on the wiring did some job as there is a bundle of green wires running from front to back. None of them were connected to anything. Only one of these had any continuity, the rest didn't work at all. I would redo these but with the headliner in place that's not possible. I ran new wires for the turn signals and gas gauge but this is under the nasty looking carpet on the left side. The front lights are now re-wired with proper bulbs and I added wires for the two horns. There were no horns and no wires for them. Damned monkeys. The front side lights now have common two-filament bulbs which will perform the side and turn signal functions. In the rear I added proper Traction turn signal units which look a lot better than the usual big ugly aftermarket lights mounted on the bumper.

Challenger Motors 1937 Traction 11BL

Are cars of a certain age exempt from inspections in Arizona? If so, that sure doesn't make it a good idea to put such a car on the road. No horns, no headlamps, no wipers, no ammeter, no fuel gauge and no dome light. There are wires to it, but I have no clue where they go or what they are connected to so no dome light. The fore and aft bundle of wires I cut off and abandoned in place. Someone else's problem if that day ever comes.

Mechanically it needs a little work. A new fuel pump was installed but some of the jets in the carb are clogged. The distributor is of the type 'RB' where new points, cap and so forth no longer exist so a new Ducellier unit will be installed. It has a post-war Solex 32 PBIC with an adapter plate. The Solex has a port and starboard flange to bolt it to the manifold but the manifold studs are fore and aft, so the adapter. But it still isn't the original manifold. It has a throttle link pivot situated lower down on the bulkhead which would work on a side-draft carb so I'm guessing that's what it had originally. It has a pivot mounted further up alongside the original so the Solex can be used. It turns over on the starter, there is spark at the points but it seems like only one plug is firing so with the new distributor some new wires and connectors will be in order.

It has brakes, it goes in all gears and it steers OK but the rack may need work. Looking underneath at the leather ball-joint covers, they need to be redone. It looks like it hasn't been greased in forever. There is a lot of crusted-on dirt on everything. Glad I have all the proper Traction front-end tools. I haven't addressed any of this yet. One thing at a time, as they say.

The interior has been redone with tan corduroy seats and door panels and a red headliner. Done very well and totally unoriginal. The red shag carpet is ugly and is glued down where it should not be. The inside of the boot lid is carpeted! Luxury as one of the Four Yorkshiremen would say. But all of that is how it will stay. At least someone replaced the door seal rubbers as this is sure not my favourite job to do. The triangular anti-rattle rubber bits were gone and I re-installed new ones all round.

It's been four weeks since this car was delivered and it's been keeping me busy for sure. It's harder and harder to find 6-volt stuff at auto parts shops and harder to find shops that will work on 6 volt dynamos and starters. What you need can be done but just takes patience when you have search a little harder to find the right people. All the old guys are retiring or dying off. New plug wires are ordered from the Brillman company in Virginia; they make cloth covered yellow patterned wires that look nice and they are great to deal with. Spark plug terminals from NGK are for motorcycles but they are the best I've ever used and I have them on my other two Traction.

Hopefully the fuel tank won't need to be removed. With any luck it should be running in a week or two; wishful thinking, I am sure. The wiring is almost done according to the correct wiring diagram that I have but changes must be made to it because of the added turn signals and it was converted to a starter solenoid at some point. The starter does sound like it should be rebuilt but one thing at a time. I have no idea if the dynamo works or not.

Then comes the fun-time heavy work of pulling the brake drums and checking the bearings, upper control arm bushings and replacing the ball joint covers and probably the shockers too. I would rather not pull out the rack as that is a pain to do without a lift. Then there is the exhaust system. I haven't even looked at the silencer yet. Soon. Well, I wanted a project and I sure got one!

Chapter 2

Following up to my previous story about this 1937 11BL, I thought that I ought to remove the cylinder head after doing a compression test. The reading were: number one is 90 psi which sounds reasonable. #2 is 140 psi which I find odd. Then 3 and 4, both of which show zero! So, the head comes off and what do I find? Bent pushrods from 3 of the intake valves. Not a good sign. On removing the head and with the block drain plug being unremovable, the head comes off and water enters the cylinders and sump.

Mopping that up and a further look at the cylinders shows reasonable wear with no ridge at the top that I could detect but down in the tappets there was metal swarf that I removed with a magnet. That isn't good. Probing the magnet into the water jacket I picked up a fair bit of metal bits that stuck to the magnet. So the engine is coming out for a full rebuild. It's the right thing to do.

Chapter 3

The engine is out now and it was less of a fight than I expected since the inner cardans retracted a fair distance. More things that I found are that the top cover of the gearbox is held on with bolts and not the proper studs. There are small cracks around one of the holes but I don't see that as being a problem.



Looking at the steering rack, I see there are no gaiters on it, neither leather nor rubber and the rear of the centre sliding piece where the track rods attach is missing. The entire engine bay is looking rather crusty so that will need to be cleaned up and painted. I had the front crossmember cut so as to make removing the fan belt less of a trauma than it normally would be.

Removing the tappets, one had its top edge all chewed to bits so this must have been caused by a bent pushrod. Did this car actually run? If it did it must have run pretty poorly. The cylinders will come out and be sandblasted and honed and new piston rings all round. Scraping all the scale out of the block will be a fun tedious job. Beer will be required for such mindless work.

I will be adding an aftermarket oil filter, a Frantz filter that uses a loo roll for its element. They work well as I've had one on my 11B since 1988. A Roger Williams oil pump and all will be well.

Challenger Motors 1937 Traction 11BL

There is an oil pressure gauge (in English, possibly original?) that is fed from a fitting on the side of the oil gallery adjacent to the rear plug. That will be removed and tapped for a fitting to feed the oil filter and the return for it will go back to the sump. No, not a full-flow but better than factory equipment.



Removing the gearbox and clutch shows that there is a bit of rust on the flywheel and two of the bolts holding the flywheel to the crank had come loose making removing the flywheel a fun thing. But it came off and there will be Loctite on the bolts when the time comes. Removing the bell housing from the gearbox resulted in a pool of light-brown slime on the garage floor. Nasty stuff.



The gears all look OK except for a chipped tooth on the 1st and reverse pinion. I have a box full of gears so it's easy to put a better one on. The end float of 2nd gear will be dealt with by replacing the upper shaft with the one from the gearbox of my 11B which blew apart on my way to La Ferte Vidame 4 years ago. The shaft is not bent so it's usable and the end float of 2nd gear is spot-on. I will use the synchro hub from that box as well since I know it's in good shape.

All of the local clutch rebuilders are now out of business so it must go to Ottawa where the last rebuilder in the province is located. They are experienced in classics so no worries there. It's just a pain having to send it there instead of just taking it somewhere local. Oh well.



Hi Larry

Thanks for this. Looks a bit of a horror story. Will you update as you progress through the overhaul? If so, I will turn it into a series in the 2024 magazines.

Good luck with the repairs.

Best wishes Editor

Hi Bryan- Horror story, indeed! The car was "fixed up" to look good in a museum but not to run and I can't imagine it ran at all while being in the hands of the previous owner. I will write more as I go along. The horror is slowly diminishing; the clutch is redone, the head rebuilt, radiator is re-cored and the car is re-wired. So by spring it will just be a matter of putting it back together. No big deal.

Thanks and regards-

Larry

Your Letters

The Griffiths on Remembrance Day



Welshpool, Mid-Wales

The Town Council & British Legion were struggling to find a marching band for their Remembrance service, so Pete & Avril Griffiths stepped in to lead the procession in their 1954 Citroën Traction, with a very large speaker fitted into the boot, playing marching music. It worked well, although earplugs were needed !

Athena Posters

Hello Bryan,

Compliments of the Season.

I thoroughly enjoyed Steve Southgate's article on Athena Posters in the latest edition of FP and that he has the posters on his bedroom wall.

It has solved a mystery for me because we have the postcard of the woman reading "Le Monde" along with half a dozen Citroën images on the walls of our house in France.

I always thought this was created in England but didn't know it was Sam McConnell's work. One of our images is a pair of elegant legs emerging from the rear of a Citroën DS but I am not sure if that is also a Sam McConnell photograph.

Another of our images (copy attached) was produced by our son and me depicting our Traction in red and black on a grey background. Don't worry about copywrite as it is solely our creation!

Thanks to you and Steve the images are much clearer now.

Kind regards,

Barry Plant



NKX 980



Hello,

I am probably years too late and hopefully they have already been reunited with their dad's car but I came across NKX 980 in one of your articles from 2019! (Volume 43)

This Citroën was at Stickney Autojumble (near Boston, Lincolnshire) back in August this year. I would guess that as it's a relatively small gathering of classics it would be fairly local to the area, if it's any help!

Thanks

Andrew.(Wall)

Traction Photoshoot

Hi,

I was very interested in the article about Athena posters. I have an 11BN (RMR693) which I bought from John Gillard in 2007. He mentioned that my car had been used in a photoshoot and gave me a copy of the picture. A little while later I saw on eBay a 1984 Citroën Calendar celebrating 50 years of the Traction - which I bought and found that my car was "November". The background is clearly the same as the Athena posters. Attached are photos of the print John gave me and some of the Calendar. Keep up the good work.

Terry Ward (2035)

PS: I miss the TOC calendar - it used to give me a purpose on our annual holiday in the Traction (1100 miles in Northumberland this year) looking for suitable photo locations!

We still need good photography for the magazine covers, so don't retire your camera just yet! Editor





Bailey's Banter

I left you last time with the news that my big ends had gone and I was considering my options. Being an impatient soul, I was keen to get the car running again with the minimum of delay – and the minimum of work and uncertainty. For those reasons I elected to take **Andy Burnett's** ID engine off his hands. I also bought an engine crane. It's decades since I last performed an engine swap. Back then I remember it was very easy and quite cheap to hire an engine crane from the local tool hire shop. They can still be hired but not locally it seems. As I wasn't sure how long this is going to take, I have invested in my own. This is just as well as our son then dropped his car off here for a job which also need the engine to come out. That hoist is going to pay for itself pretty quickly.

I must admit I didn't really know all the details of the differences between the Perfo and the ID engine when I decided to take this route. I know more now but I'm still happy with my choice. But first things first.

Andy's engine was just what I wanted – it had everything needed to replace the parts that were damaged on mine. With its shell bearings and a better oil pump it should be a robust motor. It didn't have a head or flywheel but I didn't need them as mine were ok. some swapping of parts is in order.

I'm trying to follow the principle of "if it ain't broke don't fix it" – partly to save time and money but mainly because I'm lazy.

My plan was to take the head off while the engine was still in the car. I was worried that getting the head off would be a bit of a fight, but, other than being heavy, it wasn't. I left the inlet and exhaust manifolds on the head – mainly to avoid snapping studs. That does make the head a bit more awkward to move around and work on.

I'll replace the drive shaft seals and hopefully minimise the leaks which have been making a bit of a mess anywhere I park. You can see where I've been marking my spot at work. You can also see where I've been parking the DS, which is why I've been using the Traction so much. It turns out one of the DS's rear brake pipes was leaking so I've not been driving it for the last few weeks. When I fixed that leak another one appeared at the front! More parts ordered! With both the Traction and the DS off the road the '59 Chrysler New Yorker was pressed into service. That's not a good car for the winter and I had to prioritise fixing the DS ahead of the Traction. And so, as I write, the DS is now back together and managing to contain its LHM.

With its head removed my broken Perfo engine was ousted from the car with the bellhousing and gearbox still attached. This is the first time that I have removed an engine from a Traction. I did think about putting the front of the car up on ramps but this would stop the drive shafts rotating which would make things very difficult. Instead, it's supported on axle stands placed as close to the hubs as possible to get the drive shafts level. As many will know this makes it easier for the drive shaft flanges to clear the studs.

My car has CV joints which don't retract as far as splined drive shafts do. This hasn't mattered when just removing the gearbox on its own but the engine is much heavier. Removing it lightens the car which of course then rises, and the drive shafts are no longer parallel to the ground. The only way I could get the drive shaft flanges clear of the gearbox was to split one of the top ball joints.

With the old engine out, the next job was to install the ID engine and then mount the Perfo head on top of it. Then, with the head solidly clamping the liners in place, I could transfer the flywheel, clutch, bellhousing, gearbox, water pump and other ancillaries. Those who have worked on these engines





before and therefore know better than I do, have suggested I put it on a purpose made engine stand and do all the fitting before installation in the car. In part this is because some fettling was expected when fitting the flywheel and starter motor as this hybrid comes together.

Whilst I am grateful to the offers to lend me such a stand, I don't really have the space to have two engines outside of the car for very long – the more things are dismantled, the more space they take up and the less space I have to work. I'm quite pleased that things are going back together now and there's more room to move.

The advantage of the ID 19 is that the crankshaft uses shell bearings and has better lubrication. The downside is that the flywheel doesn't attach to the crankshaft the same way and is slightly closer to the engine. I was alerted to this by **Philippe Alison** and **Peter Simper**.

It's not a big issue – but the options need to be considered and executed carefully.

The Perfo crankshaft is fitted with six M8 studs onto which the flywheel is mounted. A locking plate fits over the nuts so that the tabs can be bent upwards to stop the nuts undoing. The locking plate also retains the spigot bearing in the centre of the crankshaft.

The ID19 engine has six M10 tapped holes in the end of the crankshaft. The pitch circle diameter (PCD) of the holes is the same and crucially, so is the spacing – they are not equidistant. One hole is shifted by a few millimetres to ensure the flywheel always goes back in the same orientation. This would be important if the flywheel and crankshaft were balanced together – mine have never met.

The holes being in the same place, the first task is to drill out the 8mm holes to 10mm. But it's not quite as simple as that because the ID crankshaft is fitted with a 10mm dowel pin between two of the threaded holes. The choices are to either remove the dowel pin from the crankshaft or to drill a hole in the flywheel.



There is a rebate in the flywheel – same for both types – which locates the flywheel on the crankshaft flange. I don't like the idea of the flywheel

being located radially solely on the threads of the bolts. The Perfo crankshaft does not have the dowel pin but its studs have 8mm diameter plain shanks which extend into the flywheel, so the threads don't touch it.

On the ID crankshaft the dowel pin performs this function allowing standard fine pitch 10mm bolts with no plain shank to be used. I enquired into getting some special bolts made with a plain shank – not cheap. I have chosen to drill the hole in the flywheel for the dowel.



I could open the bolt holes from 8mm to 10mm in my garage, but I am not equipped for precision drilling of a new dowel pin hole. I asked a local machine shop that works on engines to modify the flywheel, enlarging the six holes and adding a seventh for the dowel pin.



There is a 5mm gap between the flywheel and the Perfo engine but the ID crankshaft is 5mm shorter than the Perfo's – goodbye gap! There may also be a problem with the starter motor meshing as the ring gear gets closer to the starter motor. I asked the machine shop to shave 2mm off the back of the flywheel which will make it about 0.6kg lighter. The new weight is about 15kg – so it's about 4% lighter. That's not going to make any difference to anything. They didn't have the right mandrel to check the balance. They could have made one, but I chose not to bother.

I also asked the machine shop to make a 2mm thick spacer to fit between the flywheel and the crankshaft. I will use 20mm long M10 x 1.25 bolts with this spacer. The new gap will be 4mm which is good enough. This still leaves the flywheel 3mm closer to the starter motor and 3mm further away from the clutch release bearing than

it should be. I may still have to set the starter motor position 3mm further out than normal. As things stand, the flywheel is fitted with the spacer. The starter motor is in – but I haven't had a chance to check if there is any kind of clash. Next step is to check that and that the clutch release works. I must remember to drill out the holes in the locking plate and fit the spigot bearing. I bought a new one. The old one seems fine, but I have no idea of its history and it was cheap enough.

I am keen that any modifications I make to the flywheel are reversible – in case I rebuild the original engine. If I want to refit this flywheel on a Perfo crankshaft I will need to sleeve the holes. That will be when – or if – I get my crankshaft ground and buy some 11D con rods with shell bearings.

Some years ago I fitted a diaphragm clutch which uses an adapter ring bolted to the flywheel. The M6 x 16 socket head cap screws that came with the clutch kit to hold the pressure plate to the adaptor ring seemed to be made of cheese. 5 of the 6 undid ok but the last one put up a fight as its socket became more round than hexagonal. I am replacing them with high tensile bolts – not because of the tensile load, but because it's a real pain when the socket gets chewed up.

The clutch plates and release bearing are as good as new and are going back in untouched.

When I took the head off, my intention was just to clean off the soot from the combustion chambers and refit it. The good news is that there is no sign of any valve seat recession. I run ordinary unleaded and more recently E10 and I sometimes add an additive. The head does not have hardened valve seats and on this evidence, I see no reason to change that.



Less good news is that one of the exhaust valve heads was eroded so I removed it and found it had a crack growing from the edge. I assume it was running hot for some reason. Once they start leaking I suppose they will run hot and then it will get worse.

Since I have never previously removed the head, I have no idea if this is a recent occurrence which is progressing rapidly or something that has been like that for years. I do know that I do not want a lump to drop off the valve head and cause havoc with the piston and liner and so it has, of course been replaced with a new valve.

The other valves showed no such damage, but I took them all out and lapped them in and put them back whence they came. There was a little pitting on a couple of the other exhaust valves. A quick leak test filling the combustion chambers with white spirit showed a little more lapping





On the Traction the seals are much simpler – plain square section o-rings fitted to the valve stems and not connected to the valve guide. When I removed my valve springs I found the seals were in good condition but fitted to the plain section of the valve stem. This is not where they are designed to be fitted. They should be within the valve spring cap, just under the collets.

Frankly I struggle to see how much sealing they do in



was needed, which I did. I did a compression test a few years ago and nothing was amiss but there may be a little more compression now.

With all the valves out, I could also inspect the valve stem seals. Until now I wasn't sure if it even had any fitted, although I have not seen any signs of a problem in that regards.

Engines made before October 1950 and after December 1954 only have stem seals fitted to the inlet valves. Between these dates they were also fitted to the exhaust valves. Why the change? No idea. And what do they actually do? I'm not quite sure about that either.

My previous experience with valve stem seals relates to more modern engines where the seal fits around the top of the valve guide and does not move with the valve. They provide a seal between the moving valve and the static guide. I'll be changing them on my son's Scimitar and my own DS soon as there's a fair bit of smelly blue smoke coming out the back of them both.



either position. Maybe they are intended to stop oil that collects around the collet from dribbling down the valve stem. They weren't doing that on my engine and it didn't seem to miss them. Are they supposed to function when the engine is running? I've tried to imagine how oil drops behave with the valve bumping up and down 25 times a second – or are these seals just supposed to stop oil dribbling down the valve stem when the engine is stopped? In which case why would they not be fitted to all the valves on all the engines?

I consulted with **Martin de Little** who has recently cured his own Traction of its smoking habit. In his case the seals were cracked and broken and fitted in the wrong place. Fitting new seals in the right place has cured the problem. So, despite my scepticism they do seem to do something useful when fitted in the right place.

What did I do? I fitted the new seals in the right place and also refitted the old seals in the wrong place. I have chosen to fit the head using new, but original type studs. I could have used bolts.

John Moon drew my attention to **Roger Williams'** article in a previous Floating Power recommending Unbrako high tensile socket head bolts and deeper tapped holes to increase the compression load on the head gasket. This stems from a concern that modern gaskets, being harder than the originals need to be tightened down harder. Before the big ends started knocking my engine was running without any head gasket problems and it had original studs and a modern gasket. I have chosen to put it back together that way – and we'll see what happens. I did make sure I had screwed the studs to the full depth of their threads. I noted as well, **Mark Harding's** advice on Facebook to use a smear of Wellseal sealant on the gasket and I've done that. We'll come back to that...

As I mentioned before, the cylinder head, with both manifolds fitted is quite heavy and I was very grateful that I had an engine hoist. Once I had torqued down the head and started dropping the pushrods down the holes into the cam followers I realised – oops, I had not fitted them! They were still in the old engine – out of sight, out of mind. Stupid fool. And so, the hoist will come out and the head came off again and I ordered another head gasket.

What about these cam followers then? Do the Perfo type actually fit in the ID block? Yes – in fact I believe that you must use the Perfo type if you have a Perfo head. The Perfo and 11D use the same follower – described as 26 x 50 x 9. That's 26mm diameter x 50mm long – what does the 9 refer to? I suspect it is the diameter of the pocket for the push rod end.



The ID19 follower is described as 26 x 50 x 14 so it would need an ID pushrod which is a different length.

Having inspected the followers, I notice a couple of things. First, all the vendors show a hole in the side which mine do not have. The description even mentions this hole, suggesting that it's an option. Of course, we know that as mine don't. The picture in the parts manual also shows a hole. Is this hole for lubrication of the follower in the bore or is it to drain the bucket or is it to lubricate the cam? Or all three? Well, it is not to lubricate the bore as it exits too low for that. I suspect it is a combination of the other two. Have mine been rotating nicely as they are supposed to? Two of them have, the other six not so much showing witness marks of the cam lobe on their end faces. The damage is not serious – if I hadn't taken them out and looked, I would not have known. The cylindrical surfaces need a little cleaning up which is not difficult but the end faces are slightly domed so there's not much that can be done to remove the indentations. I had a choice – replace with new or put the old ones back. Most vendors have no stock, but I asked

Chris Treagust who had six in stock which arrived at my house the very next day and they are now installed. One day someone will strip this engine and ask which vandal re-used two old followers. Maybe they'll work it out if they look at back issues of F-P.

I now have the lovely task of cleaning up the bell housing and gearbox which are filthy. I will need to swap the auxiliary belt drive shaft for one with a splined drive instead of the Perfo's Oldham coupling type. Andy Burnett included one of these with the engine. It is not the same as fitted to an 11D engine as the ID spline is different.

I am grateful for the advice from **Andy Burnett** and **Philippe Allison, Peter Simper, John Barsley** and **Martin DeLittle** as I pursue this adventure. Progress is being made and I may get the car back on the road by Christmas – if not it should be before the New Year.

Speaking of John, it was very nice to attend the Kent and East Sussex Christmas lunch which John organised. Poor weather prevented any Tractions from attending so we didn't feel embarrassed by turning up in a Golf. Thank you, John, for arranging it and it was so good to see you looking so much better. I am looking forward to everything being back to normal in 2024.

Chris Bailey

**Will you be joining James Geddes
at the TOC Annual Rally on
20th September 2024?**



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500 Miles in a Light 15

Back in 2007 I had the rather silly idea of wanting to start a wedding car business, and as an old car Citroën enthusiast, clearly I needed a couple of white or cream Tractions.

At around this time, up in Aboyne in Scotland, Andy Burnett was seeing sense and realising that trying to use old cars for weddings was hard work, and was therefore selling off most of his wedding fleet of tractions.

I bought Andy's 'Big 15 Family' - this particular vehicle was bought from a private collection as an extremely good and sound Familiale, which, along with a donor 'Big 15' for the correct fitments and parts, was totally stripped out and rebuilt to the precise specification and build of the British 'Big 15 Family', with every bracket, hole and fitment as per original.



Whilst up in Scotland buying this car, I caught sight of a grey and maroon Light 15 - not what I was looking for but absolutely what I wanted! But no luck, sadly Andy would not be persuaded to sell. At this time I was working for Citroën UK, and was fortunate to be running a C6, so this became my tow car to bring the 'Big 15 Family' home via some lovely, quiet, Scottish roads and later, busy English motorways. The back up Traction that I bought for this magnificent enterprise (!) was actually owned by the late Harris Mann

who designed various BL cars including the TR7/Princess etc., cars which I had had to sell in my earlier career and cars which were not my favourites! But actually Harris turned out to be an extremely nice man, and he explained that his designs were always spoiled by the penny pinching accountants - so I forgave him and bought his Light 15 in cream!

Very quickly, in fact after just one wedding, I decided that sitting around waiting outside churches was not fun, and I started H Van World instead where we imported, restored and converted H vans for whatever the purchaser wanted - this was much more to my liking, and we did very well for 10 years until Brexit and Covid made it very hard, and anyway, it was really time to retire!

So, fast forward to late August this year and my second bout of Covid strikes, but lying in bed gives you time to think (always a bad idea) and the thought comes to me that I ought to get hold of Andy again to see if he still has the grey and maroon Light 15, and more to the point, see if I am any better at persuading him to sell it to me. Why I am not quite sure, because with 14 classic cars already, I certainly didn't need another, and yet I did need a Traction. I am sure that you can understand this sort of stupidity?

Well, not only did Andy still have it, but he had decided to sell it as he and Sheila were both 83 and they at least, had finally seen sense. So, a week of negotiation follows (Scotsmen really are hard to negotiate with) and we finally settle on a price.

A week or so later and I am ready to board a plane at Gatwick to fly up to Aberdeen to collect the car - but the plane goes technical, so long delays before another plane can be found. Poor Andy and Sheila are waiting for me at the airport to take me to their new house in Aboyne without really realising why I am a few hours late, but all this means that I am going to be late to my overnight stop near Glasgow and that I will be doing the last part in the dark.



After a brief look over the car, a cup of tea and a slice of cake, I take a picture of Andy and Sheila beside the car (picture 2) and I set off for Glasgow. The drive across Scotland on the A93 from Aboyne to Perth is absolutely fabulous with incredibly quiet roads and beautiful mountain scenery. First fuel stop was in Perth - by this time, although the car was going well, there was an exhaust blow starting, which surprised me since the car has a stainless steel system. Later examination once home would show that the blow was in a very short mild steel bridging section between the two halves of the exhaust system, this piece necessary because the engine sits further forward than normal as the car has the superb four speed gearbox from Roger Williams of SCD.

My overnight stop was at the rather unexceptional Alona Hotel at the Strathclyde Country Park, near Glasgow but right on the edge of the M74 motorway which eventually joins the M6 and would be my route south the next day. After breakfast and a quick fluids check of the car, I set off for home with the plan to be back in Surrey by the afternoon. First stop of the day for coffee and fuel was, quite by luck, at the Tebay service area which quite simply has to be the best service area that I have ever stopped at - more like a farm shop than a motorway service area, quite magnificent and recommended to anyone driving from Glasgow.

The four speed gearbox means that even in a light 15 one can cruise at a proper speed on the motorway so as not to be a hazard to other road users (unlike my 425cc 2cvs!), but even with this, the long drive down towards Birmingham took quite a while (though the M6 toll road was beautifully quiet), as did the M40, where I made my final refuel stop at Oxford Services down to the M25. Typically, the M25 was where I had trouble when the car started to overheat in the stop start traffic on what was a lovely sunny day - I came off as soon as I could (Chertsey) and drove the smaller roads so that I could stop if necessary, finally arriving at home, near Dorking at around 5:30, after what had been a 500+ mile journey.

So, what to make of the car? Clearly you need narrower feet than mine to drive a Slough traction, as I cannot use the accelerator without first removing my shoes - fine for this journey as the weather was lovely, not ideal at other times of year. The 4 speed gearbox is really worthwhile, as is the slightly more modern 11D engine. A new bridging piece has been made in stainless steel for the exhaust and I think that cooling issues will be improved with a new radiator. But, overall, for a car built in 1949 (agreed totally rebuilt by Andy) it was a fantastic trip!

Alan Lloyd



Traction Owners Club National Rally 2024



TRACTION OWNERS CLUB NATIONAL RALLY 18th-22nd September 2024 Based at Linden Hall Hotel, Longhorsley, Morpeth, NE65 8XF

Happy New Year to you all. It is winter and your Traction is probably still tucked up nice and warm in the garage. Likewise for me off those salted roads. But with a new year you are no doubt beginning to look forward to warmer days and getting the car out for a run. Time to make plans.

September, I know, is at the back end of summer, but the Club's Annual Rally is being compiled and we need to secure the excellent deal James Geddes has made with the Linden Hall Hotel as outlined in November's issue of FP. This year the Rally is to be a 4 night ie 3 day Rally to give you plenty of time to enjoy the quiet runs around beautiful Northern Northumberland and take time to see those special places in that area.

We have secured a four night bed, breakfast and evening meal at the 4 star Linden Hall Hotel for £856 per couple sharing a bedroom. £758 for single rooms. If you are not a member of TOC you will not be eligible for the special arrangement the Club has made with the hotel and will have to pay an additional £40 per couple making the actual accommodation cost £896 per couple and £798 for singles. Arriving at the hotel after 3pm on Wednesday 19th you can check in as per normal hotel procedures you will be given your room card. The hotel costs do not include drinks from the bar, pool, golf course and room service. These can be paid for when ordered or added to your room number for payment on departure on the Sunday. The hotel welcomes well behaved dogs but will charge an additional £30. This will be charged on arrival to your room number. Please let us know if you are bringing your dog so that the hotel can make-up a special bed, dog bowl and treats.

Dinner will be served in the Linden Inn from 7pm, just a few minutes' walk from the hotel. The Rally runs will start after breakfast on the Thursday and full details of the next few days will be given in the Road Book which will be handed to you on arrival. All meals will be served in the Linden except the Saturday which is to be a 3 course Gala dinner served in the Hall.

To enable us to secure the rooms, we require attendees to pay a deposit of £200 per couple into the TOC bank account before 31st January 2024. Cheque or bank transfer quoting your membership number please, will suffice.

Cheques payable to Traction Owners Club. Or Direct Bank Transfer to :

Sort Code 20-20-62 Account No. 40617679

Quoting your membership No.

The balance of the hotel accommodation cost and Rally fee will need to be paid by the 31st July.

The rally fee of £60 is in addition to the above costs which are for accommodation and meals only and provides the rally book, plaque, and a goody bag, etc. We had originally intended to try and include admission to the various local sites such as Alnwick Castle, Craggside, etc., but given that some of you will be in the National Trust, English Heritage, RHS or HHA which may already give free admission, and also understanding that some of you may want to visit some locations but not others, we felt that this would probably unnecessarily complicate matters. So we will present suggested venues in the Road Book to visit each day, but it will be up to individuals to decide what to visit and when, and will also avoid any convoy situations. In the meantime can you please complete the attached booking form and return it in the post (I would prefer that as my computer skills are not that good) to :

3 Hall Farm Close, Stocksfield, Northumberland NE43 7NL

or by email to light15.gh@gmail.com . And of course make the deposit payment to the Club.

Any problems ring 07723654805.

Graham Handley



Please complete in **BLOCK CAPITALS**

Driver`s Name _____

Dietary or other Requirements _____

TOC membership No _____

Passenger Names _____

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Rally Attendance fee includes

- Welcome Pack
- Rally Plaque
- Road book with itineraries

I agree to the terms and conditions of the rally as set out in Floating Power

Signature _____ Date _____

NEC

Over 70,000 enthusiasts and more than 300 classic car clubs headed to the National Exhibition Centre (NEC) in Birmingham, UK, on November 10-12, for the 2023 edition of the Lancaster Insurance Classic Motor Show.



The TOC display was part of a 'Citroën zone', also comprising CCC, 2CVGB and 2CV specials exhibits, and was masterminded by Ian Harvey and his team. Thanks and congratulations to all involved. Full report in next magazine.

Images by Martin de Little and Ian Harvey

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Events



The dormant season is upon us now, with all of the major events now passed until Spring, so this is mainly a look forward to the later 2024 season. We only generally include events which have an 'official' TOC presence, or a strong Citroën theme, but there will be many other events in your area throughout the year, and your Section rep may be able to advise where these are and what is involved. Contact Jim Gibson for events listed below. surrey-hants-sussex@traction-owners.co.uk

A good time was had by all at the **Lancaster Insurance Show** in November (see photo page elsewhere in the magazine.) Deadline for receipt of applications for next year's show is **3rd April 2024**. Total number of members using the discount code was 18, up on last year's figure.



To look forwards to later in 2024 is the **TOC National** in Morpeth, in the North East during September, this breaks with tradition in being a three/four day event rather than just a weekend. See elsewhere in the magazine for full details.

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



D -Day 80th Anniversary: Who wants to be part of a parade to commemorate the 80th Anniversary of D-Day? This is open to anyone with a small boot LHD Traction - i.e one that looks like it would have been around at the time. The parade, which features over 300 military vehicles, actually takes place on Sunday 9th June in Bayeux. It forms part of the overall commemorative activities centred around the 1944 D-Day landings in Normandy. The parade will include a range of civilian and military vehicles that would have been around at the time.

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

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

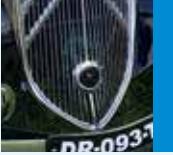
Be aware that local Hotels are pretty much booked up already, but it should be possible source a suitable place/town if there is interest early on. Likewise ferry crossings. More information will follow as it becomes available - Please let Chris Bailey know if you are interested (contact details the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



Traction 90th: Coming up in 2024 on the **9th/10th/11th of May** are the **90th Traction anniversary celebrations** in Puy de Dome, in France. Entry fees include unlimited access to the Charade site and circuit, as well as entertainment during the 3 days of the event. Only Traction Avants from 1934 to 1957 will be authorized to access the Charade site.

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

Finally: **Brooklands French Day 2024** is to be held on Sunday the 11th August. 2024



L'Aigle

L'Aigle, or in English 'The Eagle', is a small town in the Orne department in Normandy and so called as, so the legend says, a nest of an eagle was discovered during the construction of the local castle. More importantly for Citroën enthusiasts, every third Sunday in October, Les Amis de la Traction organise their annual Bourse, or Autojumble if you will, and this year it was on the 15th October. There were some three hundred exhibitors and around four hundred vintage/classic vehicles of all types and makes. The entrance is free and visitor numbers have been increasing year by year with around ten thousand or so this year.

The event is based on the town market hall and is always signposted by a late Traction hoisted up by a crane with its headlamps ablaze. As well as the actual covered hall, the event uses the surrounding hard standing whilst the adjacent supermarket car park accommodates the visiting 'classic' and vintage cars. The Tractions naturally have their own designated car park and this year this featured a good range of Légères and Normales including several pre-war cars (including my own !). One example featured the fabric roof insert and the twin fuel fillers of the very early cars though the standard of restoration and presentation of this car was perhaps somewhat disappointing.



The Bourse itself was excellent, there were none of the stands pushing cheap Chinese tools and the like that seem to be a depressing feature of so many Autojumbles in the UK. There were, of course, many semi-professional stall holders but the vast majority seemed to be genuine enthusiasts clearing out their garages and workshops. Indeed many of the latter seemed to be treating the day as more of a social event than a serious money making exercise. I noted a number of stands offering various Traction parts, including gearboxes, suspension parts, boot lids, doors and wings, all to be expected from an event organised by a Club for the Citroën Traction.

Every year this Club sets up a Citroën display in the main hall and this year

the theme was rear wheel drive Citroëns of the early vintage period. The display included various 5hp, A type and early B series cars, all in immaculate condition and the result was very impressive. One interesting exhibit was a 5hp Cloverleaf under restoration with a naked unpanelled body frame. In the centre of the stand a B12 'tout acier' saloon slowly revolved on a turntable, this was indeed an interesting and very professional presentation. I have attended four of these events over the years, usually combining it with a visit to Depanoto based in the nearby town of Nogent-le-Retrou. Both L'Aigle and Nogent are easily accessible from the channel ports, particularly Ouistreham/Caen, and can be the basis of a few interesting and even productive spares hunting days in La Belle France. This event is highly recommended to all TOC members.



Mike Tebbett

Classified Adverts

Classified Adverts – Members

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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 and restored early 90's. Major overhaul and respray 2022. 12v with alternator, and electric pump, recon engine, £17,500

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

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

FOR SALE:



For sale 1954 11BL LHD: I bought this car in 1991 via the TOC with the help of Roger Dyer. The car has been well looked after and runs well but I am now finding it more difficult to maintain. Lack of local expertise. Needs someone who will use it more. Mechanics and bodywork are good but there's room for some TLC. Seats and door panels recently reupholstered in original cloth. Comes with some spares, a couple of tools plus paperwork. **Contact Mike 07789462208. Location GU6. £9500**

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. **joeambaye@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
Email: sales@longstonetyres.co.uk

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.

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

PARTS FOR SALE:

Pair of Sachs gas shocks, front 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:

Four Michelin 165SR400 tyres which have been pronounced as being in very good condition by my local tyre fitter. They all have between 6 to 6.5 mm of tread.
They have no date mark so are clearly of an age but look fresher than I do.
£375, Collection from the grim North East of England.
07860952683 or
andrewpeeljaguar@gmail.com



PARTS WANTED

Urgently needed: contact breaker set or conversion for my French-built TA 1954 11 Legere 1911 cc. The manufacturer is Ducellier.
The car is in Ireland.

Contact Rudy Jakma,
rudy@jakma.org or SMS +353 86 3257426

WANTED:

11D Camshaft - splined coupling not Oldham coupling.
Part No. 457315 - camshaft, one end interior splined. After November, 1954.

Membership Number 2091
Steven Wright 0753 167 6160
e-mail wright.sa@dgrd.co.uk

MEMBER SERVICES

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

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

TOC SHOP

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



TOC Grille badge £20.00



Polo shirts with new logo: various sizes £15.50



TOC Mug, essential for the workbench £6.00



Hi Vis Vest £4.80



TOC Leather Key Fob £8.00



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



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

