

A vintage dark blue car is parked in front of a house with a signpost. The car is partially obscured by green foliage. The house has a dark roof and a window. A signpost is visible in the foreground. The overall scene is set in a lush, green environment.

# *Floating Power*

September - October 2024

Official magazine of the Traction Owners Club Limited

## Honorary Life Members of the Traction Owners Club

**Dave Shepherd**  
**Peter Riggs**  
**John Gillard**  
**Tony Hodgekiss**  
**Chris Treagust**

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## Missing Magazine?

Please contact John Oates

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## Be a part of Floating Power...

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

**Sunday 13th October 2024**

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

**Bryan Pullan on:**

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

## Cover Image

*Taken during the Surrey & Hants Drive It Day, The car on the corner belongs to Jim Close, and is in Ebbesbourne Wake in Wiltshire.*

*Image by Judy Ives*



# Editor's Epistle

Summer will nearly be over by the time that you read this, and the National in the North East will still be pending, so no report on that until the November/December magazine. The lousy summer weather up north has put a damper on quite a few events round and about, and I for one, have not been out in my Traction as much as normal. Hopefully we will be getting a decent Autumn in weather terms, to compensate.



In this magazine, we have something on Vulcan bombers! What is that to do with Traction's? Read page 14 and find out. I remember these amazing aircraft from my youth when they were the mainstay of our nuclear deterrent. Our nearest big RAF base was a V Bomber station and every September, the RAF put on an air show in celebration of the end of the Battle of Britain. The tour de force was a scramble of two Vulcans, started up and in the air within four minutes, the length of time it was calculated that a nuclear attack would arrive after

detection by the Golf Balls at Fylingdales. The sound and vibration was absolutely amazing and seeing these unbelievably enormous aircraft going up at 45 degrees on a column of black exhaust smoke was like something out of a science fiction film. Fortunately, it stayed fiction, and the bombers were never used for their primary role. The station eventually became a civil airport that has since failed financially, although there is talk of a revival and sadly, none of these amazing machines are now airworthy, which is a shame in its own right.

We have a new Labour Government and of course the media has been alive with speculation about various motoring related issues that might become future law. The old chestnut of mileage charging is back in circulation again, with the various purveyors of 'clickbait' online trying to put the wind up everyone. The truth of the matter is, although it has been proposed by various organisations over the years, nobody has actually come up with a way of making it work fairly and accurately without investing billions in intrusive camera monitoring, not a good policy for a government trying to balance the books, and probably providing loads of ammunition for the civil liberties movements, who will no doubt have a field day in the courts.

The compulsory MOT for Historics brigade have also been banging their drums again, although at least there now seems to be some recognition that the current MOT system is not fit for purpose in the context of Historic vehicles. The idea is also being floated that heavily restored vehicles should have an inspection, that might also involve some dismantling, prior to the car being allowed back onto the road. Quite who might be qualified to inspect in depth a wide range of vintage, veteran and classic cars with all of their differing forms of construction is open to conjecture, plus who pays for the disassembly and reassembly involved and any damage caused in the process? What constitutes a restoration, as opposed to a repair is a subject that also dogs the current system. We do need a firm definition that takes away the ability of an individual 'inspector' (who in most cases cannot possibly have the depth of knowledge to realistically know whether a repair is adequate or not) to over zealously condemn a car that is adequately repaired or restored, over some trivial issue. Possibly a way forward is for professional restorers to get together and form some kind of officially recognised inspectorate that would allow them to self-certify and maybe also to review amateur restorations too. But would all that be an insurable activity? The other question is how will DVLA know that an amateur restoration or major repair has been carried out? Only if a car is dragged out of a haystack with no ID or is an import, and has to go through the rigours of pre-registration inspection is the question currently likely to be asked. What I suspect will happen is that owners with registration already adequately defined will quietly put their restored car back on the road without actually confessing that it has been extensively rebuilt, and anyone considering a rebuild of a car whose ID has been lost will simply look elsewhere, and such cars will by and large, be of little or no value unless in obviously excellent shape. Something to ponder as the nights draw in.

Lots more engine overhaul stuff in this edition. It's good to know that some of you are still getting their overalls on. Enjoy.



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## Committee

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

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# President's Ponderings

Safely, but briefly, back on seat between Brittany and Poland. As always, "a good time was had by all" at the former. In addition to the usual suspects (Brit and Bretton), it was very nice to see several TOC members returning after some years absence and, of course, the new TOC Coordinator, Adeline Davies and partner Gavin Davey enjoying their first CTAB experience.

I spent time before and after the event with the Nicholsons. Martin was, for once, able to relax having passed the coordinator's hat to Adeline after countless years of unstinting service so, between numerous compulsory restaurant forays, we visited the new British D-day memorial at Ver-sur-Mer to see the "Standing with Giants" display. It consists of 1475 silhouettes representing every single one of the members of the British invasion force to die on D-Day itself. The main display is temporary and will go on tour after the end of August. However, in addition there are a stunning pair of 8ft tall silhouettes of Sister Mollie Evershed and Sister Dorothy Field who were nurses on a hospital ship



when it struck a mine off the French coast on 7 August 1944. As it went down, they helped save the lives of 75 wounded men before losing their own. These nurses were the only two women among the 22,442 people under British command who died in the 12-week Battle of Normandy. Alongside the magnificent main memorial bearing the names of all 22442 British casualties during the Normandy Campaign, and overlooking Gold Beach, their silhouettes will remain as a permanent memorial to their sacrifice.

Apart from a sticking carburettor float (easily fixed), the 6 behaved admirably. None the less, it is now getting a major going-over in preparation for the Polish ICCCR. I plan to do the journey to and from Toruń in 3 days each way, as does Chris Bailey accompanied by his son. Unfortunately, our individual itineraries are not conducive to travelling together so I shall be carrying my own tube of exhaust paste this time. However, I'm no longer Billy No-Mates, and I am very pleased that I shall have Andy York riding shotgun with me on this trip. Assuming we make it to Toruń (and back) in one piece, I hope to see many of you in Northumberland in September at what Graham Handley informs me is now

officially "The Castles of Northumberland Rally", much more inspiring than "The 2024 TOC Annual", methinks. Graham's update appears elsewhere in this issue.

The on-going Spares review suggests we need to make members more aware of stock, especially the precious second hand items, some of which are not available new. Having generated a number of sales, the special offer on manuals and parts catalogues is a prime example of the result of making people aware of interesting stock items and we shall extend that particular offer while reasonable stocks last. On a broader note, I would like to urge any member requiring spares – new or used – to contact Chris Treagust in the first instance. We are very aware that Brexit has rendered our prices less competitive in some instances but the combination of service, off the shelf availability and elimination of the hassle associated with purchasing from abroad can often outweigh other factors.

Must stop now – still have jobs to do on the 6 before the weekend ... and a rear wing to refit to the Yellow Peril, which has, at last, been repaired following the small (but annoying) damage sustained during the return from the 2022 5HP centenary meeting.

The forecast still looks good for some time so I hope we can all make the most of the remaining summer.

Happy motoring.



## New Members

Welcome to the Traction Owners Club to the following:

2966	Mr Glen Winkfield	Loughborough	Leics
2967	Mr Ostin Stryjak	Bothell	USA
2968	Mr Vyvyan Hardless	London	
2969	Mr Steve Wright	Warrington	Cheshire
2970	Mr Roland Alcock	Severn Stoke	Worcs
2971	Mr Peter Hipkiss	Tenbury Wells	Worcs
2972	Mr M Tinsley	Bristol	Avon
2973	Mr Jonathan Steeden	Haywards Heath	Sussex
2974	Mr Haim H Manishevitz	New York	USA
2975	Mr David King	Winchcombe	Gloucestershire
2976	Mr Chris Sorsby	Rotherham	Yorks
2977	Mr Warren Scally	Jandakot	Western Australia
2978	Mr Les Robinson	Dingwall	Highland
2979	Mr Byron Russell	Witney	Oxfordshire
2980	Mr Andrew Taylor	Banchory	Aberdeenshire
2981	Mr Simon Holland	Eye	Suffolk
2982	Mr P Paul	Miller	Norwich, Norfolk
2983	Mr K Keith	Fish	Southampton Hampshire



## Chairman's Chat

As I write this in August members have enjoyed two successful rallies – the 90th anniversary in Charade and the Brittany Tour. A few of our stalwart members are driving this weekend to the ICCCR event in Poland. Hopefully photos and details will appear in future editions of Floating Power.

Next we have the British Motor Show in Farnborough – thanks to Jim Gibson and his “team” for organising the TOC presence there.

I am looking forward to the annual rally in Northumberland and staying in the area for an extra week to explore the area. I will be looking for a “volunteer” to write a report of the event. Thank you to James and Graham for organising this year's rally.

Next year we will be in Malvern – see more information from Simon Saint on page 34.

The last event of the year is the NEC Classic Car Show on November 8th- 11th. Ian Harvey is looking for volunteers please to be on the Stand and offers of cars to display. If you have never been to the NEC you get free entry if you volunteer to be on our TOC stand – you will get some free time to have a look around the Show. This event, along with the Show in Farnborough, are the main ways to advertise the TOC and tell the public what wonderful cars we own and the benefits of joining the TOC. So please offer your help as we cannot attend these Shows without volunteers.

On August 9th we held a Committee meeting (thanks to Ian & Liz for hosting us). We had a lengthy discussion about the future of the Spares and how we support Chris who puts in many hours selling Spares for our use. It has been agreed we will split the second-hand spares from the main club spares and house them in a separate venue where we can catalogue them and make them available to members. The aim in the future is to focus more on Slough cars and less on buying readily available parts from Europe which is costly and causes lots of hassle with paperwork for customs and excise.

We also agreed to hold our AGM at the annual rally – this will be on September 20th at 6.00pm. At least we know there will be a good attendance, compared to recent years. More information on the changes to Spares will be explained at the AGM and in the next Floating Power. At the AGM we will, hopefully, Approve the Annual Accounts, which are printed in this magazine, and elect Officers as required. Thank you Cleve for all your hard work as Treasurer - keeping us legal and solvent.

I am hoping this is my last Chair's Chat. I have held the post for another 4 years so it is time for someone else to takeover and lead the TOC into the future. If you are interested in the post or joining the Committee then please get in touch – as I keep saying we need volunteers in order to keep the TOC going. Thanks for reading.

*Beu*

## AGM 2024

Please note that the 2024 AGM will be held as part of the National Rally in Morpeth in the destination hotel. This will be on September 20 at 6.00pm. All members are welcome, whether they are participating in the Rally or not.



Andrew Tweed's car acting as the Bridesmaids' transport at his neighbour's daughter's recent wedding.

# Traction Owners Club: Section Details

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

## Northern Scotland

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See section report for coming meetings/events.

## Southern Scotland

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## South West

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## Northern, Lakes and Borders

**BRYAN PULLAN**

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

## North East

**GRAHAM HANDLEY**

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See section report for coming meetings/events.

## Peak

**BEV & JOHN OATES**

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

## Midshires

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See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

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

## London

**ANDREW YORK/PETER SIMPER**

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

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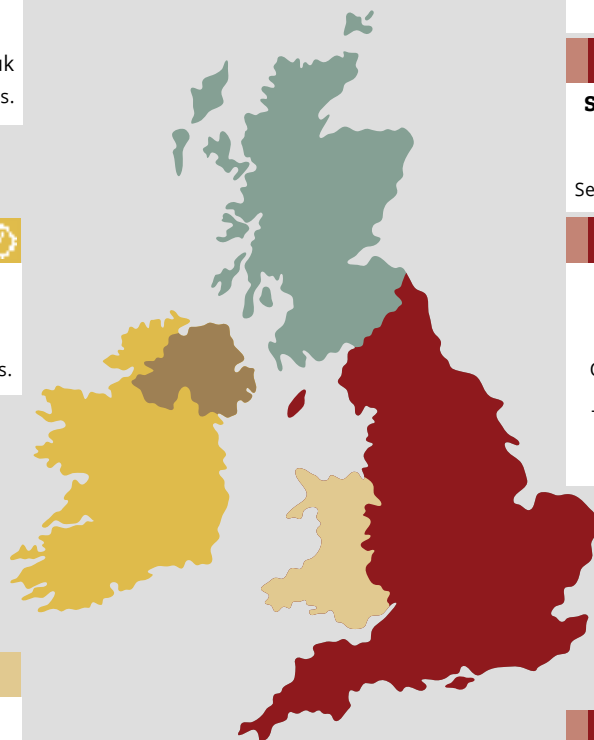
## Surrey/Hants/Sussex

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See section report for coming meetings/events.



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



## TOOLS

Club tools available for loan:

## Northern Scotland

Hi, Folks, lots of interest and phone calls regarding the death of Ian Smith, (big Smithy) He was obviously well known to many throughout the UK, with many passing on their condolences. There also seems to be a lot of interest on how I am getting on with my latest purchase, a 1954 BL.

The complete power unit was removed and checked over minutely. The bottom end of the engine is early "D", thus shell bearing at both big ends and main bearings with an 11D head, with a Diaphragm clutch assembly and 123 ignition system. The Gearbox is a 4-speed one, with reverse gear via a push-pull separate sheathed cable, which was seized but now working fine. The driveshafts are both the modern type and all 5 Michelin X tyres are new. However the crowning glory is the condition of the bodyshell and all panels,- perfect fit, no rust and as the colour is deep maroon. It is a beauty. However, being the French model, the seating and the interior roof cloth is, as most, not looking good and more work needed there in the future. It had been converted to a 12 volt system, and I have been working on getting the electrics to work properly. All done except the indicators, where there appears to be an earthing problem. Getting there slowly.

However, although I have enjoyed the challenges it has given me to get it completed, I have now to ask myself, why did I buy it? There is no doubt it has the potential to be a concours winner, but we already have a cabinet full of such winning trophies, so no need for any more. Having said that, I would have been a complete idiot if I had not bought it immediately, given its potential, but now not sure what to do next, either finish it or pass it on to someone else. Will have to get a grip and make up my mind either way.



*Andy has now decided to offer the car for sale, see classifieds at the back of the magazine for details.*

We have been down to rural Perthshire to visit a new member, Peter Graham, at his home at a place called Path of Condie. He recently bought a big boot 1952 Light 15 but he thought he was buying a car really in need of a tidy-up,

but instead, it will need much more time and effort before it will be ready for use. I think he will be selling it on again and buying a traction ready to be driven and enjoyed without further work. Also went past to visit Kenny and Julie Cocker, near Perth. They were very much involved in the running of the Scottish section, with a beautiful Slough built model AST 496. The Car is gone but AST 496 still lives on being the registration now shown on their modern Citroen!

We also visited the big Glamis Extravaganza, held within the grounds of Glamis Castle. This was always the big one for autojumble but not this year, with the big majority of stalls selling absolute junk, old furniture, womens' old clothes, etc, anything but the real auto parts we all want to peruse and buy. Such is life!! John White was also showing his Normale there, but with literally thousands of other show cars there, we did not make contact.

Nothing else to report, so until next time, enjoy your Traction!

**Andy Burnett**

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

## Southern Scotland



Well, here we are well into the driving season now and I hope you are enjoying your cars and getting out and about in them. Celine and I have been mainly restricted to local runs and other than the Glamis Motoring Extravaganza, haven't ventured too far from base.

Too many alternative commitments lately and diary clashes unfortunately.

Celine has behaved perfectly and still draws attention when parked up, with many people asking the familiar questions about Maigret the Great Escape and the Bond movie, 'From Russia with Love'.

Great that after all this time starring roles are still recalled. Glamis this year was over a sunny dry weekend, not always the case!

Sadly, other than a couple of 2CVs, no other Citroens in attendance. Now I know there are at least half a dozen roadworthy Traction that could have made it even for just one of the days, so come on Scottish owners, get it in your diary for next year!

As you will read in Andy's report, he is tackling another project and we wish him all the best with it.

His meticulous approach to recommissioning the car shows up the pitfalls of cars left laid up for a long time without being exercised occasionally at least.

Machines need to be used, even a local run once a month up to temperature helps.

Oil and grease work their wonders, the heat evaporates condensation in the exhaust system, the brake cylinders are worked keeping the seals from hardening, even the clutch gets a work out.

# Section News

Section members remember, I have the Club tools here and can drop them off when needed, all I ask is a cuppa and a blether (blether= chat, for those South of Carlisle). I'll leave you now with a couple of photos of Glamis this year.



Till next time, Bonne route

**John White**

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

## Northern, Lakes and Borders

Not a terrific amount to report. The July mid week run with Preston and District VCC was accomplished in my Light 15, having carried out the June event in Ian Gardner's Normale, which will probably be deployed again for the August run. (We take it in turns). These are pleasant monthly navigational runs around rural parts of the North West organised by the club. The run itself is usually around 30-35 miles, using a set of 'Tulip' style directions, with no set times and a completely non competitive environment. Usually, by the time that you have driven to the start and back from the finishing point (in both cases usually a café or pub/restaurant) you have probably driven around 60 miles, so it is a good periodic shakedown for your car in contrast to what are relatively modest drives to local shows or breakfast meets. There is usually an interesting selection of older cars at the summer events, although a few of the older PDVCC members do take to a more modern car if the weather is looking North Western (ie: wet and windy).

The photograph is of my car at the July finish parked next to a vintage Alvis. Strictly speaking, our cars are not vintage, but they do look the part and nobody ever asks!

So what other news?

Unfortunately I will not now be able to attend the National this year for various reasons which

I won't bore you with, but I understand that numbers are good, although I am not

aware of many Northern Section members taking part.

My Volvo will be back in more or less one piece by the time that you read this and I will put something in the What Else....? feature in a few weeks time when I have reassembled it all again so you can see what it looks like. A quick respray turned into a bare metal, several month, restoration standard, body job, for various technical reasons, and she now looks sensational and is just waiting for her screens to be replaced. This of course has cost a fortune and is making something of a hole in my bank account, so hopefully nothing blows up on either of the other two cars., especially the Citroën, until we recover a little more.

The delayed Mawdesley Cricket Club show finally took place on July 28th, having been cancelled previously due to poor ground conditions. On the day it was hot and sunny with the ground as hard as iron, so worth the wait in that respect. I was one of only two TOC men there, but there was an interesting selection of other cars to look at, plus a lot of familiar faces, together with a vintage bus performing park and ride duty for the visitors, who had to leave their cars a short distance away. Although I enjoy a smaller show like Mawdesley Cricket Club, in a very pleasant rural surrounding, I have to say that I am not a great fan these days of the traditional car show, sitting in field for six hours either baked

by the sun or soaked by the rain (and more and more often, being charged for the privilege). The breakfast meet is more my idea of a pleasant event, two or three hours socialising and looking at a selection



*Above, Bill Dyke's car at Mawdesley.*



of cars, with a cup of coffee and a bacon barm to keep me going. There are three, as per usual, on offer on a regular basis, Charity Farm on the first Sunday of the month, St Catherine's on the second, and Heskin Hall on the third. Plus of course the meet at the Lakeland Car Museum at Backbarrow, on the first Saturday of the month.

We do make an attempt to attend at least two of the local shows every year, this one and either the Hoghton Tower event, or the Heskin Steam Rally, but my favourite is generally a breakfast meet, or a drive out to somewhere.... after all that is what a car is for, and who knows how long it will be before this in itself becomes a problem, as DVLA and others tighten the screws on us. Enjoy your cars while you can.

**Bryan Pullan**

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

## North East



Nothing to report this time because we've been busy putting the detail together for the Rally later this month. The only snippet I can pass on is about the series on Sky Yesterday called Bangers & Cash. They have a spin off series called Bangers & Cash: Restoring Classics.

These programmes are linked to the Mathewsons auction house in Thornton le Dale in Yorkshire. It's a pretty village and our group has been a couple of times to view



*Mathewsons do have the odd Traction (see picture) Editor*

the vehicles and motor memorabilia at their garage. Never seen much relating to Tractions but an interesting visit. The idea of the new programme is to buy an old vehicle restore it and sell it off again for a profit. They are about to take on

a Citroen DS and asked if someone from the Traction side would have their Traction filmed and the owner interviewed about the car and why they have it. Nothing to do with restoration of the car it's a conversation precursor before coming on to the DS.

Our member Nick Hopkinson agreed to do it and I know that this interview took place in July. He said it was a fun thing to do and he says the programme will be out later this year or early next. I'll pass on the date when known, but keep watching in case I miss it.

**Graham**

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

## Eastern



**Coffee & Classics\*** continues with Tom & Sue Garnham Coffee Co located at Garnham's Field, Badley Hill, Stowmarket Road, Needham Market IP6 8RJ. 10am - 12noon. As you can see quite a turn out when John visited in Dixi.



### Regular Meet Ups

- 10th Sept:** The Compasses Littley Green Chelmsford
- 16th Sept:** Coffee & Classics\* Badley Hill Needham Market
- 1st Oct:** The Angel Inn Larling Norfolk
- 14th Oct:** Coffee & Classics\* Badly Hill Needham Market
- 22nd Oct:** The Compasses Littley Green Chelmsford
- 12th Nov:** The Angel Inn Larling Norfolk

Jaz

*John is obviously a GS fan! Editor*

**Jasmin Gagen**

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

## Kent/East Sussex

On 28th July a good day was had by all at the Great British Picnic at Goudhurst, blessed by exceptional weather.



# Section News



Bill Bailey managed to arrive in his Onze B Normale with a starter motor repair after finding his original had disintegrated.

Sadly, Adrian Philips car failed to proceed and he was unable to attend. Ian Pratt again attended in his quite immaculate, and much admired Light 15.



I managed to attend in the Big 15.

Ron Herival has been trying valiantly to drum up some interest in the east of our section, with Solley's Farm Sunday meetings.

The KES section can be up to 100 miles from west to east!

On the 28th July Ron & Sue Herival and Roger & Roni Diamond met up at the Griffin's Head, Chillenden in their two Onze Normales together with several other classics. It sounds like a great place to meet.

**John Barsley**

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



## Surrey/Hants/Sussex



As I write this report we are basking in 30 degrees sunshine at our annual BBQ at Hazel and Marcel's home in Woking and talking about the cars we are taking to the club stand at the British Motor Show at Farnborough Airport. Just under 60 Citroën models will be on display across the three club stands, including Citroën Car Club and 2CVGB. This year we will have the benefit of a prime spot in the Classic arena, in recognition of our efforts in winning Owners Club of the Year 2022 and 2023. We have managed to get assistance from Citroën UK this year, with their events team coming to put up an open sided dome tent to give a shelter from the rain or sun(delete as applicable) plus 2 electric Amis for display on the CCC stand. Also some merchandise and goodies to give away, which is a nice touch.

We have moved our Sunday lunch meeting to the Barley Mow at Winchfield, RG27 8DE, where we had a nice lunch at the beginning of July and sat and watched the torrential rain outside! Summer had definitely arrived. We will return there in October and hopefully also for a Christmas lunch in December.

Avant!

**Jim Gibson**

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

## London



This month has been very busy, the highlight being a visit to Indi's Family home to look at his collection of cars. His family welcomed us, and his wife put on a fantastic selection of different Indian food for us all.

Indi, at present owns a Six currently under restoration. Also, a Mercedes, E type Jag, plus others. I have been working on other members tractions, replacing brakes and water pumps.

Four cars out of the London section went to the Brittany rally and there were twelve British cars altogether.

Our monthly meeting at the Hare and Hounds in Osterley has been well attended.

Peter Simper

**Andrew York/Peter Simper**

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

## South West



Not much to report from the SW so far. There was one Traction at Devon's biggest event at Powderham Castle--the well-patinated 11 Normale of Gordon Smith. I was there but took my 1960 2CV Bijou which was permanently surrounded by curious visitors for whom this was a completely unknown Citroen product. Back in May, I took my Roadster on the 42nd Tour de Bretagne organised by the Association Bretagne des Vehicules Anciennes. Always an amazing



event---over 600 cars, lorries and motorbikes. There were Citroens of all ages but rear-wheel models were particularly well

represented

including a Type A of 1919 with chassis No. 4175!

Earlier in the year the SW area welcomed a new member, Scott Wolfe, who bought a Slough-built 1953 Light 15 at a local auction. It had a seized engine and no brakes but Scott now has it back on the road in excellent working order.

It is a car I remember from about 37 years ago when it was then owned by TOC member Jack Atkinson, an ex-RAF



wartime pilot. After Jack's passing, the car disappeared from sight until this year's auction.

**Walford Bruen**

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

## Wales

With holidays and other commitments there's not been much happening around Traction's of late. The Longden show was very well attended, in particular by two Traction's, mine and a lovely black example with who's owner I chatted at some length but parted without noting his name, apologies and picture attached.

The Aston on Clun steam and vintage show was also a great pleasure with jumble stands and many and various interesting vehicles,

once again, though, very little steam. Notable amongst the classic cars were a vintage Humber open tourer and Michael Clarks 1920s Austin heavy 12/4 "open county".

Having answered his "parts for sale" ad, I met with Roy Forward and sorted through some useful bits, one of which turned out to be the front number plate from my car! It turns out that Roy owned the car I'm working on back in the seventies and he was pleased to hear it is being resurrected.

It has been suggested that we have a day out at the Red Kite feeding centre near Aberystwyth, if anyone would like to do this could they please contact me and we'll fix a convenient date. The Kites are fed at 3pm in the summer and 2pm after the clocks go back.

Our neighbour's daughter was married recently and our car conveyed the bridesmaids to the church and thence to the reception. Between the four of them they made a pretty picture.

Our regular meets on the 4th Tuesday of each month continue - call me for times and venues.

PS, there's a vintage sale at the Minerva centre in Llanidloes on 14th Sept. Llani is a nice place to visit and it could be a good day out.

**Andrew Tweed**

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





# More About Wet Liners

## Wet liner engines: a little history and some further Traction liner observations.

As with so much of the advanced engineering in the Traction, wet liners were not revolutionary. However, they were a good example of Lefebvre's realisation of Andre Citroën's instruction to find the best available technology and incorporate it in a revolutionary car.

### Hispano-Suiza

The first use of wet liners was in the Hispano Suiza V12 aero engines of 1927.

These engines had their origins in the Marc Birkingt designed V8 of 1914 which employed an aluminium crankcase with the water-jacketed cylinders screwed to the inclined top faces. Derivatives of this engine were most commonly used by the Allies in WW1, most notably in Britain's best fighter, the SE5.

Hispano Suiza V8 engine, 1914. and SE5 fighter,



The later V12s were true wet liner engines with steel liners screwed into an aluminium split crankcase.

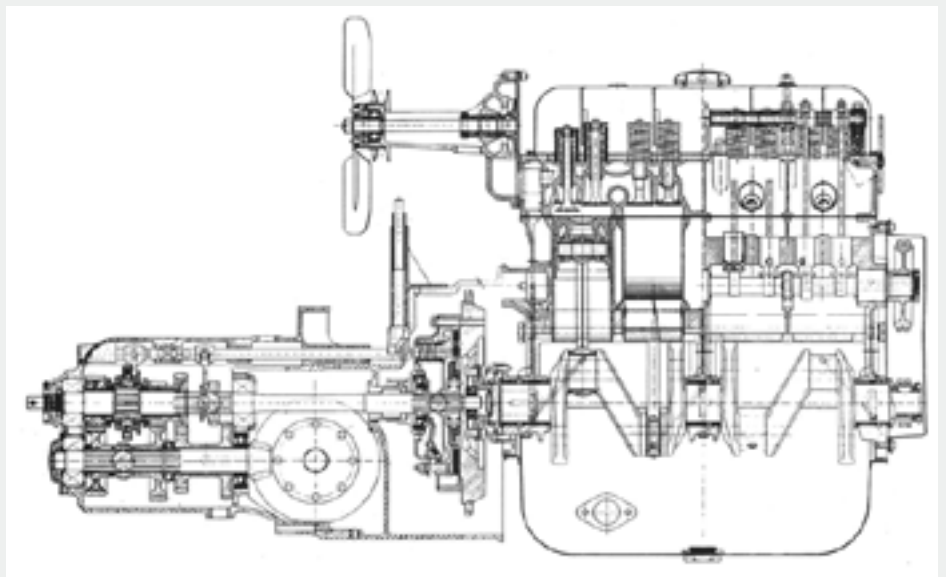
There were many advantages to this arrangement:

- \* the block and cylinders could be of different materials: lightweight aluminium for the block and wear-resistant steel for the cylinders,
- \* the cylinders would be cooled directly in contrast to steel-lined water jackets,
- \* casting and machining of the upper crankcase (the cylinder block) was much simpler,
- \* larger cylinder bores could be accommodated without increased cylinder separation, and, most importantly,
- \* the new process of nitride-hardening of steel produced a better-wearing cylinder surface with lower oil consumption.

While it is the case that wet liners allow easy cylinder replacement compared with reboring, this was not the engineering imperative in the design.

### The Traction engine.

Citroën's intention for the Traction was always to produce cars in volume and, to this end, the much-simplified casting of a wet liner block and the separation of block machining from that of the cylinders was a huge attraction. This enabled different specialist machine tools to be



employed for the two operations with the possibility of sub-contract manufacture of liners. The 7A Traction engine is illustrated, note the thin wall of the cylinder liners.

### **The practicalities.**

First a little reassurance, especially for those new to Tractions and/or the mechanical innards of cars, it is particularly important that the cylinder liners are properly sealed from the coolant. Be assured though that seal failure is very rare, a poll of London Section members found no one who could recall an instance of it. However, if you are building or rebuilding an engine then it is a vital detail that needs to be carried out correctly.

### **My own experience.**

I am currently building a replacement engine for my 1950 Légère based on a later ID19 block and an 11D head. I was fortunate to find a block through FP that had a reground crank and camshaft and had been cleaned and painted. However, on examination, there was evidence of corrosion of 2 of the liner locations and the water jacket was not absolutely free of debris.

The requirements for these locations are simply stated - they must be:

- \* square and concentric to the axes of the cylinders,
- \* flat and finely finished,
- \* all of the same depth.

Meeting these is a precision machining operation requiring a cylinder boring machine or similar. They cannot effectively be met by hand grinding (lapping) with a sacrificial cylinder liner and it is most definitely bad practice to introduce grinding paste into the block even if it is completely stripped.

Before my own block was allowed into the machine shop, it was stripped, cleaned and crack-tested.

The process was then as follows:

- \* Machine the liner locations.
- \* Install new liners without seals and machine the top surfaces of the block and liners together. This is the critical operation in refurbishing a wet liner block. In order to do it, a purpose-made expanding mandrel set is required. When tightened, these expand into the liner bores, pulling them tight onto their locations.
- \* Finally, the mandrel set is removed and machine swarf cleaned from the block.

While the block is in the machine shop, consider increasing the depth of the tappings for the head bolts. The greater threaded length will accommodate Umbraco high tensile socket bolts so that the pull-down torque of the head can be maximised.

On final assembly, the required protrusion of the liners above the block is achieved by fitting a 0.10mm sealing gasket beneath each liner.

My own block, along with the cylinder head, flywheel, con-rods, pistons, etc., were machined by Classic and Modern Services at Bracknell, who also dynamically balanced everything.

Their work and service were exemplary and I would recommend them without reservation.

I am also indebted to Phil Allison for so much engineering advice, support and encouragement.

Assembly, then installation of the engine, is my next project to be described in a future article.

### **Mike Wilcock**

*A Wolseley Viper powered Royal Aircraft Factory (flyable) S.E.5a is owned by, and on display at The Shuttleworth Collection, Old Warden Aerodrome in the UK. The Viper was a derivative of the Hispano type engine referred to in the article. Editor*

# From V Bomber to Traction

The story begins in April 2000 when I offered one of my Traction's for sale, an ivory Normale 1953. An enquiry came in from a gentleman in Oxford and he was keen to know a little more about the Traction Avant. Peter was his name.

An appointment was made to take the Traction to his house and demonstrate the qualities of a Traction Classic to someone who knew very little of the model. Peter sounded very keen, so much so that I decided to take the car and all the associated material down with me with my wife, Joy, following in the new Porsche Boxster, only days old.

We arrived at a lovely residence in a woodland setting, very close to the River Avon. Sitting in the lounge I recall a party of school children entering Peter's swimming pool for class lessons. Peter and his wife offered their swimming pool to the local village school for swimming lessons.

We soon got involved in the benefits of buying a Citroen Traction Avant and all the benefits of joining the TOC and the Social side of Club activities. I soon took Peter out for a substantial test run and he was immediately impressed. It wasn't long before Peter made a quick decision and secured the purchase of a new love in his life. I can recall that his wife was equally impressed.

It caught Peter's eye that we were in a new Boxster, only a few days old. 'Can you take me out for a quick spin?' Peter asked, so off we went for a Boxster road test. I wasn't long before Peter was behind the wheel and gave it a thrashing up the local dual carriageway. Peter's comment was 'it's nearly as quick as my Jumbo, on the runway'. The conversation soon switched to his job of being a Captain of a Jumbo Jet for Virgin Airways and his regular weekly run was Heathrow to Jamaica.

A part of the deal was that he would offer me the 'jump seat' in the Jumbo free of charge should I fancy a trip to Jamaica, and back of course.



Well, a deal was struck and whilst Joy was being entertained, I took Peter out again in the Traction for a driving lesson. I do recall Peter had a little difficulty in mastering the gear change and I had to be patient. He appeared to be quite happy crashing thru the gearbox, but he loved every minute of it. I recall passing a comment 'I hope you handle the Jumbo better at Heathrow'..... Peter smiled and pressed on.

Peter and his wife Christine joined in the social scene and within 4 weeks came back to me requesting a second Traction, one for his wife. Before I had the opportunity to locate a second car, he called me to say he had found a car from Mick and Moira Holmes, a red Light 15, which I knew very well. So now we had new TOC Members with both husband and wife owners of a Traction.

Peter and Christine enjoyed a period of fun in the TOC, however tragic news quickly spread of Peter's passing. Without speaking to Peter's wife, news spread around the club.

Apparently, Peter was returning from Jamaica on one of his regular flights. There had been an issue and argument with one of his crew, a stewardess. They had disembarked from the aircraft at Heathrow and whilst walking through the airport he suffered a heart attack. Although great effort was given by the emergency services, poor Peter paid the ultimate in life and he never regained consciousness.

This was a sad loss to Peter's family and it was a year or so later that I was called upon to sell his Traction. Perhaps my memory fades a little but I recall easing the Traction from a garage, obviously slightly neglected. Like many incidents in life, history fades and memories of Peter soon got forgotten in time. Peter was happy to talk about his time with Virgin Airways but on no occasion did he divulge any dealing with the RAF. Perhaps if we had the opportunity to spend a little more time socially, we would have learnt more of his time in the Falklands.

Back in 2015 my brother passed on a book about the Vulcan Bomber, knowing well my interest in the Vulcan V-Force, the Vulcan, the Victor and the Valiant. It was not a book full of images but had perhaps only eight pages devoted to historic photos, in the centre.



I focused on a poor-quality image of the crew of the Vulcan involved in the conflict with Argentina and there was a face I recognised. It was Pete Standing. Further investigations quickly produced more images taken in 1982 on the Ascension Island and 10th from the right is Peter again posing with the rest of the maintenance crew assigned to the staging point for the Vulcan Bombers.

## From V Bomber to Traction

It appears from information gathered that Peter Standing was an air-to-air instructor and a Victor pilot and the re fuelling preparations for Operation Black Buck, which was to target the airport at Port Stanley in the Falklands conflict, included preparing 5 Vulcans with air-to-air refuelling pods on the nose which were rapidly scavenged from RAF Abingdon and various aircraft around the country and fitted to 5 Vulcans, all moved to RAF Waddington for preparation. Within a few weeks the task was achieved and air to air instructors were rehearsing their operations. Two known instructors were Peter Standing and R J Russell. Peter was an experienced RAF Victor pilot. The Vulcans were almost time expired and due to be decommissioned until this last reprieve.

Within less than 4 weeks of planning, XM 607 was preparing to take off from Ascension Island with Squadron Leader John Reeves at the helm and Peter on board. The mission was underway with 11 Victor tankers, 2 Vulcans and 2 Harrier Jump jets. However, within 4



minutes John realised there was a serious problem, and the Vulcan would not pressurise. A seal in the windscreen had failed. Without pressurisation the mission had to be aborted and Squadron Leader Martin Withers was to take control in the second Vulcan.

John Reeves returned to the Ascension Island along with one of the tankers. To add to the frustration the Vulcan couldn't land with the weight of a full fuel load, a 6th crew member, a new coat of paint, and 21 bombs so it had to circle for 5 hours to deplete the fuel.

Over the next few days 5 more Black Buck missions kept the Vulcan crews busy. The final Mission records Peter Standing again assisting with Squadron Leader Montgomery, the mission was however aborted at the last minute due to poor weather conditions.

Operation Black Buck 1 succeeded in cratering the runway at Port Stanley sufficiently to prevent the Argentinian Airforce using it for fast jets, but beyond that the benefits were generally more those of morale damage to the occupying forces, who had previously believed themselves out of range of large scale bombing. Subsequent operations involved the use of Shrike missiles to destroy radar installations, etc. One bomber missed its tanker rendezvous for the return trip and had to land in Brazil. It was interned for a week and then refuelled and allowed to leave.

I believe that there was a deal with the British Government for some helicopter spares in return.

This is a very much abbreviated article edited down from a very detailed original by member, **Steve Southgate**.

*If you would like the full version, which also contains much technical detail of the Vulcan bomber, and the V Force generally, then please get in touch and I am sure that Steve would be happy to provide you with a copy. Editor*





# What Else Do I Have in My Garage?

**A return of the occasional item showing what cars members have in their garages, besides Citroën tractions. Member, Richard Homersham has a selection of cars originally from the Jowett factory in Bradford, Yorkshire, which are a rarity in the UK, and must be extremely unusual in Australia, where Richard lives.**

Apart from my 1954 11B LHD Traction, I have a 1950 Jowett Javelin. My first car was a 1948 Jowett Javelin, in New Zealand in 1968.

My father allowed me to get a car if I sat and passed a mechanical and electrical test of over 100 questions and paid for the car myself. £75 was all I had. I think he passed me out of sympathy.



A friend had a Slough-built Light 15 and I always remember sitting in it and gazing down that bonnet.



I am also still restoring a 1950 and 1951 Jowett Jupiter, which I bought as a package in 2009 from a deceased estate. The body work, exterior painting, and some mechanicals have been done by professionals.

Richard Homersham

Melbourne, Australia



*Looks like quite a nice project, Richard, Editor*

# Waterless Coolant

**Hi. Re the article on engine overhauls in Floating Power, July/August 24 issue.**

A very interesting article. I would like to ask the following re future protection of engine liner gasket damage and cylinder lining corrosion due to water and heat. Do Karel Beukerma and Julian Pratt or indeed any club member, have any experience with an engine which is using a waterless coolant such as Evans Classic Cool? I understand that this type of coolant prevents internal corrosion problems and will not over heat or freeze, therefore preventing damage to linings and seals??

If so, is this the way forward?

I have this in my Light 15 for 3+ years with no brown corrosion colour or sludge indicated from the system.

Many thanks.

David Williams

*There is some controversy over the use of waterless coolants and in the USA, some competition events are now banning their use because they are inflammable and spillage can cause a serious slip hazard. Waterless products are either 100% glycol, 100% propylene glycol, and others are a mix of propylene glycol and ethylene glycol. They offer a higher boiling point, but that comes at a temperature that would already be causing serious damage in most classic engines, especially one such as the Traction which does not already run a pressurised system, with the aim of raising its operating temperature by increasing the boiling point of its water-based coolant. They are certainly not a cure for a system that is overheating because of some existing mechanical or cooling defect, in fact the waterless coolant is a less efficient heat transfer medium than the traditional water based coolant.. Your cooling system needs, therefore, at the very least, to be absolutely in tip top condition beforehand, as your car will run hotter than it did with a water/antifreeze mix.*

*For the benefit of anyone contemplating going down this route, there are complexities with regard to installing waterless coolant. Most require a thorough flushing of the system to remove all traces of the old water/antifreeze mix and the use of an additional product then, to ensure that all of the water is, in its turn, removed. Any more than 3% of water remaining and the anti corrosion benefits are negated and in fact there may even be a chemical change that worsens corrosion The process of installation is also relatively expensive (for example, 5 litres of coolant is around £65, and the prep stuff is another £50). If you spring a leak, then you can only top up with the waterless product, which probably means that in a car such as ours, you need to keep a can of the stuff in the boot unless you are really 100% confident of your cooling system's long-term integrity. If you are forced to top up with water, then obviously you have to go through the whole procedure again which is both tedious and expensive. Its main advantage is that it is a long term corrosion inhibitor, its disadvantage seems to be that, as noted elsewhere, it causes many engines to actually run hotter because it does not transfer heat as effectively as water. There is also some evidence that suggests that because they are slightly more thixotropic in nature than water, waterless coolants may also further aggravate a sluggish cooling system and may even need a water pump capable of pushing more coolant around than standard.*

*As noted previously, running hotter may also cause damage to internal engine components not designed to be run at those temperatures, since it may not be evident, unless you have installed a decent temperature gauge, that your engine is running extremely hot, until something fails.*

*I would advise that anyone contemplating a change of this nature reads around the subject thoroughly before investing in a waterless swap and would welcome any feedback from anyone who has used this kind of coolant in any of their cars.*

*Personally, I am a little sceptical, having read around the subject. Your engine is designed to run (unpressurised) with water in its system, after all. Editor*

# Even More About Wet Liners

Dear Bryan

Floating Power, July/August 2024, Article on engine overhaul by Karel Beukema Toe Water

I found this article very interesting. I was a Plant Fitter from 1957 to 1996 for Contractors, Wimpey.

I found that when grinding cylinder liners in, paste would stick to the softer metal of the cast iron block, and grind and damage the liner. To stop this I made a copper flat ring adhered to the underside of the liner. The paste then stuck to the copper and ground the block to true it up, before it received the footer gasket.

Localised pitting on the outer side of the liner could indicate vibration. Bubbles form and when they burst it erodes the liners. I have seen it on both Cummins and Rolls Royce engines. It was at its worst when the coolant was polluted and gritty, the grit being encased in the bubbles.

Finally, does anyone know which metric thread system Citroën used. If not a list of metric only spanner sizes across flats would sort it out.

Yours

Gus Ellis

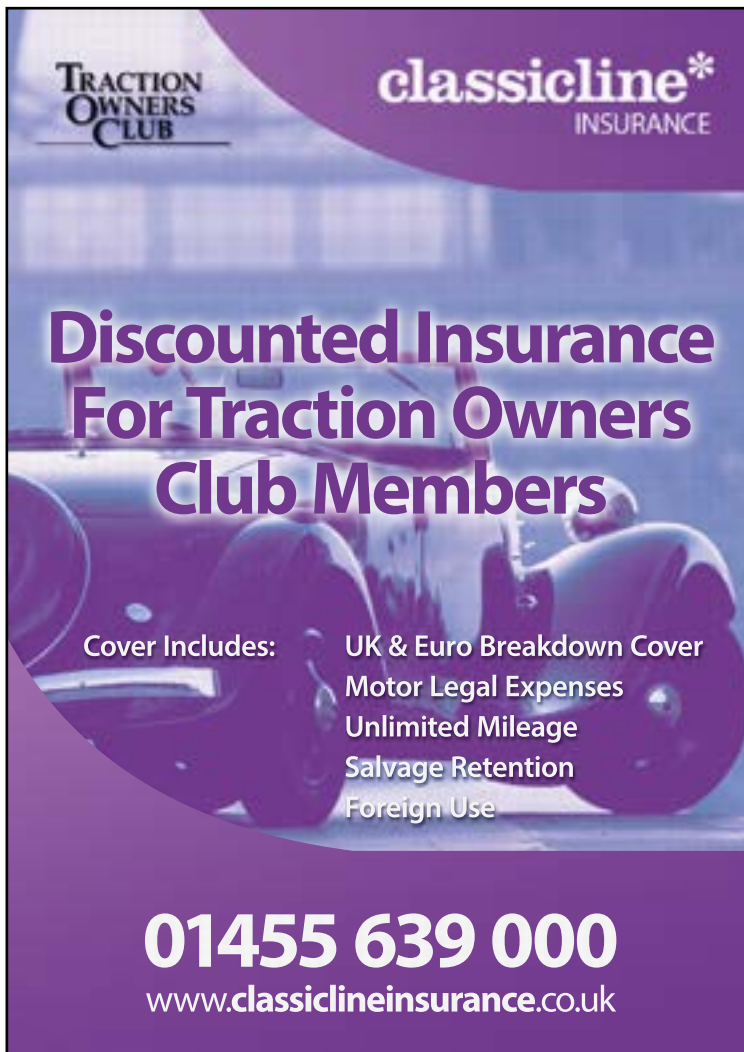
*I passed this comment from Gus back to Karel, the author of the original article on overhauling a Six, and below is his response. Editor*

Dear Bryan,

My comment would be that the method of using an old liner to true up the liner seats in the engine block is second-best as far as I am concerned. It will only work if the damage to the seats is not too severe. The method described in my post-script of machining the seats and the face of the engine block to make the liners fit perfectly is much preferred -but is obviously more costly and requires the complete dismantling of the engine block. The long blocks of a Six engine tend to develop some (minor) sagging or warping over time. Rectifying this by machining the surface will also help to create a perfect fit of the cylinder head and the gasket -provided of course the head itself is also perfectly straight. All these aspects will contribute to a lasting and trouble-free operation of the engine.

Kind regards,

Karel



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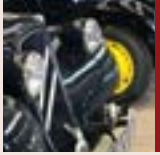


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# Traction Rally 2024 Review

(by a 'young' person)



We landed on Thursday morning in St Malo. After a leisurely lunch at Cancale market of Moules a la Crème and a dozen oysters for dad, we carried on to Vitré. There we met Paul, Peter and Andrew for an apero. I joined them only one Leffe in, but this was long enough to find a merry group of men! A few sherbets later, tales of previous Traction rallies started flowing. I never realised I was surrounded by such talented individuals! This was quickly followed, for some reason that I cannot fathom, with a discussion of ailments and medical procedures including two bypasses (with a show and tell of various scars). After Peter made several trips up, down, and up and down and round again in search of his pills, we set off to supper, meeting Richard and Pam and, later, Ian and Mike. We found a small restaurant next to the castle. It was a very jolly supper and a great warm up for the rally.



Friday morning, all dressed, as requested, in our finest 1940s clothes, we eventually found the start of the rally. There were some beautiful outfits, particularly Sue, Carol, Claire and Sandy and award for the best dressed car and couple must go to Adeline and Gavin! After coffee and croissants, the Brits were ready to go in accordance with the timetable, yet the French perhaps had a different timetable, set 30 mins later. Off we went on a quick 70km dash to Sainte Suzanne for our picnic lunch. After lunch we moved up to the Chateau for a guided tour and stunning views. This soon morphed into the Brits heading for the shade of a local bar. It was then a mad dash of another 100km to the various accommodations for the Brits, find the codes (in some cases, not), shower and dress for supper before heading to the orangery of the chateau at Bourg-Saint-Leonard. This was to be our base for the rally and the accommodation for the French. Delish supper and a good end to a long day.



Saturday was a short trip to the Haras National Du Pin. This was the royal riding school and stud farm established by Louis XIV. (The Chateau was set out like a mini Versailles and a comfortable three day ride from Versailles for the king. Alas, Louis died before its completion). It now focusses on various riding, driving and equine veterinary courses and puts on a fabulous horse show for visitors. (They also have donkeys!) If one isn't into horses, there is a magnificent restaurant and terrace. This restaurant, Le Furioso, also did all the catering at the orangery, and a jolly job they made of it. After lunch, the terrace was very well utilised by the whole of the traction participants, with time for all to relax and take in the views.

After a very entertaining horse show, it was back to our Gites for a quick change and back to the Orangery for apéritifs and supper. There was an evening guided tour of the Bourg Chateau laid on, but I'm not sure how many managed it!

Sunday was Bastille Day! We set off eventually to Saint-Léonard-des-Bois, to line the cars up for the village Fete. There was a BBQ by the river and we were able to watch folk dancing from many different countries such as Ukraine, Uganda, Argentina, Mexico. There was also an opportunity to wander round the village to get a delicious ice cream or coffee. However, a few had their minds firmly focused on that night's entertainment! During supper the motards put on a very clever, subtle, silent and very amusing sketch about passing messages back and forth along a cinema line between two love birds. Then the Brits quite literally rocked up with their interpretation of a Queen tribute to "I want to Break Free" and "We Will Rock You". The reader can only imagine how subtle that was!



And that was it. Monday dawned splendidly wet, similar to the Olympic opening ceremony in Paris!

A very wet 100km to Saint-Hilaire-de-Harcouët. Fortunately lunch was organised in a covered market with enough room to park all the cars. This was our last lunch with goodies and farewell speeches and group photo and expectations for "l'année prochaine".

I thoroughly enjoyed this rally, and a personal novelty was seeing Bernie's monkey! Much thanks to Thierry, Dominique and Francois for organising a great rally and to Adeline for keeping us in check! (Martin and Vicki looked blissfully unburdened!).

'Till next year! Laura McCauley



# Your Letters

## Blanketty Blank

Dear Editor,

I am aware of a few members who use an electric fuel pump with their Traction. This may be from necessity, to improve reliability, or just a desire to play with the car and experiment. Obviously this requires a blanking plate to seal off the engine block when the mechanical pump is removed. I am not aware of a purpose made or marketed blanking plate for the Traction.

I have found on Ebay that a blanking plate sold for early model Volkswagen cars is readily available and the one that I bought fits my Traction perfectly.

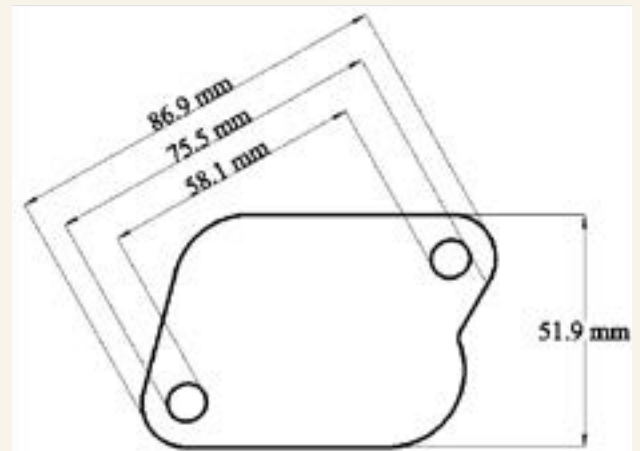
This snippet of information may be of help to our members.

Eric Pennington

*Eric advises that the plate was actually to replace an AC Delco pump as fitted to a host of Fifties and Sixties cars, particularly Rootes Group models. The plate is in 3mm stainless steel and corresponds to the diagram below (should you choose to knock one up yourself) or you can take a far easier route and buy it ( £9.99), and a suitable gasket from Volksbolts, who have an Ebay shop.*

<https://www.ebay.co.uk/str/VolksBolts>

*Probably worth just making a card template and checking it for fit before buying.*



## Participants outside the Chateau Sainte Suzanne during the Brittany Rally



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TOC members can now order our limited edition 90 Years of Traction Avant polo shirts direct from the supplier in a variety of colours @ £19.99

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Contact Chris Treagust, TOC Spares:

[Spares@traction-owners.co.uk](mailto:Spares@traction-owners.co.uk) or Telephone: 01243 511378



# Bailey's Banter

At the circuit de Charade there were several special bodied Tractions - all lovely - but there was also one special chassied car. When is a Traction Avant not front wheel drive? When it's a Delage DI-12 which was introduced in 1936 or a Licorne Rivoli or Normandie which date from 1937.



Both Delage and La Licorne were victims of the 1929 stock market crash which trashed their markets and spurred Citroen and Renault to make investments to allow cheaper car manufacture. Neither Delage nor Licorne had the resources that Citroen and Renault had.

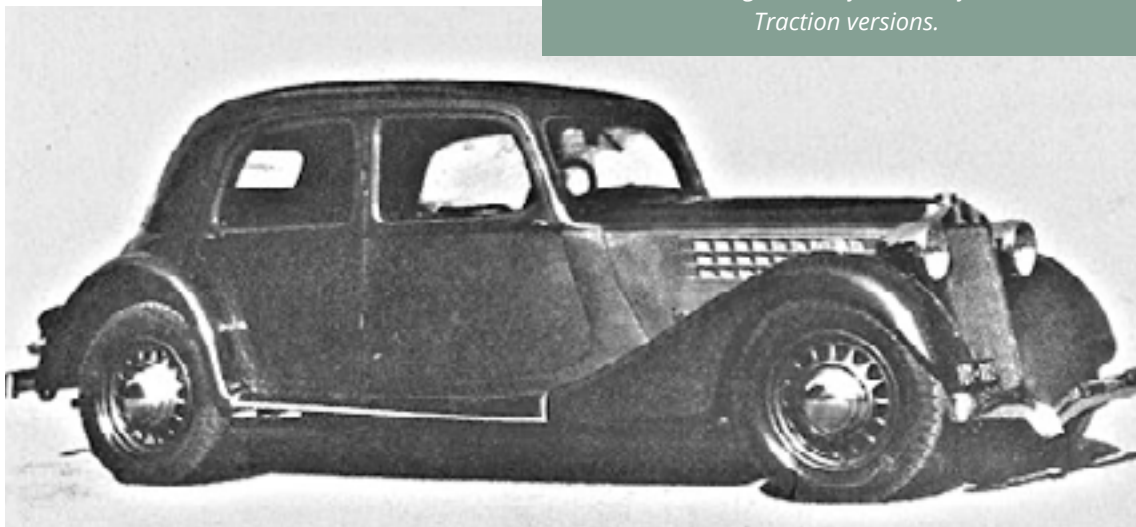
In 1935 Louis Delage 's company was in financial trouble. They made a wide range of cars, including the DI-12 which had a steel body on a wooden frame made by a company called Autobineau. The Delage company was sold to Delahaye who decided that the DI-12 needed to be cheaper to make and this was achieved by buying the Traction Avant body from Citroen, giving it fuller front wings, a flat Delage grille and running boards and mounting it on the DI-12 chassis. So, the DI-12 went from having suicide rear doors to suicide front doors. I wonder if anyone noticed.

Delages, being something of a classy marque, were typically right hand drive cars with well-appointed interiors, wooden dashboards and that's how the Traction Avant bodied DI-12 was presented, using the Delage 2.2 litre engine and running gear.

A prospective buyer would probably not have considered a humble Citroen and therefore not paid any attention to the retrograde technology of the rear wheel drive, cart sprung and not-that-light Delage DI-12 compared to the Traction Avant.



*Delage cars before and after Traction versions.*



Shortly afterwards in 1936 Licorne - or La Licorne - followed down the same road offering their 8CV and 11CV with Legere bodies on their own chassis. Early the following year the 11CV and 14CV were available with the Normale body. Like the Delage DI-12 both were rear wheel drive and had flat radiator grilles but the Licorne used a bonnet

with louvres on each side that are remarkably similar to those used on post war Tractions. Then, at the 1937 Paris Motor Show Licorne launched the Rivoli (Legere body) and Normandie (Normale body) with Citroen engines. These were not Traction Avant engines, rather they were from the Rosalie - essentially the same thing but the MI version which was mounted the other way round for the traction arriere function. Both engine sizes were offered resulting in the 316 and 319 designations. The "3" stood for 3 speeds and the "16" or "19" designated the engine size, 1600 or 1900cc.



In contemporary advertising material the Licorne was described as a monocoque body mounted on a chassis. The main reason for Citroen to develop the monocoque body was to save metal and hence money. Adding a separate chassis added cost which was reflected in a 10% to 20% price premium for the Licorne.

Somewhere along the line Licorne also offered a Commerciale / Familiale version. The gearboxes were made by Licorne and a four speed gearbox was also available – I know this because the Licorne pick up conversion that was at the Circuit de Charade was a 419 Normandy which, by the way is for sale. It comes with the roof part that was cut off for the pick-up conversion.

John Pressnell's Citroen Traction Avant book says there are no known Normandy survivors – but this pick-up is one and there is at least one more in a bronze colour.

I have never seen a Delage DI-12 and the few Licornes that I have seen have all been right hand drive, this being normal for prestige Franch cars of the period. Does this mean that bodies supplied by Citroen to Delage and Licorne were right hand drive? You can see from the photo of the Licorne Normandy dashboard that there is a blanked off hole for the gear change that suggests it is the standard panel.



It was very nice to see more Traction than usual at Abbots Ripton for the Citroen Festival. Hats off and thank you to the organisers for a very enjoyable event - and for arranging the weather. Six Traction made the turnout at least twice as many as previous years. More would have been even nicer as this is the 90th Anniversary year but as ever the Brittany Rally was at the same time and attracted some of the talent. One of the cars was the **Annels / Hopper '36** car which **James Walshe** featured in Practical Classics.

We were honoured by the presence of former Traction owner **Chris Goffey** who was interviewed by Steph of the "Idriveaclassic" YouTube channel. It was only going to take 5 minutes but they (actually Chris) talked for well over half an hour. Apologies

to anyone who was inconvenienced by being asked not to walk in front of the camera – we really didn't expect it to take that long! Thanks to James Walshe for bringing Chris along. I don't know when the interview will be released but Steph has loaded her video of the Citroen Festival on YouTube. And then we went to the Great British Picnic at Lynx Park in Kent, courtesy of **John and Bev Barsley**. This is a lovely event where an eclectic selection of owners turn up with an equally eclectic selection of old cars and have a picnic. Three Traction were present – our small boot Normale, John and Bev's big boot Big 15 and **Ian Pratt's** small boot Light 15. That's a reasonable selection – all the same but all different.



As we arrived, I looked for the other Traction and I thought I saw the profile of a white one in the far corner of the field – but as soon I saw the grille, even from a distance I knew it was no such thing and was, in fact, a 1953 MG YA. Even back then cars all looked the same, except only Citroen had those big chevrons on the grille – or do I mean in the grille?

One of the questions that people often ask is about the chevrons on the iconic radiator grille. "Is it true that the British cars' chevrons were always behind the grille and the French car's always in front?" Well if you look at the Tractions at the picnic you might think so – and it's quite a good starting point. But it is not quite true. Pascal Barthelot's books "L'ABC des Traction Avant" and "Toutes Les Traction Avant ont une Histoire" detail which French models had what type of chevron and certainly most French cars wore them on the outside.

You can see that pre-war Slough cars mainly also wore their chevrons on the outside whereas after the war they were mounted behind the grille.

When I have a little more time I will try to make a summary table – which I will ask Olivier de Serres to check for me – Olivier kindly offered to answer any questions I have, which I think was a polite way of suggesting I check things before I offer them to you as facts.

What of my own car? As I write it is only a few hours before its next big adventure - to Poland for the ICCCR.



The starter motor trouble escalated somewhat. The Bendix bolt that came out, came out again. The first time it did it the bolt damaged the stator windings and it was running slow. When it did it again I put it back again, this time with a tie-wrap but then I took it to Robson and Francis in Streatham for the windings to be repaired. They could not repair the damage to the Bendix so I ordered a new one which I fitted myself. The motor then worked fine but sounded awful. And then it got worse and eventually sounded like a hammer drill – more significantly it didn't start the engine. I wondered if there was too much end float and added a shim between the Bendix and the nose. A small improvement – still noisy but the engagement was back. And then, in the works car park, it got really noisy and lost engagement again. I must have pulled the motor out and replaced it 5 times in the car park before I got it to engage so I could drive home still none the wiser as to the cause. At home, out came the motor again. It was clear that there was something impeding the shaft rotation. It seemed to stick when I tried to rotate the Bendix by hand. I then noticed that some things had been rubbing on the inside of the motor's nosepiece and those somethings were the tab washers and bolt heads on the Bendix. Maybe they were just a bit bigger than the originals? I filed the inside of the nose to give a bit more room and put it back together. Same problem – something was stopping the shaft rotating freely. Oddly it did not stick when I rotated it from the other end. And then the penny dropped. The

shaft had broken at the point the Bendix bolt engaged with it – i.e inside the Bendix. Take a look at the picture - if you are going to design a hammer drill mechanism, this would be a good start. But I didn't want a hammer drill, I needed a starter motor.

I needed to review my options. I had no means to repair the shaft and if I had I wouldn't trust it. One of the usual vendors lists armatures but is out of stock. Chris at TOC Spares did have 6V starters in stock so that was one option. Citroen Classics offer a high torque starter motors which would be a more expensive option. Both options required more expenditure and therefore some thought (I'd only just had the armature rewind and stator windings retaped). Whilst I was making up my mind, I went to look for a starting handle which, as far as I remembered, should be somewhere in the darkest depths of the garage. In fact, there should be two of them in there somewhere, but I couldn't find either. Instead, I found the car's original motor which I had taken off so many years ago I can't remember quite the reason. That was a bit of luck!

I fitted the armature and the nosepiece from old motor into the newly rewind stator and all is well with the world. I have a nice quiet starter motor.

I also have new tyres. I bought 2 new tyres and they needed fitting and balancing – which is something that only one place round here can do as only they have the proper attachment to allow balancing of centreless wheels. Unfortunately, whilst they may have good tyre fitting skills and appropriate equipment, their customer service and communication skills are somewhat lacking. Still you can't have it all and since Traction tyres last a long time I don't have to deal with them very often.

I found one rear tyre was worn on the inside and one front tyre was worn on the outside. So they've both been replaced but I've fitted both new tyres on the front. Advice is always to fit new tyres to the rear so why this renegade behaviour? The increased diameter of the new rubber will make the car go faster – or the engine rev slower. That's one thing. The tyres on the rear were still just about ok and most of the braking is on the front wheels so decent grip there seems to be a good thing.

The offside front tyre was worn on the outside and I do believe my tracking needs checking. But I'm not going to take it to the place that did the balancing. I'll find somewhere more helpful.

My rear offside tyre was very worn on the inside half – indicating that something is amiss with the camber or maybe the tracking. The nearside tyre is fine and, since it's a beam axle this suggests something is a little bent. Adjustment would be achieved by unbending it which I am inclined not to do – in which case it's actually not urgent to discover what is bent.



In the end I was not happy with the balancing that was done on my new front tyres which I relocated to the back of the car - where you are supposed to fit new tyres anyway.

I decided that the other two tyres would not be up to the Poland trip and the Northumberland rally so I ordered two more. This time I found a company called Hometyre who were happy to fit tyres that they had not supplied and could balance centreless wheels. And so today, they came and fitted them. I also asked them to rebalance the other two wheels as there was a wobble. Hometyre gave me a very good service – not cheap but very convenient.

Drive shafts – this is still a work in progress thanks to much distraction from other things. They are not coming to Poland.

My petrol gauge has never worked and I have always zeroed the trip odometer when filling up, which I do when the counter shows 220km. It has now had enough of that and just stopped counting kilometres. The main odometer is ok but I don't fancy having to record that reading and do hard sums when I fill up. And so, I have taken the thing apart and found the cause of the problem. A worm gear driven by the speedo cable drives two plastic spur gears – one for the main odometer, the other drives the trip. Each one turns a shaft with a cam on the other end which

moves a pawl that indexes the counter round one small click at a time. I found that the shaft for the trip was stuck solid and the spur gear driving it was missing two teeth. Why was the shaft stuck? I think it had just got a very small bit of debris in the wrong place. The plastic spur gear is 10mm diameter with 20 teeth which, if you know about gears makes it 0.5 Modulus. It is pressed onto the end of the shaft.

I ordered some new gears from Simply Bearings – they came with a 4mm diameter bore which just needed drilling out to 5mm to fit. I say “they” because I ordered a few in case I messed up but I got it right first time. So, if anyone needs a gear for their odometer, I have spares.

In went the speedo and I discovered that I had made two mistakes. First – I had forgotten that my clock is 6V and therefore forgot not to connect it up to the 12V supply. It made quite a noise. The other mistake was refitting the speed needle so it underread by 20kmh. Both are now fixed, and the speedo is now almost spot on at 80 kmh.

I had a go at fixing the fuel gauge sender, but I think it has had it. The potentiometer winding mountings are very fragile, so I didn't try very hard to get them out. But I gave its wiper a bit of a clean and tweaked it to increase the contact pressure but it hasn't made much difference. A new sender is required. The vendors offer 2-wire and 3-wire versions. Mine has 3-wires.

Some cosmetic attention to the driver's door trim was required so I replaced it with a new plastic door card. Unfortunately, I didn't have the correct colour material. I only had the darker stuff, so I used that anyway. Since it was the wrong colour, I didn't think it mattered much that the stripes go the wrong way. They are supposed to be vertical but the shape of the material I had meant they are horizontal. Looks much better – one word of warning though – the holes for the trim clips on the bottom edge of the plastic door card do not line up with the holes in the door. I have used a couple of screws to make sure the card stays in place. I also replaced the door seal – the one on the door.

The engine has been as good as gold since the big swap earlier this year. I gave it an oil change and nothing untoward came out. I then retightened the head bolts and reset the valve clearances.

And today, the day before departure, when the tyre fitter had gone, I had a look at the brakes. The nearside rear linings were looking a bit thin, so I relined them. I prefer rivets to bonded linings. I know they need replacing more frequently but I have had them debond themselves and it's not nice. But I do not like hammering the rivets with a staking tool either so I have invested in a small press tool which makes this job a lot easier. The linings in the other drums didn't need renewing, just a little adjustment and I took the opportunity to grease the rear wheel bearings.



I also did one more job that I've been meaning to do for some time. My windscreen washer pump hasn't worked for years. I was delighted to see **Peter Riggs** at the TOC Committee meeting yesterday and even more delighted when he gave me a Tudor windscreen washer kit. This is a hand operated dashboard mounted pump. My original pump was on a bracket under the dashboard – just beneath the hole vacated by the old indicator switch. The new pump is too big for the bracket but, with a little Dremeling, was just right for the hole in the dashboard. Thank you Peter!

And so to Poland.

Chris Bailey



# Traction Holiday in France

The March/April edition of FP had a photo of a rather portly me and my Light 15 and set out my plans to have a 3 week holiday, touring Western France in it.

Well, we made it! 1700 miles home to home. I promised to write it up and shall do so in full but cannot do it in time for this edition so this is a brief update.

Three weeks of petit-dejeuners and elaborate evening meals with wine have rendered me even portlier but very happy. I know I am preaching to the converted and I have owned and used this car for 58 years but I was reminded again what an excellent touring car this remains despite the type having been launched (admittedly prematurely) some 90 years ago. The comfort of the ride (the only car my wife does not get car sick in), the excellent road holding and the engine's slogging power at lower revs are a joy. We stuck mainly to minor roads, the vast majority of which are scenic, low in traffic and in good condition. I was becoming nostalgic for the British potholes!

For most of the time, the car performed perfectly but was obviously becoming a bit fed up in the last 5 days when we had our first breakdown – the gearbox stuck in reverse and the dashboard selector disengaged from the forks. I couldn't fix this but had the car recovered to a French garage that fixed it the next day. A couple of days later the rod connecting the accelerator to the carburettor dropped off at the bottom (highly inaccessible) end but I fixed this with a length of 17 amp wire and some elastic bands which lasted another 200 miles and got us home. For good measure, the wiper motor failed about this time but it wasn't raining much and, as you know, one can operate the driver's side wiper using the knob on the dashboard and one's passenger can reach across and do so to help...

The photo shows the car with the Pyrenees in the background near where we parked to ascend to a narrow gauge railway – Le Petit Train d'Artouste, highly recommended. This was the southernmost part of our journey.

Editor permitting, more next time.

Nigel Orchard





# The Traction Owners Club Ltd

## Explanatory notes on the accounts for the year ended 31st March 2024

### Introduction

The rules relating to the import of parts from the EU continue to remain a challenge, both in terms of administration time and cost implications for the Club. In common with the rest of the economy, some of our underlying cost overheads have also increased. Costs and overheads remain under review to identify steps that we can take to reduce them, but the possibility that we may have to increase our sales margin used to calculate 'sale as' prices may have to be contemplated. This is a delicate balance as the Club continues to seek to simply cover its costs.

Summary	2024	(2023)
The company made a loss before tax of	(3,843)	(£1,938)
Spares sales in the year were	£38,918 (inc shop sales)	£37,723
Net income on spares sales after costs was	£6,072	£8,401
Debtors (Note:c £2,000 purchased on 31/03/24)	£2,863	£1,421
<b>Other Income</b>		
Subscriptions	£24,171	£24,171
Spares Levies	£700	£760
<b>Overheads</b>		
Magazine Production	£20,190	£20,328
Postage & Carriage	£1,470	£2,249
Stationery	£13	£333
Tour & Exhibition Costs	£1,393	£806
Depreciation	£1,760	£1,923
<b>Cash in Hand</b>		
Barclays Spares Acc	£4,450	Barclays Premium Acc £5,604
Barclays Premium Acc	£5,604	Spares Petty Cash £20
Barclays Main Acc	<u>£10,426 (includes £9,676 subs prepayments for 24/25)</u>	
<b>Total</b>	<b>£20,500</b>	

Note: Should you have any queries please send them to me by email to [treasurer@traction-owners.co.uk](mailto:treasurer@traction-owners.co.uk) by no later than 30<sup>th</sup> September 2024

Cleve Belcher

Aug 2024

**TRACTION OWNERS CLUB LIMITED  
PROFIT AND LOSS ACCOUNT  
FOR THE YEAR ENDED 31 MARCH 2024**

	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
Turnover	38,920	37,723
Cost of Sales	<u>32,845</u>	<u>29,321</u>
<b>Gross Profit</b>	<b>6,075</b>	<b>8,492</b>
Administrative expenses	<u>35,595</u>	<u>35,905</u>
	(29,520)	(27,503)
Other operating income	<u>24,004</u>	<u>25,566</u>
<b>Operating Profit (Loss) on Ordinary Activities Before Taxation</b>	<b>(5,516)</b>	<b>(1,938)</b>
Tax on ordinary activities	<u>(188)</u>	<u>(212)</u>
<b>Profit (Loss) For the Financial Year After Taxation</b>	<b>(5,704)</b>	<b>(2,159)</b>
<i>General Fund brought forward</i>		108,403
<b>General Fund Carried Forward</b>	<b>102,699</b>	

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

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

I may have mentioned in the past, my fantasy of being told by a patient that they had some old car tucked up in a shed. Totally unwanted and needing a good home. This almost came true a few years ago. Almost, because the car in question turned out to be an Austin Maxi....Still, I always live in hope. This time the couple in question told me about some old pre-war French vehicle gathering dust. In an actual barn! They had travelled some distance to attend the clinic so it meant it was a few weeks before it was convenient to call over.

Having inherited the farm, they had spent decades restoring the property. Refreshed in the 1700s to make it look "contemporary" they returned it to its Jacobean originality and made a magnificent job of laying out formal gardens. As the barn door swung open, a Hillman Super Minx glinted in the sunshine behind which was a Morris Minor Traveller, then a small pre-war tourer which I guessed might be another Hillman or a Standard. Turned out that it was indeed a Standard, requiring some work. However, to the right was a large blue twenties saloon surrounded by ancient foreign mopeds. French it most certainly was but not a Citroen. This delightfully scruffy relic was a 1929 Renault KZ.



Manufactured between 1923 and 1931 the earlier cars featured the coal scuttle bonnet of all Renaults of the time. Later models such as this example carried their radiators at the front behind a sloping panel with louvres. The four cylinder engine was missing it's cylinder head and the engine is seized. A French built model it has the usual cloth interior of a French car (so much better than leather or worse - Rexine). The car is right hand drive. This reminded me of Napoleon's edict that all French troops and vehicles should move on the right (he was left-handed...). Unlike the previous rule where the Pope of the day instructed all pilgrims to keep left, aristocrats liked to flaunt this ruling. So, many years later those grander marques would still produce vehicles with the steering wheel on the right of the car. Why a rather humble Renault should be so equipped is anyone's guess. Awaiting renovation, this and all the other vehicles belong to a friend of the couple. Despite its lack of chevrons, I would like to see it out and about. When did you last see a large 1920s Renault?

It would seem that the 5hp listed by Charterhouse as being sold, didn't and remains available. Brightwells featured a pristine looking 1922 B2 Torpedo in their May auction, which achieved a little under £9,000,. A lovely shade of blue I thought and a right-hand drive UK car to boot. Amazing value. Unless of course it appears for sale again.

Elsewhere on 'Prewarcar', a truly oily rag B14 was available for a little more money. Imported to the UK in the 1990s it



has been reupholstered, fitted with a new clutch and treated to an engine rebuild. Looks fabulous to me but I wondered if there would be any takers. The listing vanished so maybe there were.

Finally, an AC4 Berline, Paris-built, was not sold by W. B. & Sons of Northumberland. With an optimistic estimate of £12,000 to £16,000 that's not too surprising.







This isn't any old AC4, it is trimmed in original cloth with inlaid wood trim and carries all the external chromework fitted to a top of the range car. I was shown the car a few years ago and was very impressed. It spent many years on display at the Le Mans Motor Museum.

A few weeks ago, my son Harvey and I called into our "chippy" of choice on a Friday evening to buy the evening dinner.

(Aytons Traditional Fish and Chips in Great Ayton - highly recommended if you're in the area). Parked outside was a patinated Triumph Spitfire. When one of the youths from the queue left and got in it, I was impressed by his interest in a classic. So, I went to chat and ended up offering him my last couple of boxes of Triumph parts which gather dust in my garage along with many, many other bits and pieces. After a week of texts and failed arrangements I gave up. However, this worked in my favour.

This year I have had some coolant issues with my Traction. Quite often after use, the level in the radiator drops, sometimes below the top of the matrix. Not good. There were no signs of water in the oil and I finally found that there was a small puddle of coolant being deposited out of the overflow pipe. Was I over-filling it? I tried different levels of fill but this made no difference. The system was flushed last year. and since there were no signs of water contamination in the oil, I took advice from James Geddes of Traction Repairs. He suggested I construct a header tank and had done this with his own car following similar issues. So what to use? It didn't take long to spot the old Triumph washer bottle sat on top of one of the boxes of Triumph spares. My young friend had done me a favour by not turning up! I bought some new hose and secured my homemade header tank to the inner wing, and all seems well. What the root cause is, remains a mystery. Modern fuels causing the engine to run hotter?

That, in a deviant way, leads me to an email I received from Stephen Prigmore. He is having a similar problem with his 1932 AC4. A new radiator has been fitted but he is losing water at the rate of litres per mile. A new head gasket has been fitted following a head skim. I've offered up my solution but his difficulties sound worse than mine. Stephen lives in Great Doddington, Northamptonshire and would like the opportunity to view a similar car with the engine running. I can't find anyone very close, so any volunteers?

Having finally meandered onto RWD matters I'll shock you now with the accompanying image of tools put in my 5hp. What? You ask. Is he finally doing something with it? The magneto hasn't been reinstalled yet so I decided to start another job instead. Removing the petrol tank for a clean seemed wise. This was confirmed when I undid the union between the tank and petrol tap. Despite the sound of liquid inside, absolutely nothing came out. Definitely needs a clean then. As I contorted body and limbs to remove the securing bolts on the nearside, it occurred to me that the tank was fastened in place prior to the car receiving its body at the factory.... This is the easy side! There's no door on the offside to assist access and the steering column isn't going to help either. Aches and pains the next day highlighted which previously recumbent muscles had been in use.

Finally, I have passed all details of the RWD register to Stan Platts of the CCC. CX expert though he is, he converted to rear-wheel-drive last year, buying Type C. He was keen to take on the role of Type C registrar. It made sense for one person to control all the information. Over the last few years, I have been able to add quite a few additional cars which were previously unknown to the register. All told there are over 120 RWD cars listed now, plus all those that remain unlogged. In part I feel this reflects the enthusiasm people have for Citroens, especially as left hand drive vehicles make up a fair proportion. So, people have gone to great lengths to obtain an old Citroen rather than plumping for the far easier choice of Austin or Morris etc. That puts a smile on my face.

Simple is as simple does.

Andrew Peel





# TOC National Rally 2025

## TOC National Rally 2025

The club's national rally in 2025 will be held over three days, Friday 20th to Sunday 22nd June, based at The Abbey Hotel, Great Malvern, Worcestershire, WR14 3ET.

The club has reserved 30 rooms for the 20th and 21st June. 15 of these are 'standard' double or twin rooms at £225/night, the remainder will be higher grade rooms with a £20 surcharge. Rooms will also be available for single occupation at a cost of £255 for the two nights.

These costs include breakfast and dinner each night with the club being given sole use of a function room with bar. Appropriately this room is called 'The Shaw Suite', (in honour of Bernie?)

If you wish you can take part in the event and attend the dinners on the Friday and/or Saturday evenings without staying in the hotel. Dinner only costs will be about £30 per person per night.

Great Malvern lies at the northern end of the Malvern Hills, a dominant feature of the landscape of Worcestershire which form the boundary between the Severn river valley to the east and Herefordshire to the west. The Abbey Hotel is in the town centre so if you like browsing the shops or sitting in a cafe watching the world go by or relaxing in the town's public gardens after a long drive, you can leave your car in the hotel car park and step straight into the town centre.

Or if you like walking there are miles of public footpaths on the hills and if you manage to get to the top you will be rewarded with extensive views over the surrounding countryside.

If you would like to take in a visit to the theatre or cinema over the weekend you will be in the right place, The Malvern Festival Theatre is right next to the hotel.

Apart from the attractions of the town you will, of course, want to get in your Traction and explore the surrounding countryside. Information on various excursions and places to visit either individually or in organised groups will be available initially in your November Floating Power.

Booking for the event must be made with the club using the booking form that will be in the November magazine. Booking is not available direct with the hotel.

However, if you wish to stay at The Abbey Hotel for additional nights either side of the event you should book this direct with the hotel.

In addition there will be a fee payable to the club for participation in the event.

Please come and support us. It is an area of the country that is well worth a visit and we will do our best to make it an enjoyable weekend. Thank you.

Feel free to contact me if you have any questions or suggestions.

Simon Saint

**T: 07732 032044**    **E: [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com)**



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# TOC SPARES HOTLINE

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**Email:**

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

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

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

## TRACTION



## REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

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

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

**James Geddes**

Morpeth, Northumberland.

**07783259874**

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



## Citroen Classics

Tel: 01784 452299

Owned and operated by Darin and Kristina Brownhill. Darin has  
been repairing Traction's and other classic Citroens since 1987.

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

**Call us Today!**

\*\* We use and stock non-toxic Propylene Glycol coolant \*\*  
\*\* EZ electric power steering systems supplied and fitted \*\*



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

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



# Events

## The Castles of Northumberland Rally 2024

Yes, the Annual Rally has got a new title. More appropriate.



We have 37 cars attending most of which are staying at Linden Hall Hotel. Access to the hotel is on the A697 Rothbury road. Coming from the South you go through Long Horsley and after about a mile you will see the entrance to the hotel grounds on your right clearly marked and with a TOC flag. Turn into the long drive and be warned, SLOW DOWN, there are about a dozen speed humps to keep your speed down. Don't hit those speed humps or you will break your differentials and the gearbox. It's not a problem, just be warned.

There is a further entrance about 200 yards further on up the A697 and unmarked and with only couple speed humps. This is actually the exit from the hotel but wide enough for two cars.

Coming from the north just look for signposted entrance and TOC flag on your left.

Park up and come into reception. Explore the hotel grounds. It has its own separate pub, onsite golf course, swimming pool and acres of grounds for a walk.

On the first day of the Rally we are displaying at Alnwick Castle in our own separate area. Details of entrance will be given in your Rally Book but be there before 9.30 as the gates will be shut. Castle staff are organising parking.

We need to give Castle Staff Names and Registration numbers before the day. (Health and Safety) so if you don't want to go please tell me or James. Entrance to the actual Castle is FREE but if you want to visit the iconic gardens you will have to pay at the separate entrance. It's worth a visit.

Don't forget your National Trust, English Heritage and Historic Houses cards. All could be useful.



8-10 NOVEMBER | NEC, BIRMINGHAM



40 YEARS & COUNTING

# CLASSIC MOTOR SHOW

2024

## THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS | LARGEST INDOOR AUTOJUMBLE | 300+ CLUBS

ICONIC AUCTIONEERS & CAR DEALERS | 350+ TRADERS

SCAN ME TO BOOK TICKETS



NECCCLASSICMOTORSHOW.COM









**£4 DISCOUNT ON ADULT DAY TICKETS WITH OUR CLUB CODE:**

**CCCNV469**

\*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 7 Nov and Show Open Ticket Prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 17 Oct to help your club earn extra benefits.

## Car Values

As you know we take an interest in car values and the marketplace generally has been described recently as 'being like a slow puncture', ie; deflating slowly. It is difficult to see exactly what is happening at our end of the market, most of the statistics seem to relate to collectors facing massive depreciation in Ferraris and the like, very little seems to be published about those of us with cars worth £10,000 rather than £10 million. It seems that 2023 started a drop in values as those who had bought cars as lockdown projects had to resume their lives again and the current situation is billed as a 'correction.' Nevertheless, anyone who thought that they had garaged an investment is going to be disappointed since price rises, wherever they have occurred, are still well below inflation.

Hagerty, who produce a lot of the statistics for the classic car world, seem to feel that prices have gone down by approximately 1% across the board, but of course that is an average, and generally newer classics have appreciated slightly as new incomers into the marketplace are tending towards these rather than pre- and immediate post war cars, which are consequently proving harder to sell and are therefore dropping in value. There is currently a move by VSCC to tackle what they perceive as dwindling enthusiasm for pre-war cars, with a 'Bring a Friend' initiative, to encourage those who are already interested in old cars, to look more closely at becoming the owner of a pre-war car. However the VSCC is perceived in some quarters as being rather snooty and one wonders whether this initiative will bear fruit. The problem is also, of course, that those of us in our early seventies, generally inhabit a social circle of other septuagenarians, whereas we really need to be bringing along those in their forties and fifties and dragging them away from the Ford Capri Owners club stand!

So what are values like in the UK?

Hagerty suggest that a post war Slough 4 cylinder Traction varies from £5000 for a project car (Condition 4), through £11000 for a car in decent shape and usable (Condition 3) to a near perfect example (Condition 2) at £14,200 with a concours trailer queen at around the £25k mark. They don't seem to see the significant variation in value between LHD and RHD cars, or between large and small boot varieties, which we have seen in the marketplace, with nice Condition 2/3 examples going for £15-16K. They don't account either, for geographical location. It has long been the case that the further north that you go in the UK, the cheaper the cars get, largely due to the pool of potential buyers shrinking as a result of diminished population size and reduced economic robustness. As a result, these seem slightly at odds with actual values achieved, which generally appear to be higher.

Finally, Citroënvie advise that the news of the month has to be the sale of a 1951 Traction Avant 15-6 Cabriolet, a replica of the 4 original 15-6 Traction cabriolets made by Citroën in the 1930s, albeit beautifully put together.

Admired by those who attended the ICCCR held in Amherst, MA in 2022, it was part of Louis Greniers' collection near Montreal. It was mentioned previously that his entire collection of Citroëns is being sold, some on a somewhat obscure auction site; pccarmarket.com. That's where this 15-6 was listed. One of only seven produced by esteemed coachbuilder Marcel Bonhoure, this car has remained in pristine condition (other than needing a new silencer).

The closing day for this Traction sale was July 24, and with only 4 bidders active, Citroënvie member Jeff Teerlinck in Toronto managed to bag it for just \$54,000 USD. (roughly £42k).

# Classified Adverts

## Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

## Classified Adverts – Non Members

£20 inc VAT per insertion.

### Trade Display Adverts

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

### Please note

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

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



## CARS FOR SALE

### CARS FOR SALE -

#### John Gillard Classic Restorations:

For full details please contact 01892732079/07763 144598

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

Arriving shortly from Herefordshire:

• **1951 11BL LHD, white, small boot.** Imported and restored early 90's. Major overhaul and respray 2022. 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 1952 Light 15**, excellent condition, in Old English White, with dark red leather interior. The car has been fastidiously maintained by its late owner who also used it as a wedding car. Recently modified with SU carb conversion and full distributor overhaul by specialist company. Many invoices available for work carried out and spares used since its ownership in 2009. This car must be seen to be fully appreciated and more photos can be provided if required. £15k ono. A large collection of spare parts and specialist tools are also available at extra negotiable cost. **Contact nos 07855765658 and 07850874241.**

The car is currently in Newark, Notts.

### FOR SALE:

#### 1953 Light 15

Slough built in excellent condition. Large boot, 12v, 123 electronic ignition, new coil



Extensive mechanical and body restoration costing £7k. New boot panels & complete new floor

Undersealed and full body repaint back to bare metal. Red leather interior  
Can be viewed in Smallfield (near Gatwick)  
Similar for sale several thousand more – only £12,750

**Call Malcolm 07860 104112**

### FOR SALE:



**1954 11BL in deep maroon.** Bodysell and all panels in exceptionally good condition, "D" engine with 11D head, diaphragm clutch, 123 ignition, driving 4 speed gearbox, new style driveshafts, 5 new Michelin X tyres, 12 volt conversion, let down by poor french fabric interior. - a very high spec. vehicle with concours potential. Meantime in Aberdeenshire, but get more photos and info by phoning 01339 886290 or [sheilandyb@gmail.com](mailto:sheilandyb@gmail.com)

**Open to offers over £7,000**, after inspection.  
Andy Burnett, Aboyne.

### FOR SALE:



**Citroen 11B 1957.** 5 new tyres, distributor, batteries, heater, re-cored radiator, rebuilt water pump. The car is showing its age having had no restoration. Seat and carpet wear. Excellent runner just back from 500 mile run to France.

Email [citroenhy78@btinternet.com](mailto:citroenhy78@btinternet.com)  
Sensible offers please.

## 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](mailto:sales@longstonetyres.co.uk)

**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**

**PARTS FOR SALE:**

**GRP Wings**  
 I've managed to acquire the moulds for the Fibre glass Traction wings that Mike Tennant used to make.  
 Front wings work out at £170 ...these are the Light Fifteen style.  
 Rear wings work out at £128  
 I've not looked at doing Big Fifteen wings yet, the moulds will need to have an additional piece made.  
**For more information contact :**  
**Ian Beale - iands23@hotmail.com**  
**07579 212033**

**FOR SALE:**

- LT 15 spares**
- 1) engine including manifold & carb etc.
  - 2) gearbox from same car
  - 3) front axle/subframe
  - 4) rear axle/subframe
  - 5) 5 wheels 1950s
  - 6) cylinder head
  - 7) 4 Wheels 1940s with centre fixing for hub cap
  - 8) 2 radiators
  - 9) door window surrounds
  - 10) infill panels between wings & bonnet
  - 11) clutch & brake pedals & bracket
  - 12) chrome rear number plate light
  - 13) bonnet including handles
  - 14) pair front wings
  - 15) rear lights & front side lights
  - 16) wiper blade arms
  - 17) gear lever
  - 18) door handles

**Big 6 spares**

- 1) cylinder head
- 2) engine block
- 3) radiator
- 4) aluminium rocker cover

Please call me on **07817006170** to arrange viewing. (North Somerset)  
**randcm@btinternet.com**

**WANTED**

**Wanted:** One 165x400 Pilote rim to replace a pothole damaged rim on my car. It must be spin true and be rust free. Please call Philippe Allison 07899 658634

**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

			
<b>TOC Grille badge</b> £20.00	<b>Polo shirts with new logo:</b> various sizes £15.50	<b>TOC Mug, essential for the workbench</b> £6.00	<b>Hi Vis Vest</b> £4.80
			
<b>TOC Leather Key Fob</b> £8.00	<b>TOC Binder to keep the back issues of Floating Power tidy</b> £ask.	<b>TOC Brooch/Lapel Badge</b> £3.99	<b>TOC Umbrella</b> £20.00

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

