

# Floating Power

November - December 2024

Official magazine of the Traction Owners Club Limited



## Honorary Life Members of the Traction Owners Club

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**Chris Treagust**

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## Missing Magazine?

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## Be a part of Floating Power...

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

**Sunday 8th December 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

*Cover images:*

*Front: Under the archway at Cragside on the national rally. By Michael Broadbent*

*Back Cover: Vic Lupton's car in the mist at Lindisfarne, image by himself.*



# Editor's Epistle

Well, it's winter again. Not much of a summer was it, weatherwise, although as I write this in October, it is a warm and sunny day, albeit rather autumnal. Still, we have a few summery items in the magazine, first and foremost being the report on the National over in Northumberland, which attracted 40 members, quite inspiring given that most of you live in the far south, and the road network can be somewhat hostile to HV's these days.

My favourite reminder of the summer is, however, the picture of the Kemps fording a river in the Welland Valley somewhere, last August. Looks like a mighty good watersplash, albeit we have had puddles that deep up here in Lancashire, some being miles from any river and on the top of a hill!

News from our friends in Australia, is that Citroën are withdrawing from the market there as a result of a dwindling market share. This follows Citroënvie's prediction that Stellantis will be starting a fairly ruthless weeding out of unprofitable sectors. It appears that Peugeot is more of a favourite down under. Plenty of smaller Citroën cars and light commercials on UK roads, but I wonder if this means that Citroën will shift their marketing here also. For example, I don't see many larger examples of the DS brand around on the roads up here in the North West.

Some feedback received on waterless coolant (see letters page) but not a lot on any other topics covered. Vehicle values have attracted more attention in the UK classic car press, and Andy Burnet advises that his car sold quite quickly, which isn't surprising since his aspirations for a price were very attractive considering the general condition of the car, only let down slightly by a worn interior. Some sources are now saying that pre-war cars have continued to drop in value, and may now be 25% down. It is a fact that modern road conditions (ie: potholes, congestion and the aggressive attitude of some younger drivers) do not encourage the use of many prewar cars, and hence their appeal is reduced as a regular means of transport. I am also a member of a local Vintage Car Club, and it is increasingly noticeable that on their regular runs, the percentage of members using something other than a vintage vehicle increases as time goes by, with many also owning a sixties or seventies car which is more amenable to use on the modern road network.

Also some slightly disappointing October feedback from the organisers of the November NEC show, that only one person had actually bought a ticket using the TOC discount code! This was a worry, since the entitlement to a 'free' club display site in the exhibition is largely based on the understanding that said club will heavily promote the show amongst its members with the incentive of there being a discount for admission. Fortunately, a later review suggests that nine members had signed up. I grant you that even with the discounted entrance fee, this is still an expensive (and can be a gruelling) day out, but we probably ought to be doing better than this. Or have you all tried to book in as stand volunteers?

The panic in the press over the new Government's assumed proposals for motorists have subsided somewhat for the moment in the reputable press, although some of the online click bait news sources are still 'at it' with scare stories about new speed restrictions, mileage charging, fines, removing driving licenses from the over 75's, etc. (as Mr Trump would say, largely fake news) but the Government does seem to be totally oblivious to the ill feeling that is developing in many sections of society, motoring and otherwise. It remains unclear as I write, what their attitude towards Historic Motoring might be. Given that the Treasury seem to want to eradicate all of the freebies in society, regardless how deserving, how long before we end up paying VED again, I wonder, or some other fee for the privilege of bumping along our car damaging potholed roads. However, the one thing which the new government do seem to have succeeded in doing, is to persuade great swathes of the electorate that they have made a terrific mistake voting Labour and one wonders if this will end up being the last Labour Government in a generation?

Have a good Christmas and see you in the New Year.



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## Committee

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# President's Ponderings

Poland was a memorable adventure but, sadly, not always for the best reasons. On the positive side, the journey was very enjoyable – who wouldn't enjoy a trip like that in a 6? The weather was super, perhaps verging on slightly too hot at times, and the company was excellent – I was joined by Andy York because, having booked his place some years ago, he was still waiting for his car to emerge from its pre-delivery inspection. The roads were pothole-free and, for the most part, quiet enough to make it a pleasure to be driving. Above all, the car performed well (most of the time).

On the negative side, the fuel bill was fairly eye-watering and we did experience plug-fouling on several occasions. The latter was always quickly overcome by replacing the offending items from the substantial stock in the boot while plastic cards temporarily anaesthetised the daily pain of the former. It would also have been nice to have had more time, not only for the journey but to see more of Poland as well. Nevertheless, those were minor troubles and the greatest disappointment for me was undoubtedly the poor attendance - far below that of any previous ICCCR.

The low numbers resulted in many planned activities being cut back drastically or even cancelled. My sympathies lie with the organisers who, despite multiple setbacks leading to two postponements, had remained enthusiastic and positive throughout almost eight difficult years. It was therefore heartbreaking to see so few owners and their vehicles in an area clearly prepared to accommodate and cater adequately for so many more visitors. I have little doubt it was a financial disaster for our Polish friends.

Traditionally the venue for the next ICCCR is selected at the current meeting but this time there was not even one bid to host a future event. I sincerely hope I am wrong but, with Citroën cutting back on financial support to the ACI, I fear the added experience of the Polish team is likely to seriously deter any group from considering committing to hosting a future ICCCR. Fingers crossed I am proved wrong.

Back on English soil, the "Castles" Annual Rally was a great success thanks to the efforts of Messrs Geddes and Handley and their respective partners, Joanne and Wendy. It was very well supported and the picturesque location, comfortable hotel and varied, flexible, programme meant there was something for all tastes. I enjoyed a chauffeured visit to Beamish courtesy of Stephen Prigmore but then had a full car for the visit to Holy Island as those around me muttered about tidal causeways and corrosion. I don't understand how it can be a problem when there is no chassis to rust – and anyway, it is not as if the car is new, is it?

It was encouraging to see both old and new faces and a lovely assortment of vehicles, most of which behaved impeccably for the duration. That said, I again suffered a bit of plug fouling and promised myself I would get to the root of it once back home. Unfortunately, that job has now taken a back seat because just as I attempted to

tackle the job, the hub of the rear damper assembly broke, creating a much larger problem altogether. I am now in the throes of getting the engine out to determine the full extent of the damage but I think it is safe to assume a recently developed oil leak (which was also on the to-do list) is going to be attributable to this hardware failure.

Somebody once said to me that if a Club is unable to regularly refresh its management team, it is doomed to decline and eventual failure. We are not at that stage but I am concerned that the TOC continues to suffer from a lack of "new blood" willing to assist with the club administration. This year, the AGM was held during the Annual Rally and, as a result, was better attended than it had been for some years and we did welcome one new Committee Member, Tim Newing. However, our Chairman again found herself in the unenviable position of agreeing to continue in post because nobody had come forward to relieve her.

With the advent of Zoom, "meeting" attendance is greatly simplified and individuals' costs – both time and pennies – are greatly reduced. New Committee Members can be co-opted at any time so, if you would like to contribute to the running of the Club in any capacity there is no need to wait for an AGM before coming forward.

And now it's all gone fairly quiet ... well, until the NEC, anyway. I shall be there one of the days and look forward to seeing you then. In the meantime, happy winter fettling.



## New Members

Welcome to the Traction Owners Club to the following:.

2984	Mr James Coleman	Robertsdale	USA
2985	Mr Chris Gooderham	Ellesmere Port	Cheshire
2986	Mr Mike Fletcher	Dalby	Isle of Man
2987	Mr Martin Pollard		Gloucester
2988	Mr Keith Rutter		London
2989	Mr Max Wyer		Hereford
2990	Mr Iain Dewar	Epsom	Surrey
2991	Mr Alexander Farr	Cardiff	Wales



# Chairman's Chat

Yes... I am still here but more on that later...

As you will know, if you read my Chat, I am worried about the future of the TOC. However following a very successful recent annual rally in Northumberland I am more optimistic and realise why I am part of such a wonderful Club.

A huge Thank You to James & Joanne Geddes and Graham & Wendy Handley for organising such an excellent event – the Linden Hall Hotel was an ideal location for exploring the castles and stately houses in the area. I am not sure of final figures but think there were at least 37 cars there and over 70 people which is great as I did wonder if it was “too far north” for a lot of our members. Thanks also to Michael Broadbent for “volunteering” (without any undue pressure) to write an article about the event (I hope your arm doesn't hurt toooooo much).

So why am I feeling more optimistic? Well for a start Tim Newing has agreed to join our committee and work alongside Cleve looking at our finances. Tim will focus on the general accounts allowing Cleve more time to focus on our Spares operation. Thankyou Tim and welcome to the Committee.

As you are aware we are moving our second-hand spares to a new location – this will be in Watford. At the AGM, following a discussion on the reasons for change, members agreed this was a good move and we had several offers to help with the actual task which will be no mean feat and will need lots of “man” power. I should be able to give you an update on this in the next FP as the move is planned to start late October. Thank you to all those offering help and accommodation.

My optimism also comes from the wonderful comradeship and support amongst members of the TOC. An example of this happened at the Rally. Jonathan Marten-Hale's Traction arrived at Alnwick Castle on the Thursday morning in a cloud of steam (see photograph).



Straightaway members were there offering not just advice but spares and tools as well. In the end it was agreed to trailer it to James' workshop for a proper inspection after the Rally – we weren't too sure how the Duke of Northumberland would react if a car was dismantled and left oil in his lovely field. Lester, a new member, had brought his Traction to the rally on a trailer as he was still running it in and felt Essex to Morpeth may be a tad too far for its first major outing. Lester not only offered to trailer Jonathan's car to the workshop but also took a detour on his way home on the Sunday to offer transport to Jonathan and Barbara. What a superb example of why we are all part of the TOC. One member commented to me that in another classic car club he is in, people would have offered advice and then quickly disappeared leaving the owner to sort the issue alone! So you can see why I am feeling a bit more glass half full again...

We had a short but productive AGM at the rally with members having the opportunity to express their views on the Club. Of course not all of you could be there but you know you can contact me, or any member of the Committee, at any time with concerns or suggestions.

Andrew York has decided to resign from his post as a Director of the TOC. Thank You Andrew for the time you have served as a Director and on the Committee in the past. Andrew has agreed to carry on with social media contacts for us.

As I said at the start of this Chat, I am still here as Chairman as, so far, no one has come forward to take on the post. I am happy to continue a while longer...

By the way the rumours that I am a Magician are not true... John won the Tyre without my intervention!!

It is with great sadness that I report John Barsley died early In September. John had been a member of the TOC since its start (member no 19). Many of us will remember the lovely Rally John & Bev organised in Kent in 2016. Since then John has been running the Kent/East Sussex group. He was a kind and gentle man who will be greatly missed by Bev, her family and friends. My love and thoughts are with you all at this sad time.

As this is the last magazine of 2024, may I wish you all a Happy Christmas and I look forward to seeing you next year at Malvern, in June.

*Bev*

# Traction Owners Club: Section Details

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

## Northern Scotland

**ANDY BURNETT**

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

See section report for coming meetings/events.

## Southern Scotland

**JOHN WHITE**

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

See section report for coming meetings/events.

## Ireland

**DAVID SELFRIDGE**

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

See section report for coming meetings/events.

## Wales

**ANDREW TWEED**

**M:** 07891 870499

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

See section report for coming meetings/events.

## South West

**WALFORD BRUEN**

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See section report for coming meetings/events.

## Northern, Lakes and Borders

**BRYAN PULLAN**

**T:** 07513 362202

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

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

## North East

**GRAHAM HANDLEY**

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

See section report for coming meetings/events.

## Peak

**BEV & JOHN OATES**

**T:** 01629 582154

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

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

## Midshires

**STEPHEN PRIGMORE / TINA O'CONNOR**

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

See section report for coming meetings/events.

## Eastern

**JASMIN GAGEN**

**T:** 01284 827 039

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

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

## London

**ANDREW YORK/PETER SIMPER**

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

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

## Kent/East Sussex

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## Avon/Devon/Somerset

**GAVIN AND ADELINE**

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See section report for coming meetings/events.

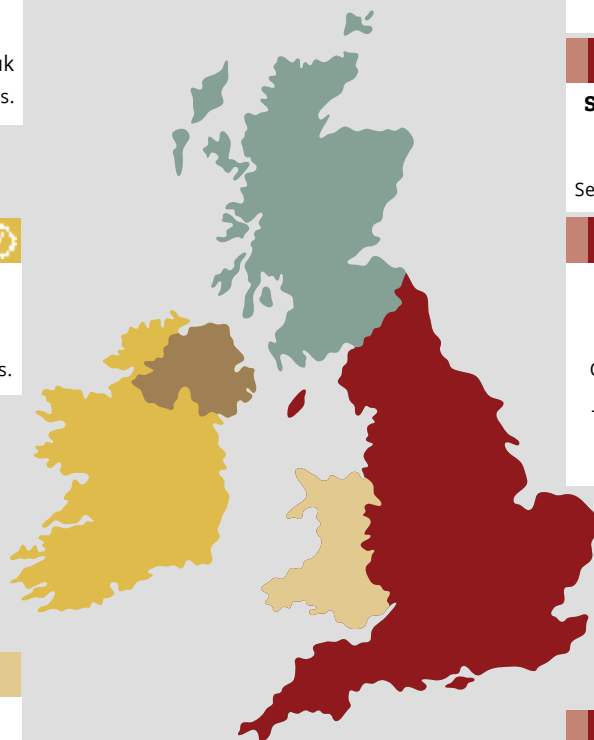
## Surrey/Hants/Sussex

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See section report for coming meetings/events.



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



## TOOLS

Club tools available for loan:

# Section News

## Northern Scotland

Further to my last input in FP, my maroon Legere is sold to a well known member, Tim Walker, who is coming north to collect it soon. Quite a few others showed interest but Tim was first!

We also welcome another new member to our section, Andy Taylor. who stays at Finzean, only 10 miles away from me! He has just recently bought an extremely attractive 1954 BL, but it has been converted to right hand drive, also with a beautifully fitted Slough wooden dash and instrumentation. It is cream with black wings in excellent condition, with a 4-speed gearbox by Vic Vickerstaff who lives at the other end of Britain! He is really happy with the car, which attracts great attention, obviously. He also phoned me regarding my BL, and asked if he could buy all my traction special tools and spare parts, so he is coming along shortly to have a look! Methinks he is really keen!

Lots of tidying up to do, really the end of traction ownership and work for me, going all the way back to 1957 when I bought my first Light 15 - lots of happy years!!

Not much else to report, so until next time, Happy Tractioning!!

**Andy Burnett**

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

## Northern, Lakes and Borders

Double knockout on the home front. My own car, destined for a run with the Preston and District Vintage Car Club in mid September, decided to run on three cylinders for no apparent reason a few days before. I managed to get it back home again without calling for help. 'No problem, we'll use my car,' said fellow member, Ian Gardner offering his Normale. Come the day, I received a plaintive call whilst en route to the start in my modern car, that, guess what, his car was also misfiring and he was turning back.

So we did the run in my 2023 Suzuki SX4! Such is life! If his car had malfunctioned earlier, then I would probably have been able to oblige with something more Historic than a year old Japanese SUV.

In my case replacing the spark plug in cylinder no 1 seems to have done the trick, and I wonder, if I had pressed on when the misfire first appeared during the previous week, whether it would have cleared. However, there are some fairly steep hills around here and the weather forecast was poor, so discretion was, I decided, the better part of valour. In Ian's case the misfire was irregular, so something slightly more radical was involved. He changed the points and a cure was effected immediately.

Nothing much more to report. Lousy weather put a damper on most of the Autumn events, although as I write this, the sun is out and should hopefully have meant that the

National in Northumberland was conducted under blue skies. I have almost rebuilt the Volvo at the time of writing, and it just needs a new brake light switch to make it legal again. However, I have just had an enjoyable drive in the Light 15, mainly to satisfy myself that my repair has done the trick, and got a wave from a couple of passersby.

Hopefully this is a good sign, and I shall hope to be using the car, salt and weather permitting, through the winter. Equally positively, Colin Lea is now approaching the end of his rebuild, and we hope to be seeing him out and about very soon.



The usual breakfast meets at Charity Farm, and St Catherine's, as far as I am aware, are continuing through winter, subject obviously to decent weather on the day. Heskin Hall are, however, only listing dates up until October, so I assume that they will not restart again until February 2025. Keep an eye on their website for any updates. Picture is of Ian Gardner's Traction and mine at Charity Farm in October.

**<https://heskinhall.com/classics-at-the-manor-car-rally/>**

There will also no doubt be the usual crop of New Year's Day events round and about, plus the usual Boxing Day meet at the Lakeland Car Museum at Backbarrow, in the South Lakes. Enjoy the last of 2024.

**Bryan Pullan**

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

## Eastern

Ref. the Christmas gathering, which we hold in the New Year (Jan/Feb), please give / make phone/email/pigeon/ snail mail contact with me if interested. It will be at the Secret Garden Restaurant in Sudbury, organized by David Gillespie. We had a fabulous time last year and were very well looked after by SG. I will need to get menu choices and deposits from you, to keep David updated.

**Regular Meet Ups**

**12th Nov:** The Angel Inn Larling Norfolk

# Section News

## Technical Weekend

We once again were lucky with the weather giving us sunshine, and lunching alfresco. Graham and Dave visited with their beautiful Tractions, Dixi spent the weekend with Traction Flag attached in our drive so no one missed us, and this in turn

brought a few extra visitors wanting to see what we were getting up to. Tim can be seen fitting door seals to his DS doors but using BB as a method of holding the door in position, very novel. Thank you to all who attended,



only one car was not allowed to leave due to unsafe fuel and brake lines, all other tasks finished on time. The Saturday evening meal at Sweetmeats in Lavenham after a busy day was very welcome, with a French themed menu. Thanks to Paul and Hanna for looking after us all. Sunday saw the campers amongst us set to on their cars with new faces popping in during the day for the ever flowing tea, coffee and cake, with Beryl's rich ginger tray bake winning the Tec Weekend Bake Off.

Special thanks to Adie Pease for helping us host the event.

**Jasmin Gagen**

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

## Surrey/Hants/Sussex



A busy August kicking off with a lovely summer's day BBQ impeccably hosted again by Hazel and Marcel at their home in Working where this year we were sheltering from the sun rather than the rain last year!

Then it was straight into preparation for the club stand at the British Motor Show ready to join forces with the Citroen Car Club and 2CVGB to create an impressive "Citroen village" with nearly 90 years of Citroen manufacturing displayed (see full report on the show).

Our first Sunday lunch for September was dropped in favour of section members being able to attend the Floral



Fringe where Tony Hodgekiss had arranged a TOC presence amongst their car display (again separate report elsewhere)

It was nice to see Alan Lloyd attend our 3rd Tuesday Blackbushe Airport coffee morning in his lovely ex Andy Burnett Slough Lt15 which he had driven back from Scotland to his Surrey home after purchase!

A good attendance at our new 1st Sunday Lunch venue the Barley Mow on 6th October with 13 of us sitting down and enjoying the fayre which is proving to be a good standard and hopefully extends to our Christmas lunch there on 1st December! Let me know straight away if you would like to join us!

**Jim Gibson**

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

## Peak



Our last gathering for 2024 is at the **Fenny Bentley Inn** in Fenny Bentley, near Ashbourne, on **Sunday 8th December**.

We are booked in for lunch at 12.30 and have the use of a small side room.

So do come along – a good chance to exchange Christmas Cards and save on extortionate postage costs!

**Bev Oates**

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

## London



In early September a couple of the London section members joined the Surrey, Hants, Sussex section at the Floral Fringe Fair near Billingshurst and I was also part of the Classic Caravan display area with my 1954 11B and 1955 Eccles Coronet. A nice event which I can highly recommend to members for next year. The previous month I joined our President, Bernie Shaw on an epic journey in his 15/6 to the ICCR in Poland.

The car performed very well on the 2,300-mile round trip with only the spark plugs on cylinders 2 & 3 fouling on a couple of occasions. The event itself was a disappointment, but the trip itself was the highlight of my year. We met some lovely people, sampled some great food and drink





We had dreadful conditions on the A1 coming home, but the wipers kept going as did everything else thankfully, on a journey which extended to 8 1/2 hours. Three tractions appeared on Saturday among other pre 1950 vehicles at the Welshpool 1940's weekend. Several military vehicles and a great atmosphere, with people in uniform or period costume. Another great day out and worth a visit next year.

Our visit to the red kite feeding centre may have taken place by the time you read this - report in next FP.

Our regular monthly meets continue in conjunction with the Mid Wales club on the last Tuesday, alternating between the Raven, Welshpool and the Horseshoes, Berriew. Both are morning coffee occasions.



Overhauling my steering rack recently, I found it mostly in good condition with the exception of the ball pins, each of which has a deep, sharp groove cut into it forming a nasty stress raiser just where you don't want it. This appears to have been caused by the thin washer between the track rod and the rubber bush. Has anyone seen anything like this



and visited some beautiful places on the way. I don't think many Citroen owners from the UK went, but we did meet Chris Bailey and his son there and also Stephen and Tina Prigmore and it was nice to socialise with them in Torun.

**Andrew York/Peter Simper**

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

before?

Hope to see some of you are the NEC.

All the best,

**Andrew Tweed**

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

## Wales

I am pleased to report that our car performed well to, from and during the National rally. The journey to Morpeth included the M 56 and M6 motorways, then across country from Carlisle. Slipstreaming lorries at about 55 mph proved comfortable for the motorways while the speed of the tractors dictated progress on the A roads.

Thanks are due again to James and Graham for the rally itself during which we enjoyed visiting several Nat Trust properties and other sights.

The only car issue was starting up on three cylinders in the morning having spent the night out in the damp. This quickly cleared and could have been partly due to drips from the bonnet hinge onto the centreline spark plugs of the DS engine.



# Cooling issues of the 15-Six

Every 15-Six owner is aware of the problems with the cooling system at low speeds and when standing still -in a traffic jam for instance. To an extent the problems are inherent to the lay-out of the engine and the cooling system. They were already noted during the very first test drives of the 15-Six in 1937-38 but over the past 85 years or so, very little seems to have been done to solve them.

## Attempts to Improve

All sorts of attempts have been made to improve the cooling of the 15-Six, some more effective than others. It is very difficult to make improvements without affecting the originality of the car. Extra cooling fans were fitted onto the radiator, electric water pumps were installed, radiators with an extra row of cooling pipes were fitted, etc. I have even seen a shield made out of special sheet metal that had been meticulously positioned between the exhaust manifold and the coolant intake pipe. This looked very professional and seemed to help somehow.

## What is really the matter?

As long as the car is moving along there will be no problems with the cooling of the engine, even in hot weather conditions. So the capacity of the radiator is not really the issue.

It becomes tricky if we are forced to a sudden stop, like a traffic jam or a waiting row at a toll gate on a motorway. There will be residual heat in the cast iron engine which we need to get rid of. The fact that the red-hot exhaust manifold sits at about 3 cm (an inch or so) away from the inlet pipe for the coolant into the engine block, does not help either.

## Keep the coolant and the air moving....

What we need to do is keep the flow of coolant and the flow of air going as much as we can, even when the engine is idling and the airflow through the radiator and the engine bay is minimal. A simple but effective way of making this happen is to have the car standing with its nose into a fresh breeze. I remember standing for more than an hour head on into a strong North-Westerly, being halted on the motorway by a refugee blockade at the Channel Tunnel, with the temperature of the idling engine never running above 70 degrees C. Point proven.



## Realistic solutions

In most situations we will not be able to choose the position of the car, so we need to create similar conditions by other means. I am a faithful believer of trying to keep the car as original as possible, while at the same time making subtle changes that will improve the reliability and the useability. A concession to this principle is the electric fan in front of the radiator which is not original and quite visible, but feels like the very least one can do. To be honest, I have always found its effectiveness to be rather limited and my other Six which does not have this extra fan, has worked just as well until now. That is until very recently, when I added a bypass circuit including a small electric pump that will enhance the

flow of coolant when the engine and the water pump are running at low rpm. The Bosch electric pump, type 0 392 023 004, has a nominal flow of 15 litres per minute at 0,1 bar and can be found in stationary heating systems, to make the coolant circulate while the car is standing still. There are some 12 litres of coolant in a Six, so the content of the system is circulated about once every minute when the pump is running.

### Bypass circuit

To create the additional bypass I have replaced the lower cooling pipe between the radiator and the water pump with a straight one that has an extra connection for a thinner hose. (The purpose of the hump in this pipe has always been rather mysterious to me). The bypass consists of an additional 20 mm radiator hose that connects the electric pump to the aluminium coolant inlet pipe of the engine, instead of the brass drain cock that is of little practical use anyway.

### Modest and unobtrusive

It is a very modest modification that is not visible from the outside. The electric pump can be switched on and off manually and I have connected it to the same switch below the dashboard that operates the electric radiator fan. This way, both the circulation of the coolant and the flow of air can be enhanced a bit when the circumstances make this desirable.

### In practice

What does this bypass do in practice? Under normal driving conditions the usual water pump and the radiator will take care of the cooling of the engine. If the speed of the car drops to dead slow or a standstill (like in a traffic jam) the temperature will rise rather quickly. By turning on the bypass (pump + fan) the engine temperature can be kept steady at around 90 degrees C - which is better than it creeping towards 100 degrees within a couple of minutes.

### Engine turned off

The most significant improvement is achieved when the engine is switched off while the bypass is turned on (or kept running). Within less than 4 minutes the temperature will then drop from close to a 100 to under 80 degrees C. If the bypass is subsequently switched off the temperature will stay at 80 degrees without rising again. This to me indicates that the excess heat has been driven out of the engine and the engine bay swiftly and effectively. The latter is quite reassuring as it is likely to avoid problems like vapour lock that can easily occur if we try to restart the engine when it is very hot.

*Temperature drop with engine turned off and bypass running*



## Cooling issues of the 15-Six

### 12 volt

A point worth noting here is that these modifications, although they are of a non-destructive nature, include the use of two 12 volt electric motors. It is possible to run both the cooling fan and the pump on 6 volt, but the largest effect is obviously obtained when they run at their nominal voltage. In practice this means that the entire car should be converted to 12 volt with an alternator as a power source to charge the battery. The electric fan and the pump together draw about 8 amps. If they are turned on for 5-10 minutes without the battery being charged (any longer will not be necessary) it will take an alternator about just as long to feed the used energy back into the battery once the car is moving again, even when we need to drive with lights on, etc. With an old fashioned DC generator with its limited capacity this will be very difficult and will require other power consumers to be switched off while the battery is being recharged. This is not always realistically possible.

*12 volt alternator and (main) water pump on a 15-Six. Note the air filter housing which was only fitted on the 15-H. The bypass pump is invisible.*



### In summary....

I will not claim that this modification completely solves all the cooling problems of a 15-Six, but it is a small addition that helps to keep the nerve of the driver under control when he is forced into a situation of heavy traffic with no place to go. It is quite reassuring that one can switch off the engine while waiting in line, knowing that it will restart promptly if needed -even in the boiling sun.

### Auto on-off

I am still looking to have the bypass switched on and off automatically by a 85-80 degrees thermo-switch. However, installing such a thermo-switch in the cooling system of a 15-Six without the looks under the bonnet being affected too badly, will not be that easy. I am trying to find a way to do this in a decent manner. For now, I will be happy to remember pulling the small extra switch that sits below the dashboard, to turn the bypass on and off when I need it.

Karel Beukema toe Water  
September 2024

*If you Google the reference for the 12v pump as given elsewhere in the article, you will see that it is a component shared by various Mercedes and VW models, and can be readily obtained on line for around £46.00. Editor*



# The Castles Rally

The TOC banner by the roadside on the A697 north of Longhorsley was a welcome and reassuring sight, especially for those who had journeyed far – we had found the right place! A longish entrance drive was punctuated by fairly fierce speed-bumps but no gearboxes suffered as far as we know and we duly arrived at the Linden Hall Hotel, our home for the next few days. It was an uplifting sight as always to see the Tractions assembling, and good to greet old friends.

When we reached our respective rooms we found an impressively filled goody-bag and a very well-produced rally book – an encouraging start! We began to get an idea of what the hotel had to offer – spa with pool, and golf for those who had brought their clubs. Some of our party took the opportunity to swim during their stay – it is not known or recorded how many booked beauty treatments. When I broached the subject, remarks were made which included the words ‘silk purse’ and ‘sow’s ear’, so no more was said.

In the evening, all gravitated to the bar, as is customary, and a buffet dinner followed – old friendships were renewed and new ones formed as we heard accounts from the hardest travellers of journeys already made this year to Brittany, Clermont-Ferrand and Poland, and we all looked forward to the days ahead. We were warned to be up bright and early the next morning – we needed to be at Alnwick Castle in good time as the gates would be shut at 9.15am.

On Thursday morning, after an excellent breakfast, we duly made our way to Alnwick and 19 of the cars parked on the grass below the castle, making a suitably impressive display which attracted quite a lot of interested attention from other visitors. Sadly, one of our cars arrived emitting considerable clouds of what was soon identified as steam – the usual group of Wise Men gathered around the open bonnet and after the customary incantations had been chanted, the oracle pronounced the words ‘head gasket’. The problem was judged too difficult to solve in situ, so the casualty was whisked away to the Traction Repairs workshop in Morpeth (fortunately not too far away) to await attention.

Entry to the castle was free of charge for us, so we were able to make the most of all it had to offer. This included Broomstick Training, led by a witch instructor with the voice and manner of a sergeant-major – none of our party were seen to participate. Those who had time also explored the very impressive gardens – now including the alarmingly titled Poison Garden – before heading back to base after a successful and enjoyable day made even better by excellent weather.

For the remainder of the rally various possibilities were suggested, with the proviso that Saturday would be the best day to visit Holy Island because the tide would be at its most favourable for getting across the causeway and back. Some headed first to Cragside, the former home of Lord Armstrong, inventor and industrialist, the first house in England to be lit by hydroelectric power – his ingenuity was evident throughout the house and estate. Unfortunately the Curse of the Head Gasket claimed another victim at Cragside and the Traction Repairs workshop acquired an additional patient.

Others headed for Ad Gefrin in the town of Wooler – a gin and whisky distillery, but also an impressive museum commemorating and replicating the Anglo-Saxon royal summer palace which was discovered nearby around 70 years ago. Sadly, the distillery only started operating last year, so the whisky will not be available to buy or drink until 2026 – a good excuse for a return visit.

Those who got to Chillingham Castle found it fascinating – bought and rescued from dereliction by Sir Humphry Wakefield, and now filled with an amazing collection of weapons, books, pictures and artefacts dating from pre-history



to the present day, as well as mementoes of his own adventurous life. It was evident that our old friend ‘health and safety’ was not high on the list of priorities – a far cry from the sanitised ‘National Trust’ approach! One unexpected and welcome bonus at Chillingham was the arrival in the car park shortly after us of six Rileys, five of them pre-war. They told us they were just friends out for a jolly and it was encouraging to see that their age profile was somewhat younger than ours!

## The Castles Rally

The sun and blue skies of Thursday were absent on Friday and Saturday, but spirits were not dampened by a little northern mist and drizzle and the explorations continued. Some headed for Bamburgh, dominated by the magnificent castle, bought by Lord Armstrong in 1894 and still owned by the family. Those who didn't mind a bit of 'weather' could enjoy the splendid beach, and the Grace Darling Museum, celebrating the local heroine, was just up the road. Others found their way to Wallington or Beamish, or went bird-watching on the coast.

On Saturday, crossing the causeway to Holy Island proved an irresistible attraction for some – once there, the Visitor Centre, the Castle and the Priory offered plenty of scope for exploration, along with the many shops and cafes - and the home of Lindisfarne Mead. Everyone made it safely back across the causeway before the tide came in.

The Gala Dinner on Saturday evening was preceded by the club's Annual Meeting – a neat way of increasing the attendance (report elsewhere). Once this was over, and before dinner began, we found our way to our places to the mellow sound of Jim Rogers' accordion, and when our glasses were suitably charged, our President proposed a toast to 'absent friends' and the dinner began - food, wine and the best of company.

After dinner we were treated to a very interesting presentation about SOE, the Special Operations Executive, charged by Churchill with 'setting occupied Europe ablaze' during World War Two, We heard about their recruitment, organisation and training, and the talk focussed on one agent in particular, Pippa Latour, who was the last survivor and died last year at the age of 103. There was an impressive display of arms and equipment which helped bring the whole thing to life.



Thoughts now turned to the last big event of the rally – the raffle! There was an excellent selection of prizes, thanks to the generosity of sponsors and donors, the star prize being, as usual, a tyre. This was to be won by the last ticket drawn, and excitement mounted as Bev Oates drew it out and found, to her consternation and everyone else's amusement, that the winner was a certain John Oates! It was so well wrapped that one or two cynics suspected it was actually a lifebelt purloined from somewhere on the coast and cunningly disguised, but this turned out to be fake news.

Our president drew the formal part of the evening to a close by thanking all who had contributed to the success of the rally and wishing everyone a safe journey home.

After breakfast on Sunday it was time to say goodbye as we prepared to set off on our various journeys. It had been a thoroughly enjoyable rally, and thanks are due to James and Joanne Geddes for all their work in organising it, with the support of Graham and Wendy Handley and of our generous sponsors – also to Wingrove Motor Company, who left an eBerlingo and an eDS3 on display to remind us how far Citroens have come since the days of the Traction, and to the staff at Linden Hall for looking after us so well.

40 cars attended altogether, an excellent total – let's hope we can match that next year in Malvern!

**Michael Broadbent**





## Images from the Rally

*Top:  
At Alnwick Castle*

*Left:  
Rileys in abundance  
at Chillingham*

*Bottom:  
The gang.*





# The British Motor Show

**The British Motor Show 15-18 August, 2024  
at Farnborough International Exhibition Centre**



This was the 4th year of the regenerated British Motor Show, now in a very different format to the one that most of us remember growing up with at Earls Court in London, and then for many years at the NEC in Birmingham. Those were the halcyon days when all new car manufacturers wanted to exhibit their latest wares and openly competed with each other for the biggest and most imaginative stand but how times have changed and with it the relationship that the manufacturers have with their clients when marketing new cars much of it through digital interaction, the net result for the main UK motor show is that it has become more a family day out filled with opportunities for the public to interact with various aspects of motoring past present and future with everything from tyre burning drift displays to Guinness World Record stunt driving attempts and the opportunity to meet motoring tv stars like Tim and Fuzz from Car SOS, Sarah Crabtree formerly from Bangers and Cash, Vicky Butler Henderson from 5th Gear, although Mike Brewer, Mr Wheeler Dealer himself was absent this year as he was away filming, and to be fair normally puts in a really long and hard working shift compeering events in the main out door arena.

New cars are mainly represented by the major car dealer groups these days although interestingly Ford were there with their electric range including the new "Capri", Tesla with their range including the amazing Cybertruck plus some of the new to UK Chinese EV brands that will be coming to a drive near you soon (next door?? !).

So what does this all mean for classic cars, well the show's CEO Andy Entwistle also has a passion for classics ( his first car was a BX) and for the past four years there has been a classic arena to which the car clubs have been invited and I decided we should have representation at, alongside the Citroën Car Club and





2CVGB, as it's a great opportunity to get in front of a wider car loving audience, stir some cherished memories of cars that family, friends and colleagues used to drive and hopefully inspire some potential future custodians of our fabulous cars.

By combining forces we have managed to put on a fantastic display of Citroen models spanning a number of decades, last year nearly 100 years of manufacture this year in the '90s including some stunning and rare Slough built product, race cars, track day cars, Maserati engined cars (a stunning SM this year, thanks Mr Simper for allowing her out) and of course bringing us slap bang up to date with Citroen's electric models. We were fortunate again this year to have been supported by Penton Motor Group who sent their own transporter with x 5 new models for us to display and a beautifully restored 2CV that has been in their Salisbury showroom which belongs to one of the directors and is driven by his daughter when she is home from university, so a big "Thank You" to them.



Citroen's parent group also came to the party this year, sending their events team on set up day to build us an open sided dome tent, adorn the stand with Citroen flags, bring us some branded merchandise (Tim and I gave out 250 Citroen ice scrapers in our first 30 minutes stretch on Saturday morning, which was great fun on a hot summer's day, my retort to decliners was "you will regret that in November!") Citroen also delivered in x 2 Ami EVs which, whether you love them or loathe they provide a fantastic draw with the public and became the most sat in and photographed cars on our stand!

For anyone visiting the show they couldn't fail to see our stand as we were in pole position in the classic arena when rounding the corner from Hall 1 (having been granted this premium place in recognition of winning their "Owners Club of the Year" for the last 2 years as a collaboration of the x 3 Citroen Clubs) and not forgetting that most memorable sight of Lily the Duck (massive thanks to Tim Dodd Wilson for his huge contribution to the stand, providing Lily and no less than x 4 cars and raising £333 for MacMillan and providing countless opportunities for fun for visiting families whose children enjoyed crayoning on Chalkie his blackboard 2cv!) We are blessed by having a fantastic team of exhibitors who bring their cars to our stand, which I appreciate is a big commitment and not easy as there is no on site camping or accommodation and it is a 4 day event (6 for me and other stalwarts with build up and breakdown days)

Additional mention should go to Philippe and Sue Allison from TOC who have fully supported me at the event for the last x 4 years and who did a sterling job cooking up breakfast for everyone (this year at Tim's outdoor H van kitchen! Aka Cafe Rene) The show wouldn't be the same without those bacon n egg rolls!

We were slightly down on Tractionists this time despite it being our 90th model year but some of our stalwart Tractionistes had set off on the 1,000 mile drive to Toruń in Poland for the ICCR event (and I told you Farnborough wasn't so far, Messrs Shaw and York 🤔🤔)

Also to Dave and Marian Blackmore, relatively new members to 2CVGB for their support and daily shopping trips to Costco for supplies, and to Kevin Elkins for helping with the often daunting task of securing cars for the stand from the CCC membership. It was great to see some fresh cars on the stand this year including some truly lovely D's thanks to Darrin and Kristina from the West London section, David Hitti, Andrew Clark, Richard Marsh, new members Vince and Carol Scicluna who not only brought their lovely cream Legere but also ferried home again to bring their stunning "D".

## The British Motor Show

To Marc, Lynn and Ethan Sparrow from PTS Citroen and Peugeot Specialists in Wokingham for bringing their rare BX 16v , 2CV race car and recently restored '70s drum brake 2cv, to Chris Salter from CCC for bringing his dwindling Citroen collection ( he even managed to sell one to a CCC member over the weekend! ) and to Anthony Parkes from CCC , one of the furthest travelled to the show and an absolute dab hand at engaging with the visitors and demonstrating some of the new models to them - thank you !



Another welcome addition was a second H van in the shape of the lovely 24hrs Le Mans logoed van of Darryl Sutherland. And to every single contributor a massive thanks on behalf of myself and the 3 clubs, without you taking the time and trouble to bring your cars we wouldn't have a stand!

The day after the show closed I was back on site at Farnborough with Phil, Tim and Peter, overseeing the final vehicles leaving and the tent being dismantled, when I bumped into the shows CEO who declared "you guys have smashed it out of the park again " We will happily bank that comment!

Jim Gibson



....and the sun did come out eventually. Ed

# Traction Holiday in France 2024 Episode 3: Preparations. Nigel Orchard



In the March/April edition I told you of my wish to tour France in my 1950 Light 15 and my apprehensions and questions. I gave a quick report on the tour in the September/October edition and threatened more to come. Here it is!

## Advice

I got a lot of useful advice and reassurance from you via the forum and followed most of it but decided not to take a grease gun, I always get filthy greasing the car and I could not see myself wanting to do it in a hotel carpark or a layby.

## Preparing the Car

The car was fully serviced with oil changes as usual by Andrew Galt, our local Traction expert, and he supplied the spares. The brakes were overhauled and one piston was found seized in each rear drum. Both cylinders replaced.

## Tyres

I find my memory of how long ago I last changed tyres on my various vehicles is very unreliable. I always underestimate it by a long way perhaps because of the pain of the cost. Checking them I found the rears to be well beyond the recommended life though still with plenty of tread. I had replaced the fronts (because of age (not loss of tread) a few years ago, but the near side was badly worn on the outer edge. I had the two rears and the NSF replaced with new and the old NSF went to replace the very elderly and undersized (145) spare. Andrew found the n/s caster angle out and adjusted it. He also supplied a spare inner tube.

## MOT

I had not had the car MOT'd for several years but advice on the forum was to do so in case the French decided to challenge the car's safety. It passed.

## Modifications

### 1. Seat belts

Many years ago I had suitable seat belt fittings installed and bought seat belts but then decided not to have them fitted. With increasing age and driving a RHD car in France I decided it would be prudent to have them fitted. I had to buy a new set as I could not find them in my extensive workshop or garages. Anyone who has seen my garages and workshop which cater for 3 old British motorcycles and 3 classic cars plus gardening and other tools would not be surprised at this!



*Now where did I put those seatbelts? (The other garage isn't any better!)*

### 2. Temperature Gauge

Over the years, but not recently, I had had several nasty experiences with the engine overheating in traffic queues and then not being restartable for an hour or so. I used to try to avoid this by being very cautious, turning off the engine when stopped (best way of ensuring the traffic immediately moves!) and coasting down hills



in queues with the engine off. With the likelihood of hotter temperatures in France I had a temperature gauge fitted and it was most reassuring. The hottest I saw was 90 deg after following a French tractor for several miles at a slow pace in second gear. I decided against an electric cooling fan and did not regret it.

### 3. Speedo

I have found on several older British cars that the speedometer starts waving its needle over a wide speed range above about 40mph and assumed it was endemic. Worrying about being caught speeding in France, I sent off the speedo to Speedograph Richfield for overhaul. On refitting, it is rock solid and this gives me an unexpected pleasure whenever I drive the car. I also marked with Tippex the mph speeds corresponding to the French kph limits – clearly I did not have to mark 110 or 130kph!

### 4. Wing Mirror

I replaced the planar n/s wing mirror, which had a weak spring on the arm, with a new convex one, essential for overtaking, though my wife also played a vital role in checking the traffic in both directions.



### 5. Wipers

I got fed up with the standard wipers despite renewing the blades and arms, as they wandered back and forth not actually clearing much rain! Andrew fitted new arms with stronger springs I think from an MG. The original wiper motor quickly gave up the ghost so I got an exchange spare from the club and the platform it sits on, as the original rubbers had failed (both after rather more than 58 years! No quality!). This started enthusiastically, driving both wipers vigorously but then failed. Chris Treagust then supplied another motor. Unfortunately the replacement motor was not compatible with the platform and had to be held on with a cable tie. In case the first supplied motor had failed owing to the heavier wiper springs I sent both my original and that one off for rewinding and will let the club have a good one back. As in my last

article, I was very sparing with the use of the wipers, generally only engaging my side. The wiper blade springs have now been further weakened.

### Carburettor

The car was hesitant at steady low speed and was sent away for refurbishing with air ingress at the throttle shaft inlet to the carb being suspected. Andrew supplied a replacement and the car ran better than it has ever done over the last 58 years. Superbly smooth and lively. However the replacement carb was tricky to get access to the slow running and tickover adjustment, the latter causing me problems later in the trip. The refurbished carb was replaced on my return but the car became very hesitant. When the slow running and main jets had been taken from the previous carb and put in this one, the great running was restored.



*Current refurbished carb.*

### Spares and Consumables

In addition to the spare inner tube, I took:

- Refurbished petrol pump, plugs, points, condenser, rotor arm, fuses, complete set of spare bulbs and one sealed beam unit. Spare wiper drive. Fanbelt. None of these were used!
- 5 litres of engine oil and one litre of gearbox oil (neither needed). Windscreen cleaning spray and kitchen towels.

### Tools and Useful Stuff

Electric multimeter. 17 amp wire. Test/jump wires with crocodile clips, compression tester, set of ring, open and socket metric spanners, pliers both long and short nosed, side cutters, screwdrivers, adjustable spanners (2). Two high-viz jackets and two warning triangles as required

by French law. Tyre pressure gauge. Powerful hand lamp. Of these, I used one high-viz, one warning triangle and the 17 amp wire (but not for electrical use!).

### Preparing Me

My French had hardly been used since O levels, so I downloaded a Duolingo course. I found this useful up to a point but it went wrong after a few lessons and I could not take it further. The reminders when I left a gap between lessons were childish "Duo is sad that you haven't kept up your lessons"...complete with a sad looking emoji. Yuk! I also looked up a lot of technical vocab related to cars and dealing with hotels and dining.

On 1st June whilst on holiday in Spain, I lightly banged my left elbow. It swelled up and oozed unpleasantly. Back home it was treated by nurses but remained bad. I was told I had to rest it completely. This meant cancelling a canal holiday. I could not have managed the heavy steering of my Traction in that condition. Dressings and slow improvement lasted into the week of our departure and serious anxiety. I was given extra dressings to take to France and my wife continued to renew them every few days. Fortunately it got no worse and was just about OK by our return.

### Wife's Preparation

Taking a very large amount of wool and knitting needles.

### Insurance

I checked my insurance to make sure I was covered for Europe with no restrictions. I found that it also gave me breakdown insurance in Europe. I rang them and confirmed I had up to 30 days RAC breakdown cover via my Footman James policy. Just as well as it turned out!

### Journey Planning

I bought road maps of France and a Lonely Planet Guide. I soon realised that doing all the accommodation and route planning myself would take a lot of time but noticed that Lonely Planet had an affiliated travel agent – Elsewhere. We contacted them with a list of things we wanted to do: Ferry Poole to Cherbourg, Mont St Michel, visit the Normandy battlefields, see the Bayeux tapestry, chateaux on the Loire, travel down the West coast, two heritage railways (one right down in the Pyrenees), visit attractive towns, enjoy comfortable hotels, and good wining and dining travelling in a classic car so avoiding motorways and not having too long a journey each day and some days with little or no driving. They were enthusiastic about the car, whose photo I had sent them and came back with an excellent itinerary. The only change we had to request was to omit the proposed lunchtime wine tasting as I had to drive.

### Clothes Packing

The exiguous boot of the Light 15 offers very little space for suitcases and was in any case at least half full with the spares and tools. So we slung two modest suitcases, shoes, coats and jackets plus much knitting material in the back.

### AND AWAY! (IN THE WORDS OF WHITEHOUSE AND MORTIMER)

Thus prepared we set off at 06.06 on 1st July for the 08.30 ferry from Poole...

More next time.



*Not for nothing is it called The Small Boot! Only the small black case with shoes and dressings would fit in with all the spares and consumables. Newspaper for avoiding oil leaks onto hotel car parks (not used). Yes the red plastic case is a compression tester! More stuff in the low section by the hinges and in the bootlid.*

# Your Letters

## Clean Air

### ULEZ expansion led to significant drop in air pollutants in London, report finds | Low emission zones | The Guardian

Some really good news for us all that should set a clear direction for our provincial towns and cities.

<https://www.theguardian.com/environment/article/2024/jul/25/ulez-expansion-led-to-significant-drop-in-air-pollutants-in-london-report-finds>

Mike Wilcock

*Yes it looks good, although still unfortunate for those in the outer areas that don't share the infrastructure that provides alternative transport means and who can't afford a newer car. So there is still an undercurrent of scepticism amongst those affected. I do wonder what will happen about particulate pollution from tyres and brakes, which are bound to increase as electric vehicles become more commonplace (electric vehicles are significantly heavier than IC equivalents). I also wonder what will happen when the TfL scheme, which costs millions to administer, runs out of steam, it already reckons that over 90% of cars coming into the City are compliant, so it can't be long before receipts for a pollution charge become negligible, and the system becomes a serious drain on the TfL budget. There is a strong belief in some quarters that this will lead to the system being adapted to impose a mileage charge, and everyone will have to pay for that, so as to keep the mayor's funds in the black.*

*Further reading also suggests that it does appear that the levels now in London have come down towards something like those in most 'provincial' towns. So London appears to be following their example, rather than setting one for them to copy. Editor.*



## Obituary, John Barsley

John Barsley who has just died at the age of 70, was a Tractionist from earliest days. He was driven home from hospital as a baby on the back seat of his father's Light 15 Traction Avant. Citroëns were part of his family heritage, His cousins, the Poxons, had set up André Citroën's first UK dealer in 1923 which is still going strong as Worthing Motors, now in its fourth generation of management by the family.

John entered his own family's business, Barsleys department store of Paddock Wood in Kent, which is still a fixture of the town and still in the family, at the age of 18 in 1972 after a spell learning the retail trade at Noakes's outfitters of Tunbridge Wells. He was the grandson of the firm's founder Charles and was joined by his brother Richard two years later. Richard and his daughter Alice, assumed the management of the store when John stepped back from day-to-day involvement in the business on his retirement aged 60.

John was a faithful adherent of the Citroën marque through the years, owning at different times a 2CV, an Ami 8, a DS and, naturally, Tractions. He began with Light 15s and he owned one for 24 years until he finally found the Big 15 that

ticked the right boxes five years ago. As well as maintaining his Traction John was restoring a Land Rover Series One.

When TOC was established in 1976 John was amongst the very earliest members holding the membership number 19. He regularly took part in club runs with his wife Bev, in Britain and overseas, including the French club's meet at Dunkirk. He is probably best remembered for the 2016 40th anniversary TOC Annual Rally which was held in his home area, the South East. Together, Bev and he organized a marvellous programme based around Rye which featured a run taking in the magical spit of land at Dungeness and the lighthouse, and culminated with tea at the delightful Hole Park estate. Not the least of the Rally's successes was that as it was easily accessible cross-Channel to a good contingent of our friends from TOC's counterpart in Brittany, the CTAB. The total number of cars attending that year was a phenomenal 74 and folk are still talking about the evening entertainment from the Cosmic Sausages !

In 2019 John took over the organisation of TOC's Kent and East Sussex section. Amongst his many inspirations was a Christmas lunch gathering at Sissinghurst Castle and ensuring a healthy showing of Tractions at the Great British picnic held in Goudhurst every July.

John and Bev enjoyed holidays in the Big 15 and a couple of years ago took the Traction around Southern Ireland and followed the North Coast 500 around Scotland. The Traction was also used for two of their son's weddings and those of various other family members too. Bev and her family (and John would approve too!) would love John's Big 15 to go on to a member of the Traction Owners Club. Please get in touch with Bev if you are interested in buying the car, at [bevbarsley@gmail.com](mailto:bevbarsley@gmail.com)

Bev also has many, many Traction magazines, going back many years to when John first joined the Club. She would be grateful if anyone is interested, to get in touch.

Adrian Philips

## Waterless coolant

Dear Bryan,

I've used waterless coolant for a while. The piece de resistance was in my '68 DS21, we went to Brittany for the CTAB rally with the 1978 Carlight caravan, (which weighed 1250kg.), and on to La Ferte Vidame for the 100th anniversary of Citroen. It was very, very hot- about 35 deg. The Citroen pulled the caravan at between 80-90 kph, along the autoroute, during the hottest part of the day, and the temperature didn't move at all: it stayed at 82 deg. It was a new engine, and a new radiator, but even I was impressed.

I've also put it in my Light 15, and simply forgotten about it- but again, new engine and radiator.

I use Evans classic cool, and rigorously follow the instructions. In a new engine, with no scale, with new hoses, it's fine. Citroens don't overheat\*, and one doesn't need any aftermarket trickery either.

However, after 70 years, and most of the early ones with tap water (or worse!) I'd be very careful with an old engine.

The waterless is about £120, with prep, and about £60 thereafter. Not a lot, really....

Sincerely Tim Walker

\* except Quinzes!

*Interesting and reassuring, although noted that in both cases you are filling a brand new engine/cooling system. I wonder if swapping to waterless coolant is rather like changing your brakes to silicone fluid. Fine if you have totally dismantled and cleaned out or replaced with brand new components throughout, but fraught with potential problems if you are trying to flush out an old and existing set of components. Also cheaper since I suspect that you wouldn't need to buy the fluid that is used to theoretically purge the system of its old coolant if all was brand new. Or did you need that for the heater system in the DS? I would be interested to hear from anyone who has installed Waterless Coolant into an engine/cooling system that isn't bone dry and brand new.*

*Citroens don't overheat? Again, I would be interested to hear more from the membership on that topic. We have had a number of articles from members over the years with overheating related issues. Editor*

## Northumberland

Hi Bryan

As the dust settles on the Annual Rally I just wanted to say a few thanks, obviously to Graham and James for organising an excellent time -and a different and enjoyable one with a "choose your own" destination which worked really well.

Mostly though I want to thank the fabulous members of the TOC for all the help and support we received when "we failed to proceed". Our scenic 400 mile route to the rally start with no issues at all came to a resounding halt 5 minutes into Day 1!

Moral support from Philippe whilst limping to our day stop at Alnwick leaving a smoke screen an RN destroyer would have been proud of, followed by good tech advice, Roger and Pete with instant offers of Head and Rocker cover gaskets, Chris for a Torque wrench and Bernie for boosting morale by taking the P!! (And tech help of course!)

Following this, Lester for volunteering his trailer to get the car to James's workshop -and then taking us home to our front door! James of course for squeezing us into his workshop at no notice.

Numerous offers of help to get home and general offers of rides-John and Bev thank you- and all round support. It's really nice and comforting to have that and Lester said he wouldn't have had any of that in his other car club!

Thank you one and all!

Very best wishes

Jonathan and Barbara Marten-Hale

*There seem to have been a few casualties in Northumberland. The joys of classic motoring! Editor*

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# Bailey's Banter

It's been a busy couple of months. Along with a few others, but not many, my son Max and I did make it to Poland for the 17th ICCCR. I'm glad we did. Even though it was not the best attended event, there were some interesting cars and some even more interesting people. Torun was lovely and the people were very helpful. As I write, this may well have been the last ICCCR as nobody has volunteered to host the next one. I would like to think that will change in due course.

Poland is far away from much of western Europe where most Citroens live. I guess that is why many people did not make the journey. We clocked up 3200 km on the round trip, a lot of which was autobahn and therefore a bit of a drag. It was very hot too.

But it was always going to be a long trip and you might ask (as **Andrew York** actually did) why my preparations were all a bit last minute and maybe not quite sufficient. A good question, as our trip was not entirely trouble-free. The two most significant issues we had were actually related to work I had recently done – maybe I should have left well alone?



Wheel wobble. You may recall that I was not happy with the balancing of the two new tyres I had fitted. A mobile fitter came to fit new tyres to the other two wheels and balance all four the day before departure. In preparation I removed all four hubcaps before said fitter arrived. I'm glad I did – the last one would not come off! The insert I had epoxied in several years ago to repair the stripped thread had become unstuck and was just spinning, preventing the bolt from undoing. It needed to be ground off which unfortunately damaged the hub cap. Rather than run with only three hubcaps I decided to leave them all at home.

When we set off the next day it became clear that the wheels were still wobbling.

Both tyre fitters had used more weights than I was expecting – much more than the previous tyres had needed. I find that odd. The wheels are the same so the tyres must be different. The old tyres, like the new ones were made in Michelin's

Serbia factory so no difference there. Unlike modern tyres, there are no coloured dots to tell you where to put the valves. Maybe rotating the tyres on the rims would help – but that's a lot of hard work. It would be interesting to check the balance of the wheels without tyres – and that's work too.

Anyway, we wobbled along to Bruges which is a lovely place. The next morning we decided to swap some wheels around at a suitable service station on the way out of town. There was no suitable service station so we did the job at the side of the road, just swapping the wheels on one side. That made some difference, so we did a bit more swapping a few miles later on, including putting the spare on the front. I didn't miss the hubcaps one bit that day. This helped but the car did not like sitting at 50 – 54 mph so we tried not to do that, but 50 mph is 80km/h and there were several long stretches of roadworks where that was the speed limit. Nevertheless, we left it like that for the remainder of the trip.

We drove on to spend the next night in Hannover. We completely ignored the fact that the city of Hannover is a low emissions area that does not welcome old cars without a green sticker. I am waiting for some communication from the city of Hannover on this topic which I hope never arrives.

After a very pleasant beer and pizza type of evening we started the next day knowing we had to investigate why the left-hand indicators had stopped working. I needed to move the car to open the boot to access my multimeter. But pulling the starter knob resulted in the motor spinning but the engine not. Oh – that's familiar. So – out came the starter motor (5 mins) and a quick look revealed that not only had the same bolt come undone but the weight on the pinion had come off. Oops! B\*gg\*r.

What has happened here? I had deliberately not touched this bolt when I took the armature assembly and Bendix from my very





original starter to replace the broken one. And yet, the tab washer had broken and the bolt had unscrewed itself – just as before. Luckily it had not attacked the windings this time.

First task was to pop over to the nearest DIY store to buy a hacksaw (I had almost every other tool on board, but not that) and some thread-lock. Since I had no way to reattach it properly, the hacksaw was needed to chop off the detached weight. So – off it came. The bolt was refitted with thread-lock as the tab washer was broken. And all was good.

Over the next few days on our way to, from and in Poland I took the starter motor out several times to check the bolt was tight. The first time I found it was coming loose so I added a few tie wraps to keep it in place. They seemed to work – but after a couple of days I added a few more. On return to the UK, and after a few trips to work and back I had another look. The bolt was still in place but some of the tie wraps were not. I swapped them for a jubilee clip and we carried on with the adventure. But that's not the last you will hear about starter motors – oh no!

Did I mention it was hot in Poland? That caused me to worry about fuel vapourisation and, not being confident about the starter motor, I tended to leave the engine running when we stopped for fuel. On the occasion I did stop it for 30 minutes, it did not start until I threw a few litres of water over the pump and the carb.

Heading for home we got stuck in traffic for about 2 hours edging towards the Polish-German border in the hot midday sun. The engine idled fine for all this time. No way was I going to risk switching off. There was a huge amount of heat trying to get out from under the bonnet. Prewar Tractors have flaps that can be opened whereas postwar cars only have louvres. We propped the sides of the bonnet open with empty water bottles, being out of tennis balls or champagne corks which are the more favoured devices for this purpose. When we finally got going, I forgot to take the bottles out – one remained put even at 60 mph. The other one didn't.

Our route back took us to Potsdam and then to Wuppertal. Potsdam was nice to walk around after a long hot drive but that's all I can think of to say about it.

We stopped in Wuppertal to see the Schweberbahn which is an almost unique suspended monorail, the only other being in Japan. Wuppertal's was built in 1901 and I think it's a brilliant way to make a monorail. Arguably the most famous passenger on the Schweberbahn was an Asian elephant named Tuffi. She was a resident of the Wuppertal Zoo who, in 1950 was invited to ride on the train as a publicity stunt. It wasn't her thing it seems, and she ran through the carriage and jumped out of the train through the window, into the river some 12 metres below. She received only minor injuries unlike some passengers who sustained more serious wounds. This was when Tuffi was 4 years old. She lived on until she was 46.



Wuppertal is another low emissions city, so we found a hotel on the outskirts. A second benefit of taking the Wuppertal route was that it avoided Antwerp's ring road and we used Brussels' one instead. And thence back to Dunkirk for the ferry.

All in all, a very good trip. We could have made it longer but I didn't really have the time. Autobahns are not a lot of fun. A couple of times were diverted off to avoid some blockage or other. That gave us the opportunity to see some of the normally off-beat villages, even though we were doing about 5 mph along with hundreds of trucks.



I really liked Poland and was very glad the ICCCR location caused us to go there. I would never have visited Torun otherwise. It's a pity the event was under attended. There were only about a dozen Tractions there and no vendors or even any spares. I lie – there was one front cone of a starter motor (a part with which I am very familiar) – although that was probably there as an early DS item.

Bernie Shaw's was the only 6 – and there were no Slough cars and no coupes or roadsters and certainly no coach-built specials. I am not trying to compare

this event with the Traction's 90th celebration at the Circuit de Charade, more with the previous two ICCCRs at Middachten and Harrogate where there were Tractions aplenty. We didn't camp and I think those that did would have got a very different experience from ours. Entertainment in the form of the Dixie band was very good and the weather was fantastic. I enjoyed the parade into the town, parking up by the city wall, although the organisation of that was a bit sketchy. These things are difficult to organise at the best of times and I think the Polish team had some additional challenges – overall they did well and I thank them for making it happen.

Next up was the TOC Castles Rally which will be described elsewhere in this issue.

I previously mentioned my concern about the driveshafts, and I was certain that the play in the inner CV joints was allowing the shafts to run out of true and causing some of the wobble. With the upcoming next big drive to Northumberland, I gave up on having time to be confident in rebuilding the original shafts and ordered a new pair. This time I opted for CV outer joints but splines at the inner end for the original UJs.

I thought there was a little play in the steering swivels and knew there was a small amount of play in the passenger side front wheel bearing. And so, a set of bits arrived including upper and lower steering swivels and two driveshafts which, unfortunately were both for the driver's side.

I replaced the nearside drive shaft and the lower steering swivel. I also replaced the offside wheel bearings – but not the drive shaft.

This reduced the vibration massively – at least 90%. And so to Northumberland.

Why are the driveshafts different? The passenger side (the right side on a LHD car) has left hand threads. There is no strong technical reason for this and, had I had right hand threaded nuts I may just have fitted the "wrong" shaft. But I didn't and await a replacement.

I would be willing to bet there are more than a few Tractions out there with the shafts on the wrong side without any trouble at all.

I say there is no strong technical reason for left hand threads on the right-hand drive shafts for the same reason there is no reason for left hand threads on right hand wheel nuts. That is certainly true for the outer nut – the one that must be tightened to 216 lbf. There is no direct contact with a rotating part so there is no counterclockwise torque on the nut.

But, the nut that holds the inner bearing in, which is tightened to 72 lbft, can impart some torque on the nut, due to the frictional force and drag in the bearing. This could cause the nut to undo – especially if the bearing seizes. If the nut was to overcome the tab washer and loosen the result would be the brake drum could rub on the backplate but it wouldn't be catastrophic.

You know that joke about someone asking for directions - the response being, "I wouldn't start from here"? I remembered that when my alarm woke me at 3am (central European time) on the first day of the rally. I was in Belgium. The rally was in Northumberland and dinner would be at 7pm. Thankfully the taxis, the plane and the luggage all appeared in the right place at the right time and Christine and I set off precisely 5 minutes behind schedule at 10:05 am UK time. Perfect weather and no more than the usual traffic meant a very smooth run and we were on schedule for arrival at the hotel at 6.30pm. With just 5 miles to go, suddenly things got very noisy, and I imagined all sorts of carnage under the bonnet. I immediately thought the exhaust downpipe had broken as it was knocking on the floor – but thankfully it was not that. The noise was coming from the other side of the engine where No 2 spark plug had made a break for freedom. I searched the glove box for a spare plug and found none. A much better idea was to look at the end of the plug lead where the fugitive plug was still hanging. It had been a long day. The thread in the head was ok – not stripped - so back in it went. I found No 3 plug was also loose. We arrived at the hotel at 6.35pm with surprisingly little oil on my hands having covered the 360 miles in 8 hours with very little trauma.

Why would a spark plug come loose? Presumably because the idiot who fitted it didn't tighten it. Well, that would be your correspondent when the engine was fitted earlier this year since when it had covered over 6000 miles. One will have to keep an eye on it.

Was that the only problem on the rally? Not quite. On the first morning we were due to muster the cars on the lawn at Alnwick Castle by 9:15 am requiring an early start after a long day. Pulling the starter knob produced one single bonk noise and no engine rotation. Within 5 minutes the starter motor was out and it was clear it was dead – another armature spindle snapped! I had no spare and no starting handle, so I went to wash my hands and think what to do. Passing **Peter Simper** on the way I realised his car uses the same starting handle as mine and he agreed to let me use it. But when I got back to my car, I found rally organiser **James Geddes** under the bonnet, having already fitted a replacement 12-volt starter motor. Amazing! My hands remained clean. Thank you, James!

I now think I understand why, after many years with no motor trouble, I have had bolts come undone and broken two shafts.

A few basics. Before I started paying attention to this motor, I had assumed that the way the Bendix worked would be the same as I had known on my Triumphs – i.e a Lucas design. In this design there is a hefty compression spring at the end of the shaft. The purpose of which is to absorb the axial shock of the pinion getting to the end of its travel. The spring does not take any torque at all. That taken by the splines and there may be a rubber shock absorber inside the pinion to help.

The French cars also have a big torsion spring which transmits all the torque and absorbs both the radial and axial shocks. The torque is transmitted from the motor shaft to the spring through the bolt that is the subject of my attention. The same torque is then transmitted from the spring to the pinion by an identical bolt at the other end. Both go through eyes formed at each end of the spring and both are retained by tab washers. And both are conventional right-hand threads. Hello – still going on about threads?

When the motor turns, the bolt pushes the spring which reacts and pushes back on the bolt. And because it is a torsion spring it bends and in doing so tends to turn the bolt anticlockwise. This movement is resisted by the tab washer – until isn't. If the tab



breaks off it is only a matter of time before the bolts unwind completely. At that point there is still drive through the woodruff key but the pinion is free to slide axially unrestrained. And that is probably what caused the weight to come off the pinion.

The reaction between the spring and the bolt at the other end is in the opposite direction – clockwise, hence tightening it. That's why it never comes undone.

So, what's going on? I did change the engine recently. It's the same flywheel – just a bit lighter and a couple of mm closer to the engine casing. The modification to the flywheel should not have any effect – in fact a lighter flywheel slightly closer to the engine block should, if anything, reduce the reaction force on the spring.

The 6-volt motor has been running off 12 volts for many years so that's not new, but I do believe it is the cause of the problem. It's a story of small changes eating into small margins. When I first changed to 12 volts, then engine was standard and has a few miles under its belt. The starter motor was a reconditioned one, but of unknown provenance and quality. The replacement engine, was built by **Andy Burnett** and whilst having the same displacement and compression ratio, is probably a bit tighter, and with a higher performance oil pump probably offers just a little more resistance than the original engine. This extra resistance results in a little higher load on the Bendix bush bolt, resulting in it unscrewing and coming out. The resultant damage to the windings caused me to have the motor rewound and now I had a starter that spun up quicker than ever before resulting in even more of a reaction force. The shaft broke and I described it as sounding like a hammer drill. The weight came off the pinion, the bolt came out again and eventually the shaft broke again.

I had a look at the teeth on the starter ring. When I fitted the flywheel the teeth were all ok. They're not so good now! At what point in the story the damage was done I don't really know – but I don't think the hammer drill effect helped. I plan to have a closer look at the teeth and file off any burrs that look threatening. I will fit a new starter ring when I have an opportunity. I also now have a nice new starting handle and will never go anywhere without it – when I can make it fit. Even with the bracket sitting at its highest setting on the bumper it sits half an inch too low. I will either have to raise the bumper or make an adapter to raise the bracket.

What of that knocking exhaust? The downpipe has always been close to the floor with a tendency to clonk on bumpy roads. After the engine transplant I could not get the engine to sit quite as low as before – remember me musing about whether the ID engine is lighter than the Perfo? The gap between the exhaust and the floor was slightly less and the clonking a little more frequent. But in the last few weeks it seemed to have become more noticeable, particularly when the engine is cold. Driving back from Northumberland we had quite some rain and, on a very wet road (or was it a river?) in Yorkshire the exhaust really did make its presence known. We can deduce from this that the downpipe tends to straighten out when warm and curls more when it is cold. But this must always have been true – so why has it recently become more noticeable? When I was changing the driveshaft, I noticed the brace between the downpipe and the bellhousing was missing. Also absent was the bracket that is supposed to be welded onto the downpipe. When I first got the car there was no brace fitted and it didn't seem to matter but I did fit one after a few years. I put it back when I changed the engine so when did it escape? Maybe that was what we heard on the way to Poland when something bumped under the car. We didn't spot anything missing at the time. Presumably the bolt had come undone from the bellhousing allowing the brace to drop onto the road and get ripped off, tearing the bracket from the downpipe. Another bolt left loose by some idiot? Very luckily it did not tear a hole in the pipe – but I presume that the downpipe did become a bit more bent as a result. A new downpipe has now been fitted, with a new brace, this time using the 11D type which is more suitable for my ID19 engine. The exhaust now sits at a respectable distance from the floor and the clonking has been completely eliminated.

However, I am getting ahead of myself – we are still in the hotel car park. **Martin de Little** was also having starting problems – but the opposite of my own. His Normale is 6 volt, with a new battery and alternator and yet it appeared to have a flat battery. He did have a starting handle, and it works and needed to be used every morning. It turned out that the problem was not a flat battery but a sticky Bendix. A 6-volt starter motor spinning normally always sounds like the battery is flat and the normal speed was not enough to



make the Bendix engage. We were required to be at the Castle by 9:15 sharp and, after the cars had been persuaded to start, we arrived on the dot but we had just missed the sight of **Jonathan Marten-Hale's** Light 15 creating an impressive cloud of steam which would make the Flying Scotsman proud. I am grateful for **Hazel Nelson** for taking photos. This was bad news for Jonathan as it indicated a problem with the head gasket. Jonathan and Barbara enjoyed being passengers in other Tractions for the remainder of the rally. More work for James!

As we were preparing to leave the hotel for the long drive home, I found **Tony Hodgekiss** greasing his driveshafts and steering swivels. I didn't see anyone else doing this, but he had come prepared with an electric grease gun. Now that I am going back to splined driveshafts, and having had 2 grease guns fail on me this year, I am very interested in this.

The Castles Rally was a good one and we are grateful to the organisers, **James Geddes** and **Graham Handley** for making it so. We took a few days to come home, trying to dodge the worst of the rain and visit a few places. 2024 has been a busy year for my old Traction starting with a new engine which has now covered over 7000 miles. It can ease up a little bit now and we'll see where it gets to next year.

I've now had a chance to inspect the CV joints in the failed drive shaft. I expected to see damage at the inboard end and I was not disappointed – "quite knackered" is probably the technical term. Some material was missing but more significant was the bruising where the balls had pushed metal out of the groove, causing a swelling that rubbed on the cage. I was a little surprised to find that the outboard joint was none too healthy either. It will be interesting to look inside the other shaft when I get that off.

I think I've been writing about drive shafts and starter motors for months. I will rebuild the original double cardan joints and promise to tell you all about that when it happens. I want to do it for completeness, because it is not easy and also because I can expect to use them in a few years as I now know the CV joints don't last that long. I hope I never have to write anything about starter motors again – ever.





# Engine Out Again (Again!)

*With all the talk in recent copies of engine overhauls, I thought it time that we mentioned how to get the infernal thing out of your car in the first place. This is an older article by Mike Wilcock with some useful tips on other bits to inspect and perhaps overhaul whilst the car engine bay is opened up. I think it is also worth saying that the gearbox should be put into neutral before starting operations, otherwise you won't be able to rotate the driveshafts to undo the nuts!. Ask me how I know this! Ed*

My experiences have been mainly with Legeres but also I've assisted with removing Normale bell housings/gearboxes rather too many times!

You will need, a part time assistant, maybe a club tool kit, several hours and a bottle of Guinness. First. DISCONNECT the battery  
Removing the bonnet. Even with a Legere it's a stretch, this works easily; 2 people, only one needs long arms, remove screws, disconnect stays, short armed assistant stand at radiator, open both halves completely, a piece of cardboard between the panels will protect the paint and you can then hold them firmly together, swing the bonnet rear sideways across one wing, assistant stays put to steady the bonnet, walk it forward off the car, no drama! Of course you will have ready on the floor more card to receive it. Where to store it? I usually stand it on end, covered and against a wall (more cardboard).

I know of a member who single handedly slides the bonnet unto the roof, heroic! The bonnet panels have downward flanges, the handles stick in and have split pins, if your roof blanket slips or tears you'll be fitting vinyl speed stripes to hide a deep scratches. And then, as it sticks out sideways in your narrow garage you'll walk into it! Why not put it outside on timber, it's waterproof?

If your car has modern CV shafts there's an additional operation because the shafts won't telescope into the cradle to clear the diff.

Removing top cradle plate: Block and jack under the gearbox. Remove 4 long horizontal side bolts and 4 vertical gearbox bolts from the plate, tap plate up and off. Lift the box a little and block between the box and cradle, then remove the Jack.

Disconnecting shafts: Lift and support under both lower suspension arms, do not jack under the cradle unless you have a purpose made block, remove 1 wheel and disconnect the top joint. To do this you will need special tools/instructions available with a club tool kit. (More money but you get it back), take the gearbox weight with a sling and the crane, remove the diff. flange nuts (8) spinning the shafts as you proceed, it's much easier with the top plate off. Swing the loose hub out disconnecting it's diff. flange with a large, old screwdriver. It's a fiddle but lifting and swinging the unit from the crane helps, as does an assistant. With both shafts disconnected lower the gearbox back onto the block in the cradle.

Now you're ready to lift, if you prefer to roll the car away, loosely connect the ball joint and fit the wheel.

Gear linkage: I prefer to unbolt the Eiffel Tower and swing the linkage onto the wing. Check the 3 retaining bolts, they may be different lengths and if you interchange them the rotating clutch will hit the end of one of them, making a mysterious clonk, ask MdeL.

Blocked drain plug: If no coolant comes out give it a good poke with a wire coat hanger.

CAUTION: The unit is heavy and long, it's also deep with a high centre of gravity. I would STRONGLY DISCOURAGE standing it on a tool box, especially one with wheels, or any other high narrow platform. There are good, strong trolleys available, Phil A has, I think, an excellent trolley that can be raised.

Alternatively, this is what I do: Obtain a strong pallet, the blue ones are perfect. Saw off one side to reduce its width but retaining the central part of the frame. Check and reinforce if in doubt. Buy 4 large heavy-duty solid tyre castors, 2 fixed, 2 steerable and BRAKED. Good and cheap from Screwfix/Toolstation.



Fix under the four corners with 6mm coach screws, you did remember them at Screwfix? A purpose made wood cradle that engages in the slats goes on top, also a thick piece of ply for your tools, coffee cup and bits. You will find that you can easily manoeuvre it 1 handed and lock it for work, you need a milk crate to sit on. The unit will have room all around it and will not stick off the end, the bell housing/gearbox can be slid off onto the ply 'bench'.

Working on the bottom end, bell housing off: You will need a wood frame to rest on the rim of the head but clear of the rocker assembly and retained to the rocker cover studs. The one shown in the manual only fits with the rocker assembly removed, I have an unused one to prove it!

With an assistant, remember the weight, roll the engine onto the timing cover and then onto the frame. You'll appreciate the length of the pallet.

If your floor is rough, use 300mm wide X 2400mm X 6mm strips of MDF under the crane wheels, it's dense and won't compress. With some engine cranes clearance under the suspension and steering is tight, a little jacking/blocking/jiggling will do it.

Engine accessories: At the cost of a few gaskets consider removing everything first; you can check and service the carb, float valve and idle screw available from Chris, flanges are commonly distorted, simple to lap flat; check and clean starter and dynamo brushes and armature/commutator, check the starter Bendix especially for end float and for loose recoil spring bolts, paint; distributor, why not put it in your spares box and invest in an electronic unit? Chris again.

Master cylinder: It's in the tight space at the side of the engine it's a swine to remove from an early Legere, so, while the bay is empty, clean and inspect it. Unless you know it's perfect remove and strip it, both very easy. Examine the bore and piston, change the seals. If there are minor surface defects they can be polished out but better to replace it, more trade for Chris! If it's full of crud you must service the wheel cylinders and change the fluid. The thing is, as most of these cars stand over the winter the brake fluid tends to degrade and corrosion starts again. I recommend taking your cylinder(s) to Past Parts at Bury St Edmunds (see website services) who refurbish them with stainless sleeves, they come back better than new.

While it's on the trolley, inspect around the diff. flanges for leaking gear box oil. If things look suspect remove a diff flange, if it's surface is pitted and grooved you need to refurbish both and replace the seals using a stainless steel sleeve.

Protecting the body, what about the lamps? Nice targets, cover them. I use old bath towels, afterwards they can go in the washing machine so you know they are clean and free of grit for the next time.

It's a long steady operation, apart from where mentioned, single handed is fine but installation is much easier with two.

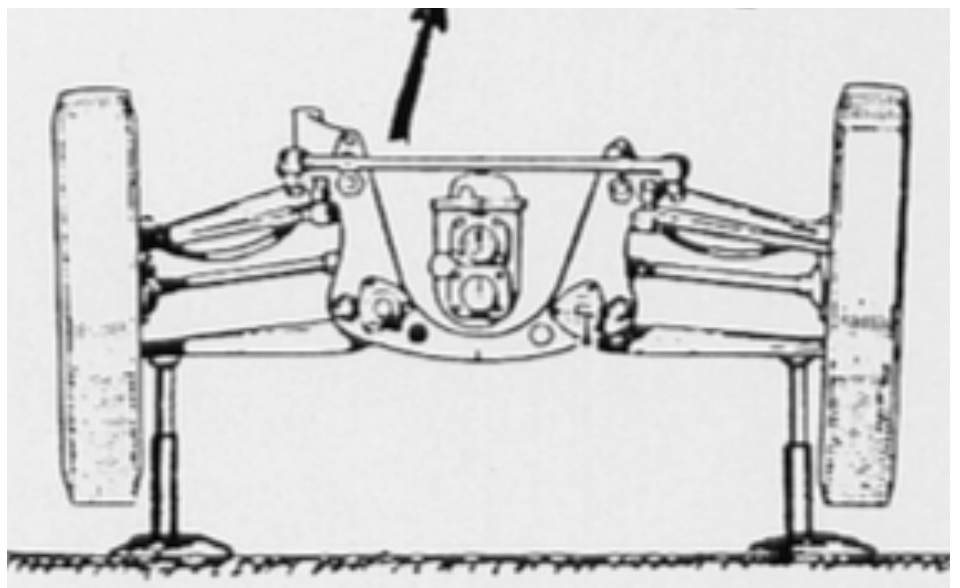
Now drink the Guinness. (perhaps two bottles then?)

On assembly, re-connecting the shaft flanges: Note that the shaft flanges are rectangular, not square. They will therefore engage in only 2 positions not 4. It's not obvious when you're struggling with the shaft and jiggling the unit hanging from your crane. Drove me insane the first time, it had been a long day.

More Guinness?

Mike

*Since this article was originally published I have had cause to remove my own engine, for a gearbox change. My car has modern CV shafts and this did not seem to actually be a problem in terms of detaching, once jacked up under the suspension arms. I also used an engine stand built out of solid timber to the pattern given in the workshop manual. A set of HD castors fitted under it simplified moving it around as Mike suggests. See sketch below re jacking. (Ed)*





# R.W.D.

Like some forty odd others I was looking forward to attending the National Traction Owners Club "Castles Rally" in Northumberland. Sadly, I got as far as Washington before sensing a hesitancy in the smooth running of my Traction. Pulling into the services I found the carburettor suffering a repeat of a previous flooding catastrophe. I had stripped and cleaned the float chamber on that occasion. Without finding the cause I had reassembled the carb, and it ran well. Stuck in Washington I called James Geddes for help, he suggested tapping the float chamber to revive what was probably a sticking valve. This worked like a dream but then failed again within two miles. Not fancying the prospect of being stationary, however briefly on the motorway in the dark I called for assistance. The big yellow taxi as Chris Bailey would call it, recovered me to James' premises. He had one refurbished original Solex on the shelf which has replaced my Chinese copy. I hope to have picked the car up by the time you're reading this.



You're both wondering, aren't you? Just where is the petrol tank from my 5hp. Well despite all obstacles, including the steering column, it now lies in the premises of a local blasting company. That is not really a fair or full description of Ed's business. Having waved goodbye to his eightieth birthday he still runs Motorcool who carry out all manner of services to render metal back to a pristine state. Look him up if you are in the grim North East and wish to see your components, wheels, or radiator gleam once more. My radiator accompanied the petrol tank, to be tested and have the lower tank repaired. If I had any gumption I would have

taken a photograph, but there you are. You'll have to make do with an image of a previous repair to the top. My healing ribs prevented me from accomplishing the task myself. I merely enlisted the help of a 22 year old, Harvey, whose sinuous frame managed the job, if not with ease then certainly persistence.

The next few paragraphs are the first from Stan Platts who is the new custodian of the RWD Register:

Three weeks on from my open heart surgery, I decided that it was time to start becoming a little more active other than eating food, which tastes metallic after the concoction of morphine and tablets.



Having volunteered to update the listing of the RWD register of 2012, I would really like all you owners of C types to contact me:

Stan Platts on stan.hazel.platts@btinternet.com or by phone on 01 274 68 38 48, so a more up to date picture can be established for everyone's benefit. Next month I will be providing a synopsis of the A, B and AC types.

So back to the C types, here is the big question, are there more or less C types than 12 years ago? More would indicate greater enthusiasm. After all, they are really well built and more sophisticated than an Austin 7. Imports of ready to go cars were being handled by Gaston long before Slough Trading Estate had cleared its Kaiser War returnees, later to be acquired by Citroen.



To set the record straight, the C types were built from 1922-1926. They all had the same 826cc engine of 7.5 hp RAC rating, rhd. or 5cv rating, lhd. The C2 is a 2-seater, referred to in lhd as a torpedo or rhd as a cabriolet with a short chassis. The C3 is referred to as a Trefoil, lhd or Cloverleaf rhd, has 3 seats and a longer chassis. As to the light delivery van, which I have never seen, perhaps you could let me know if it was available on either chassis length. I am aware that it had drum brakes at the front and possibly friction shock absorbers. Of all types 81,000 approx in total were built.

So far, the 2012 the register lists 41 vehicles, 3 of which are vans, some in the process of being restored, others in A1 condition, whilst some lucky owners have two in top condition, one lhd and the other rhd. All have black chassis, mud guards and running boards except one, which is blue with a yellow body. The most popular colour, (21 cars) is yellow, other variants being 8 maroon, 6 blue, 2 grey, 1 beige, 1 green, 1 brown, 1 black and 1 cream. The 3 van colours are not recorded, unsurprisingly.

Of the lhd vehicles, the C2 is the most common with 11 listed, the C3 being 10; viz a viz for rhd vehicles, the count is 10 for both C2 & C3. The 3 vans are lhd.



So if you or your children were captivated by "Brum" on your T.V. Sets and now as adults cannot get that cute car out of your mind, then put it onto your radar and start your own search. 1921 was the year that it was first exhibited but production and sales started in 1922.

Production finished after 81,000+ vehicles had been produced which helped catapult Citroen to become the largest manufacturer in Europe. The C3 was notably the first car to circumnavigate Australia. And the bonus is you are unlikely to have a speeding ticket! Next month, I will publish a synopsis of the A, B & AC types on the 2012 register.

Meanwhile I shall be keeping my ear to the ground waiting to hear from current owners of all the C types. Please keep me busy, it will help with my recuperation. If you no longer own a C but have some spares to dispose of then why not place an ad in the mutual aid columns of the Citroenian & Floating Power? A win win for everyone.

'A la prochain,' Stan Platts.

So with two of us on the job, there's absolutely no excuse not to fill that empty space in your garage with a rwd Citroen.

The 5hp sold by Matthewsons which received its share of criticism has arrived

with its new owner. Domiciled in Cyprus, John Walker is looking for advice in carrying out some renovations. The first job is the starter and ring gear. You can imagine the noises can't you....

Andrew

*Is he a member yet? Editor*



# AGM

This was held on 20th September at the Linden Hall Hotel as part of the annual rally. 46 people attended which included partners of members.

Apologies were received from Bryan Pullan, Steve Reed, Chris Treagust, Vanessa Plumpton, Peter Riggs, Simon Scotland, Jim Gibson.

## Formal AGM of TOC Ltd

The Minutes of last year's meeting were approved. The Accounts were printed in the last issue of Floating Power – no comments received, so were unanimously approved.

Andrew York is standing down as Director. Steve Reed agreed to re-election as a Director.

## AGM of TOC

Bev thanked everyone for attending and was pleased with the turnout at the annual rally. James & Joanne Geddes and Graham and Wendy Handley were thanked for organising such an excellent rally. The AGM was by necessity a short meeting, so reports were not taken from all officers – Bev thanked them all for the work they undertake and reminded us they are all volunteers.

**Spares** - The major item for the meeting was the relocation of second hand parts to a garage in Watford.

The rationale was explained and that once the move was complete an inventory of parts would be published. It was likely to be mainly Slough parts which are rarely available. It will be difficult to price goods - the best option would be individual negotiations on each item! Bev was grateful for the offers of help with the move which will hopefully happen in October.



Following this there will be discussions on what parts we stock generally and looking at whether discounts may be available if members order direct from European suppliers.

- Tim Newing agreed to join the Committee and work alongside Cleve on the Finances with the plan to eventually take over as Treasurer.
- Vanessa, Chris, Steve, Peter and Simon all agreed to be re-elected to the Committee.

Eric Pennington thanked Bev and all the Committee for the exemplary work they do running the TOC.



## CAR WASH

Steve and Ros Kemp enjoying the Water Splash on the Welland Valley Wander on Sunday, the 18th of August '24

**PBIS** PETER BEST  
INSURANCE  
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UP TO 10% Discount  
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Registered in England No. 2210270



# TOC SPARES HOTLINE

## 01243 511378

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

**Email:**

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

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

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

## TRACTION



## REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

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

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

**James Geddes**

Morpeth, Northumberland.

**07783259874**

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



## Citroen Classics

Tel: 01784 452299

Owned and operated by 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

We are in the dead zone now for most events, that at the NEC in November effectively closing the season for 2024. However, looking ahead into 2025, here is the **TOC NATIONAL RALLY 2025 UPDATE** by **Simon Saint**

Firstly please note that booking for the event will be available from January and that a booking form will be in the January magazine, not in this magazine as previously stated.

## Itinerary for the weekend

**Friday;** There will be a dinner in the hotel's Shaw Suite in the evening but we think that Friday should be considered more than just an arrival and settling in day. Some of you will be incorporating the event into a longer holiday, and will be in the area before the weekend. The Morgan car manufacturing plant is within a mile of the hotel and guided tours are available. We feel sure that some of you will be interested particularly in the Friday tour when you can see cars being assembled. There is a Saturday tour but cars are not assembled on Saturdays and so the tour would most likely be of limited interest. Numbers will need to be known in advance and there will be a fee of about £30.

**Saturday;** This is the day for a tour of the area. We are working on an itinerary, most likely including wine tasting, cider tasting, lunch and tea time stops and a visit to an historic house. You will be able to sample some of the attractive countryside, particularly the Malvern Hills themselves, and return to the hotel in time for a well earned rest in preparation for dinner. More information will be provided as the plans evolve.

**Sunday;** We are hoping that you will not be setting off for home until Sunday afternoon, or you may be staying in the area after the weekend. Club members Aruna and Tony Buxton have very kindly offered to make their home available as a venue for a BBQ on Sunday lunchtime. There is plenty of parking space for as many of you as want to attend, and we think that it would be a really good way of rounding off the weekend.

Please also remember that the hotel is right in the centre of Malvern and there is plenty to see and do in the town without having to take to your cars, if you don't want to.

As I said before, please do come and support us and do feel free to contact me if you have any questions or suggestions.

*Simon Saint 07732 032044 Email:- janeandsimonsaint@hotmail.com*

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## Practical Classics Restoration Show. Friday 22 March--Sunday 24 March 2025.

The home of classic car restoration!

Here's what's on offer:

Live restoration work from most car clubs—learn firsthand from the best!

The Restoration Workshop features sessions demonstrating essential restoration skills.

Practical Classics World hosts expert panel discussions for direct tips, and PC Workshop will complete a full restoration over three days.

250+ traders with specialised expertise across the industry.

Connect with 27,000 fellow enthusiasts to learn and share experiences. Remember: use discount code **EMRESTO** for £2 off per ticket when booking online.



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## 2025 Brittany Rally

For those who are interested to join next year's Brittany Rally, you will be pleased to know that it will take place from Friday 11 - Monday 14 July 2025 near Mont St Michel. Please do not hesitate to contact me for further details.

Thank you. Adeline. Email: [adelinedavies171@gmail.com](mailto:adelinedavies171@gmail.com)

*Header image by Chris Bailey*

## Is Citroën on the ropes? (Citroënvie: verbatim)

Citroën the company is pulling back these days. Stellantis revenue is way down and with the closing of the Conservatoire, Citroën nixed funding the balance of Fanny Adam's Terra America Expedition. Her Traction Avant 11B, now stored in Mexico City, is for sale. We just listed it in our Marketplace.

CEO Carlos Tavares has stated that he will not hesitate to axe underperforming brands in the company's portfolio. That's quite a turnaround for Tavares, who has maintained since Stellantis was created in 2021 from the merger of Italian-American automaker Fiat Chrysler and France's PSA that all of its 14 brands including Alfa Romeo, Citroën, Chrysler, Dodge, DS Automobiles, Fiat, Jeep, Lancia, Maserati, Peugeot, Opel and Vauxhall all have a future. With Citroën's current offerings being branded as entry-level/mobility choices — we shall see.... And Citroën just pulled out of the Australian market. It might be best to kill the brand altogether within Stellantis and let devotees celebrate the glorious achievements that once were. .

Imported into Australia by the Inchcape Group, also responsible for Peugeot and Subaru, Citroën has delivered just 87 cars so far this year, (August) fewer than luxury brands selling for ten times that of Citroën such as Ferrari (138), Aston Martin (96), Bentley (123) and Lamborghini (161). David Owen, general manager of Citroën Australia, said that the decision to stop selling cars "was not made lightly".

## Bright headlights (CMA verbatim)

- *Insurers advise that autumn spike in dazzling claims is due to the sun being lower in the sky*
- *Overall increase in glare-related claims attributed to modern LED headlights*

Specialist motor insurance loss adjuster Claims Management & Adjusting (CMA), part of the QuestGates Group, has highlighted a worrying rise in headlight-related cases, including dazzling incidents. Philip Swift, Technical Director at CMA, commented: "Every year, at the start of autumn, there is an increase in glare-related claims – collisions caused by drivers being momentarily blinded by the low sun. Such incidents usually occur in the morning, especially if it has been raining overnight, or just before sunset. Those are the times to be extra vigilant but, if you should find yourself dazzled, the best advice is to slow down and focus on the lane markings.

"That said, dazzling is much more of a year-round issue these days, due to the brightness of modern LED headlights. Traditional halogen headlamps typically produced around 1,000 lumens, whereas the latest LED ones can produce up to 4,000. They emit a whiter light too, rather than the yellow of halogens, which seems to exacerbate the dazzling threat.

"Research by the RAC found that 89% of drivers believe some car headlights are now too bright. In April, the previous government commissioned research into the issue, which we would like to see continue. Like other distraction-related incidents, dazzling can result in serious collisions. Often though, they are relatively minor solo efforts – like scraping a barrier or hitting a big pothole – resulting in little more than inconvenience, embarrassment and the loss of a no-claims bonus.

# 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

### 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:



**Citroën 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](http://www.longstone.com) Tel: 01302 711123  
Email: [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)

### 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](mailto: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](mailto: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

**Wanted:** Wanted for my 1950 Light 15, fuel drain pipe from inlet manifold or just the brass connection. Bernard 07733316941

## MEMBER SERVICES

Classic Citroën Specialist.  
Mark Harding, Devon Tractions  
For servicing, repairs and restorations.  
Contact: [fb.me/DevonTractions](https://www.facebook.com/DevonTractions) or ring  
**Mark on 07973 192 198**

**Traction bodywork and paintwork.**  
**Club member. Hull area.**  
**Steve Thompson 01964 533433**  
[stevethompsonmotors@rocketmail.com](mailto:stevethompsonmotors@rocketmail.com)

# 7C in Formby



Northern member Colin Lea purchased this 7C as an unfinished project in a largely dismantled state, some time ago, and has been ploughing steadily through the reassembly.

He says

*'Getting very close to the finish now. Diaphragm clutch fitted, engine runs ok, just the front wings and headlights to fit and the front bumper.'*

*'I received the confirmation of age certificate from Steve Reed two weeks ago and am now waiting for a reply from DVLA with a new reg'.*



# TOC SHOP

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



TOC Grille badge £20.00



Polo shirts with new logo: various sizes £15.50



TOC Mug, essential for the workbench £6.00



Hi Vis Vest £4.80



TOC Leather Key Fob £8.00



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



TOC Brooch/Lapel Badge £3.99



TOC Umbrella £20.00

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

