



Floating Power

January - February 2025

Official magazine of the Traction Owners Club Limited

Honorary Life Members of the Traction Owners Club

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

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of the Traction Owners Club Limited.**

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Missing Magazine?

Please contact John Oates

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membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the March/April *Floating Power* will be

Sunday 16th February 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Gleaming Traction
under the lights at the NEC
last November.*

Photo by Ian Harvey.



Editor's Epistle

Happy 2025 to you all.

Since, due to print deadlines, I am obliged to write this in early December, I haven't actually had Christmas as yet, so not a lot to say about any events immediately prior to or after the Christmas/ New Year holidays, but I hope that as you all read this, that you have had a good time.

Now, here we go into 2025. For the moment it doesn't seem that the Government has decided to meddle with our hobby, in spite of all the usual shrill calls from some quarters for removal of MOT free status, etc.. So keep your heads down and hope. I believe, incidentally, that there is another survey of the state of the Historic Vehicle industry coming up in early 2025, which will no doubt be geared to emphasise the contribution that we and our related industry make to the national economy, so look out for that and please do participate if called to do so.

In terms of this magazine, you will notice that there are no cars for sale! Unknown in my experience as editor. You will also notice that there is a considerable amount of recycled material. This is due to the absence of much in the way of new stuff coming in, and there is an item elsewhere in the magazine hinting that the only way that this magazine can continue as anything other than a re-run of back copies, is for you, the membership, to contribute articles.

I was interested to see the reaction in parts of the press to the unfortunate accident caused by a ninety one year old lady, resulting in the death of a child and especially to the comments of the Sherriff Principal leading the enquiry, suggesting further testing for elderly drivers 'over seventy five' should be mandatory. So, various organisations have jumped onto the bandwagon, reported as calling for drivers over a certain age to be re-tested, or even having their licenses automatically revoked. However, the Department for Transport (DfT) says there is no evidence that older drivers are more likely to cause an accident and AgeUK says that most older people are safe drivers, and that road safety statistics do not reflect the stereotypical representation of older drivers in the media. As the new leader of the Free World would say (yet again), an element of Fake News here?

Nothing, however, is said about the blatantly hazardous driving often exhibited by younger drivers, especially with regard to aggressive driving, etc. I have an acquaintance who is a Driving Instructor, who advises that the number of eighteen and nineteen year old 'new' drivers who come to him, having had licenses suspended for traffic offences accruing six points or more in the first two years after passing their test, and who are therefore obliged by law to retake their tests, is staggering. Perhaps, on this basis, we should also be considering the uplifting of the age at which a license can be issued, to, say, 21 rather than 17?!

So, will you know when you are unfit to continue driving? Will you rely on your children, for example, to have a word when you have clobbered the gatepost for the fourth time! More likely that you will give up your HV when your shoulders or knees tell you that driving a seventy five year old car without power assistance to either steering or brakes, is no longer much fun. You will then probably turn to a modern box on wheels with all of its functions power assisted and its (extremely distracting and often misleading) warning beeps and buzzes trying to shepherd you safely along....or will you call it a day and use your bus pass? (that's assuming that there are any buses where you live). Probably not!

The recent revision of the rules for renewing licenses after age 70 still largely relies on the drivers' honesty, however. A formal re-test seems off the cards, in no small way because there would not be the resources to facilitate it, and most of the organisations that promote this are, it is said, city facing and seem to forget that depriving the elderly of their cars potentially isolates most of those in the older population who live out in rural areas, together with all of the practical, social and mental health issues that such a move would precipitate. The 'transfer to walking or cycling' that is often quoted as an alternative, seems crackers, given the age groups involved. Personally, I suspect that one of the greatest safety factors in car driving, is that of remembering where you put the b****y keys.

Drive safely,
and have a good 2025.



*Surely you can
remember where
you put them....?*



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Committee

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

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President's Ponderings

Happy New Year.

I must start by saying congratulations and heartfelt thanks to Ian Harvey for masterminding another excellent Classic Car Show stand. This year he brought together an impressive selection of five vehicles, three of which were pre-war Slough models. The oldest, a 1934 Super Modern 12, is one of Hans Dürr's "no-expense-spared" restorations, now in the care of John Gillard. The others were the 1938 "Annells" Coupé and Jonathan Hopper's 1936 Super Modern 12 which was only resurrected this year after being laid up for 30 years. They were accompanied by Mike Macdonald's Light 15 and Mike Wilcock's Swiss Légère.

Despite being situated somewhat off the beaten track at the cold end of Hall 5 (uncomfortably close to the two large doors which had to remain open all day for the "Sporting Bears" rides), the TOC stand received a regular stream of interested visitors. As is often the case, many reminisced about a relative having owned one in the now distant past. On all three show-days the team was kept busy with questions ranging from things highly technical to mere curiosity and Marg and Mike Macdonald must be especially applauded for having (wo)manned the stand for the duration of the event.

The NEC generally sees a line drawn under the year's wider motoring activities but I know a few hardy folk will still be attending events in their cars, especially Christmas lunches but, unfortunately, my own Traction trips are currently curtailed by the damage inflicted on the crankshaft when the hub of the damper/starter-ring assembly failed shortly after Northumberland. The fixing nut is notorious for its propensity to loosen but that was not the problem in this case and it is now clear the failure almost certainly started with a crack in the casting. Subsequently, every one of four second-hand parts considered as possible replacements displayed evidence of similar cracking so there is obviously an inherent weakness. It goes very much against my desire to maintain originality but I am not prepared to



risk another such failure so the offending hardware is currently with a specialist engineering company in an effort to determine a solution which I sincerely hope will definitely outlast me this time.

One of the TOC's prime "raison d'être" is to assist owners requiring parts. As a result, the Spares operation has grown enormously over the last 50 years and we are now at a point of having to review what we currently do and what we should be doing in the future.

The Club has a large investment in used parts and, as a first step, it has become clear we need to ensure those items, especially the rarer "Slough" parts, are better handled to make members fully aware of what is available. Having sourced and stored them, it is important these precious parts are not simply forgotten and even possibly lost - and, equally important, the investment and storage costs need to be recovered. The stock of second-hand items has therefore recently been relocated to a dedicated storage area and will shortly be catalogued separately in order to raise awareness and encourage sales. In the meantime, there are no changes to the way service items and other new parts are supplied but please be aware that Chris and Vanessa will be taking a much-deserved long break between mid-February and mid-March next year. That will impact on the service so do, please, ensure orders are placed in good time to be processed before the shop shuts. In the last issue I lamented the fact that there had been no offers to host the next ICCCR, normally due in 2028. However, in the last few weeks the ACI has received an encouraging missive from the Portuguese delegation. In light of that, I anticipate they will submit a formal "bid" to the ACI Board for consideration at the AGM in early February - and, if so, I shall be very surprised if it is not unanimously accepted by the meeting. Another space to watch.

New Members

Welcome to the Traction Owners Club to the following:

2992	Mr Andrew Rideout	Southampton	Hampshire
2993	Mr Adriaan van der Colf	Windhoek	Namibia
2994	Mr Alan Dearing	Yately	Hampshire



Chairman's Chat

Happy New Year to you all – I hope you enjoyed the Festive period doing whatever you enjoy with or without family and friends!!

It will soon be time to start fettling our beloved Tractions and RWDs ready for the rally season.

On pages 10 and 11 you will find details of our Rally in Malvern in June – rooms are limited so please complete and pay as soon as possible. Thanks to Simon Saint for organising this event. I am looking forward to exploring Malvern and surrounding countryside as it is an area unknown to John & I.

The second hand parts are on the move – as I pen this, early in December, 2 vans loads have already made the journey to Watford and where they will be catalogued ready to sell. Should you need anything in the meantime please email Ian on secretary@traction-owners.co.uk as we may have the part you need. Thank you to Ian, Cleve and Bernie who have undertaken this task. There will be more information in March on how this part of the Spares operation will be administered in the future. Looking forward we need to consider options for the sale of our new parts. Is there anyone out there interested in taking on the Spares Shop - buying and selling new parts to

TOC members? If so please email me or telephone for a chat.

Thank you to Ian and all the volunteers who manned the TOC Stand at the NEC Show in November. I was surprised at how well attended the Show was considering the increased cost for entry and parking. Mike McDonald certainly had a lot of interest in Dave Davies' Traction (ex Kinks guitarist for you younger members). Maybe one day Mike will write an article for FP and tell us more about the car and his conversations with the Davies family.

As you will all be aware postage increased again at the end of 2024. On top of that it is now costing more to produce Floating Power so I am sorry to say it is inevitable that our membership subs will be increasing in March – the figure will be agreed at the Committee meeting in January and be shown on your renewal letter with the next issue of Floating Power in March.

All the best for 2025.

Beu

November at the NEC



The car in the foreground belonged to Dave Davies of the Kinks. Now owned by Mike MacDonald

No Magazine?



Just recently, I have received a number of queries regarding non, or late arrival of Floating Power.

Unfortunately, I am not able to help with this, since the editor has no involvement

with circulation, postage, etc. Generally the magazine should arrive during the first few days of the month in which it is due and just occasionally, appears on your doormat before the end of the preceding month. However, due to the vagaries of the postal system, and the timing of the circulation date, this cannot always be accurately predicted.

So, if your magazine has not turned up, or you want a back issue, you should (as advised on page one of every magazine), contact **John Oates at 01629 582154** or email: membership@traction-owners.co.uk.

Editor

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

T: Andy Burnett: 013398 86290

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

M: 01395 568909

E: kembru@btinternet.com

See section report for coming meetings/events.

Northern, Lakes and Borders

BRYAN PULLAN

T: 07513 362202

E: northern@traction-owners.co.uk

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

North East

GRAHAM HANDLEY

T: 01661 843 493

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

See section report for coming meetings/events.

Peak

BEV & JOHN OATES

T: 01629 582154

E: peak@traction-owners.co.uk

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

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

T: 0775 937 2242

E: midshires@traction-owners.co.uk

See section report for coming meetings/events.

Eastern

JASMIN GAGEN

T: 01284 827 039

E: eastern@traction-owners.co.uk

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

Kent/East Sussex

ADRIAN PHILLIPS

T: 01892 520857

E: adriangphillips@aol.com

See section report for coming meetings/events.

London

ANDREW YORK/PETER SIMPER

E: london@traction-owners.co.uk

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

Avon/Devon/Somerset

GAVIN AND ADELIN

T: 07963 330980

E: ads@traction-owners.co.uk

See section report for coming meetings/events.

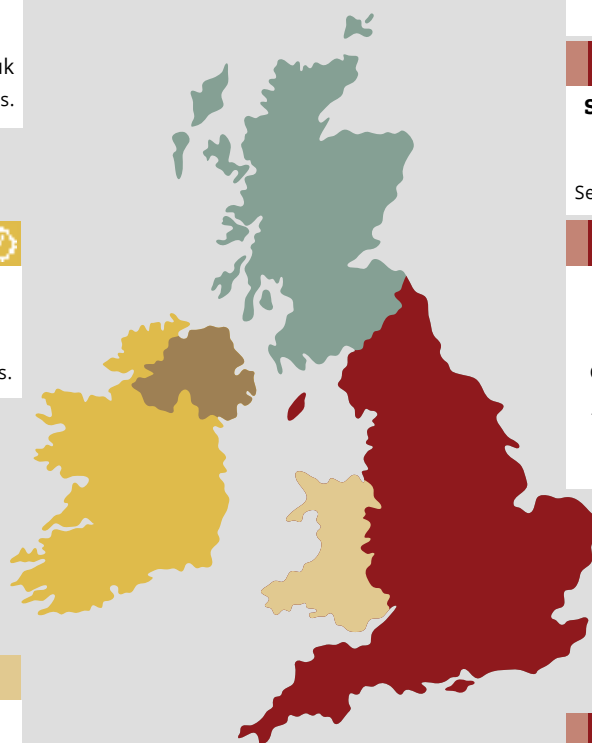
Surrey/Hants/Sussex

JIM GIBSON

T: 07594232602

E: surrey-hants-sussex@traction-owners.co.uk

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

Hi, Folks, not much to report, but this one has also some bits which may be of interest to one of you!

Had a call from an old friend from Liverpool, namely Tony Carrick, who was well known in Traction circles. He has since sold his Traction, but has lots of spare parts for Tractions which he wants rid of!! He has a good bonnet, a grille and lots of mechanical parts too, so if you are looking for a particular part or wish to take all off his hands as a job lot, give him a phone on 0151 722 5465!

Now a very important part, surely made for you!! My wife Sheila and I are now both over 84 years young, and have enjoyed many dozens of tractions since buying the first one in 1957, but age starts catching up!

As you know, I am the North Scotland rep for this area of our club, but I no longer even have a traction, thus not in a good place for this particular position and would like to retire and have someone else take on this small role. It certainly is no great hassle or problem work-wise- how do you fancy taking over from me?? It is a very simple post. You only need to send off a wee bit of news for your area to our editor every couple of months. You are also the person any traction owner staying north of Perth can turn to for help or advice, but in reality, there are not many traction owners in your covered area anyhow! So how about it? Give me a phone and I will help you and set it all up. I await your call!

Oh, just as important - We wish you all a very MERRY CHRISTMAS and a healthy, happy and peaceful HAPPY NEW YEAR, for 2025 and beyond!

Andy Burnett

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

Southern Scotland



Tractionistes,

Apologies for the lack of a report last TOC issue, no excuses but very little to share at the time.

This time however I can report that I have some news of interest.

Local to me an all-round decent bloke, Graham Irwin, has acquired a lovely Slough built Light 15 .

This addition gives Graham a blue car and now a white one and with tongue firmly in cheek he says he just needs a red one to complete the Tricolour!

In jest I mentioned knowledge of an exceptional example albeit maroon rather than red that was sold a few years back by Citroen Guru Roy Bayne.

Roy is a gifted hydraulics engineer and fitted a DS engine and four speed box complete with solenoid actuated gear changes!

Would love to know where that Onze Normale is today.

Graham's car is fitted with a single SU carburettor conversion but the car has an idling problem which we are going to investigate, the distributor looks like the culprit so we'll swap it out with another and see if that improves the rather rough idle.

Scottish weather means tons of salt is already on the roads up here so probably not too many drives for the next few months.

The winter list of jobs to do will keep me busy although the decision to respray the paintwork is still being mulled over, should I just leave well alone and let the character almost shine through?

Anyway, I'll leave you with a couple of snaps of Graham's new car, I'm sure he's bought really well!



Section News



Bonne route,

John White

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

Northern, Lakes and Borders

Not a lot to write, it being a fairly quiet November with weather alternating between hazy sunshine and (more frequently) mist and drizzly rain, not ideal classic motoring weather.

St Catherine's showed a surprisingly high number of participants in November, but although members of the club were present, none elected to use their Traction, largely due to the fact that driving in the rain in a Traction with its joke wipers is no particular pleasure. It is surprising, however, how many are prepared to use their cars in hostile weather conditions, providing that there is no salt around.

Charity Farm, (Wrightington), was attended by two Traction in November, but the Classics at Heskin Hall events have now finished for the year, with their October meeting being the last one for 2024, which is a shame, since

there is bags of room on hardstanding and a reasonable café and other facilities. Rumour has it that there is a restart in 2025 possibly in February or March, but the website has nothing showing as yet. Charity Farm appears to be continuing in slightly reduced format to suit available hard standing areas (as opposed to the field) and we understand, will be hosting a meeting on January 1st.

Summer memories



I will report on that, plus any other events over the holiday period, in the March/ April magazine.

Lakeland Classic Car Club continues meeting on the first Saturday of the month throughout winter, (all comers welcome) plus their usual Boxing Day meet, all at the Lakeland Car Museum at Backbarrow near Newby Bridge in Cumbria.

Few if any other regular venues are publicising meets in 2025 as yet, but since copy date is December 8th, I am afraid that is all that I can do for the moment.

Hope that you all have a good Christmas and New Year and see you all in 2025.

Bryan Pullan

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

Surrey/Hants/Sussex



37 fellow Citroenists from TOC, CCC and 2CVGB sat down to our section Christmas lunch on 1st December at our new first Sunday venue, The Barley Mow, Winchfield.

A great variety of Christmas hats and jumpers were worn as you can see from the picture! I thanked our members for making the effort to attend our various events during the year and supporting our car displays too!

We enjoyed a free raffle kindly sponsored by Stephen Bennett, one of our local 2cv owners.

Here's wishing you all a Happy Healthy and prosperous New Year!

Jim Gibson

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

Eastern



Regular Met Ups

1st Jan: Queens Head Hawkedon a Smorgasbord of cars visit the 'Queens' to kick the year off all welcome.

14th Jan: The Compasses Little Green Essex

4th Feb: The Angel Inn Larling Norfolk

25th Feb: The Compasses Little Green Essex

22nd March: The Eastern Section of CCC AGM. TOC members very welcome as we enjoy our Regular Meet Ups together. Sunday Roast venue tbc. Jasmin Gagen.

Dear Bryan, I thought I might add a small footnote to the Eastern Section. I bought this on eBay, a bit of a gamble but not quite as sad as it looks. It came from a garage near Brighton where it had been stored for many years, someone had done quite a bit of welding so that it now only needs the door bottoms and the wings repairing ..It looks as if it came off the road with a broken pinion as the gearbox is dismantled but came with a replacement CWP. The seats are usable but the front seat bases have amazing woodworm, it is just as well that there is no other wood in a Traction.



Regards Nick Sieveking (Mmm, very brave, Editor)

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

South West



It has been a fairly quiet year for Traction owners down here in Devon and Cornwall although there were 3 cars representing the TOC at Chanters Carnival Classics, a fund raising event for the annual Tar Barrels festival at Ottery St. Mary.

I have a list of 21 Traction owners scattered the length and breadth of the two counties and I've only ever met 8 of them! In order to breathe a bit of life into the SW section, I shall contact everyone on the list early in the New Year with a view to a lunchtime gathering at a reasonably central location where we can get to know each other and our cars.

Walford Bruen

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



Traction Owners Club National Rally 2025

Annual Rally 2025 Friday 20th to Sunday 22nd May

**Based at The Abbey Hotel
in Great Malvern**

Our Rally will be held on Friday 20th to Sunday 22nd May at The Abbey Hotel in Great Malvern.

For those arriving early on the Friday we are hoping to arrange a tour of the Morgan car factory at midday. Please mark on your application form if you think you would be interested in this.

On the Saturday we will be touring scenic routes visiting places of interest including a cider producing farm. Sunday morning will allow you time to visit Great Malvern and finishing with a BBQ at a local TOC member's property.

Your rally fee will cover the rally road books, plaques and entertainment on the Saturday evening.

Accommodation

Please note we have reserved a number of rooms at the Hotel so it will be "first come, first served" and could include additional fees if you are unable to have the room of your choice. Please look at the Hotel website for more details of the rooms on offer.

Prices include bed and breakfast plus dinner on both evenings, Friday and Saturday, in a private suite.

If you wish to stay in the Hotel on the Thursday or Sunday rooms can be booked direct with the Abbey Hotel at £95 per room including breakfast.

Pets

Well behaved dogs and small caged animals can stay in your room for £20 per night and covers up to 2 dogs/pets per room. They are not allowed in food service areas and no bedding is provided.

Non-Residents

If you plan to camp or stay elsewhere you may attend the dinners on Friday and Saturday evening at the Hotel. The cost will be £35 per person per meal.

Conditions of Entry

All vehicles must be covered by at least third-party Insurance and be road legal.

Vehicles must not be driven or left in charge of any person who does not hold a current licence that permits them to drive in the UK.

The TOC cannot accept any responsibility for members' vehicles

The TOC reserves the right to change arrangements at short notice in the event of unforeseen circumstances.

Please note The Abbey Hotel does not have CCTV and takes no responsibility for cars parked in their car park.

Please send application forms to Simon Saint

Email:- janeandsimonsaint@hotmail.com

Post:- **Snigs End, Danes Green, Claines, Worcester, WR3 7RU**

Any questions feel free to contact me (Simon) – **07732 032044**



Driver's Name _____

Passenger Names _____

Address _____

_____ Post Code _____

Phone: _____ Email _____

Vehicle Details: Model _____ Year _____ Registration _____



2 nights Friday to Sunday		No. required	Cost
Standard Double	£450		
Standard Twin	£450		
Elgar King Room	£490		
Single	£225		
Double room with single occupant	£255		
Pets	£40		
Meals only	£35 per meal		
Rally Fee per car	£60		
TOTAL			

2 nights includes breakfast and evening meals plus use of a Private Suite.

Have you any dietary requirements or specific room requirements?

Please tick if interested in the Morgan factory visit on Friday ☐

Deposit of £100 per person required with this application to secure rooms at The Abbey Hotel.
The rest is payable by the end of April – or pay full amount now please.

Bacs transfer preferred to "The Traction Owners Club Ltd"

Sort Code 20-20-62 Account 40617679. Reference Rally 2025.

Payment can also be made by PayPal or cheque.

Amount paid - _____

I have read and agreed to the conditions of this Rally.

Signature _____

Date _____



Traction Courses 2025



Positive feedback to my manual, the translation of the latest version of my German book by the Swedish Traction Club and many requests motivate me to continue offering repair and maintenance courses at various levels in 2025.

A 3-days "Basic" course will be conducted in English, provided there will be at least 2 participants. In the "Basic" course, participants will learn everything they need to know in theory and practice regarding the functions and the operations of a Traction, including how to carry out simple maintenance work. Participation with your own Traction is possible but no "must".

A report of a participant of the 2013's English course was printed in the magazine of the CCOCA.

Another article appeared 2017 in FLOATING POWER Volume 41, issue 6. The PDF's are available on request by sending a mail to eberlid@swissonline.ch.

See a report in German from a course from 2022 <https://tractionavant.ch/erlebnisse-2022> or earlier by the link https://tractionavant.club/db/Archiv_abfrage.php by entering "Kurs" in the field "Stichwort".

The "Basic Maintenance and Repair Course for Tractionists in English" will take place from Monday 24 to Wednesday March 26 2025 with the following main focuses:



- The basics of a combustion engine including carburettor, ignition, clutch, gearbox and brakes
- Details of the functions and the peculiarities of the different components in the Traction
- Recognize malfunctions, causes and consequences thereof
- Carry out simple maintenance tasks like ignition and valve setting and know the important points for regular care and maintenance
- Learn about the importance of a correct maintenance and repair of the brakes to prevent damage
- Prevent excessive wear when driving, changing gears and braking
- Further topics: Tools, electrics, body work, improving safety and comfort of your Traction
- Ownership is not required: You may get advice for buying a Traction

A social evening will take place on one of the evenings in a local wine cellar (optional).

Course costs: CHF 400.- (book, food, drinks and accommodation not included)

Minimum number of participants: 2 Maximum number of participants: 6



The course is accompanied by my manual "Citroën Traction Avant 11 and 15 CV for beginners", English edition 2012 which is highly recommended even if perhaps you don't participate in a course.

See: <http://www.oldtimer-taxi.ch/RepbrochureE/RepbrochureE.php>

In 2025, the "Advanced Courses" are treating the following topics:

- "Brakes" (change of an 11CV to silicone fluid)
- "Engine change on an 4-cylinder Traction"

In addition to the above mentioned two days advanced courses there will be the following topics on one day depending on the demand:

- "Car electrics for 'domestic' use"
- "Settings on engine, clutch, gear box linkage"
- "Installation of additional instruments and an electric fan"

(oil pressure and/or water temperature)

If you are interested in one of topics and you do understand some German, please get in contact with me for the details.

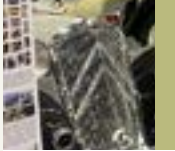
If you are able to motivate a group to participate in one of the advanced courses, but prefer to follow in English, either in Switzerland or in any other country, please contact me to negotiate terms, dates and details.

Considering the relatively long journey to Switzerland, it would be advisable to combine the course with a vacation in Switzerland and get to know the area - for example the Rhine Falls. Rooms in Benken ZH will be available in our lovely B&B www.bnb-chellhof.ch or in the local Guesthouse Baumgarten <http://baumgarten-benken.ch/>.

Please don't hesitate to contact me regarding further information, to inscribe for one of the courses and to organize accommodation for you or to order the book.

Daniel Eberli, Im Chellhof 3, CH-8463 Benken ZH, Switzerland /Fax +41 52 319 25 17

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2024 Lancaster National Classic Car Show - Ian Harvey's report.



This year I had decided I wouldn't be on hand to organise and man the stand for the three days of the show, but would design it, deal with the administration, set up the display and take it down again. The theme this year was "Hall of Fame", so it occurred to me to try and get famous cars or cars that belonged to famous people. With **Chris Bailey's** help, we settled on **Mike McDonald's** Light 15 which had belonged to **Dave Davies** of the Kinks some 50 years ago, a very early 1934 Slough-built Super Modern Twelve, owned by **John Gillard** in superb condition and **Jonathan Hopper's** slightly newer Super Modern Twelve which was being restored by **Barry** and **Peter Annalls** and was driven by them to the 90th anniversary celebrations at the Circuit de Charade in the Auvergne near Clermont-Ferrand in May this year. The ex-**Fred Annalls**, ex-**Barry Annalls** faux-cabriolet ENE442, now owned by **Tim Dodds-Wilson** had already been granted a space on the stand and Tim had arranged for a red carpet and gold pillars to show this famous car off in style.

We had enough space for a fifth car and with a modicum of creative research, it became apparent that **Mike Wilcock's** dark green and black Legere, which he had bought in Zurich, may have been first owned by a celebrated Swiss architect, **Bruno Giacometti**, brother of the even more famous sculptor, **Albert Giacometti**. Furthermore, Mike had just completed swapping gearboxes and refurbishing the brakes and so the car was fully functioning and looking splendid.

The backdrop display graphics comprised mainly of Traction-related photographs and a short biography of **André Citroën**. Additionally, I commissioned Citroën fanatic, **Clare Howarth**, to produce two stand-alone retractable banners highlighting details of the cars and owners in our particular "Hall of Fame".

On the Thursday before the show opened, **Bernie Shaw** and I took the display panels, graphics and furniture up to Birmingham in The **Chevronics** Centre's van, kindly loaned to us by **Rob Moss** and we had the backdrop display erected by midday when the cars started arriving. The TOC stand was adjacent to the Citroën Car Club stand and in front of the specials and we were able to gain a few extra square metres from both of these stands which allowed us to provide a little extra space between the cars. **Mike McDonald** had very kindly taken on the mantle of looking after the stand for the duration of the show and he and **Marg** stayed locally and facilitated the access of the small army of volunteers who had offered to help on the stand and greet the visitors.

2024 Lancaster National Classic Car Show

I returned on Sunday afternoon which allowed Mike to have a look around the rest of the show and at 17.00 we were able to strike the display and load it all back into the **Chevronics** van for an 18.00 get-away. The TOC stand this year seemed to have been well received by all who visited it, both TOC members and the public at large, but we shall have to see if this is reflected in any new members. However, this had been a particularly economic show for the Club as the only expenses incurred have been fuel to get the cars and the display there and back, the two stand-alone banners and some photograph printing.

It had been the 40th National Classic Car Show at the NEC which coincided nicely with the 90th anniversary of the Traction Avant, truly a worthy contender in any motoring "Hall of Fame".

Ian Harvey

GALLERY 1





GALLERY 2

Various views of the TOC stand. Mike MacDonald (above) in orange jacket.





Winter Storage

Many of you in the UK and northern climes generally, take your cars off the road during winter in order to avoid the attentions of salt, rain, snow, etc. I personally prefer to keep the car usable. There are many days in the average UK winter when the sun shines and the roads are dry, even if it is quite cold, and the car will benefit from use. On my own car, if I suspect that the car won't be used for several weeks, I wedge down the clutch pedal, disconnect the battery and put it on charge. When the weather perks up for a couple of days or something like a New Year's Day car meet pops up, then it takes only a few minutes to get the car ready to use again.

Machinery as a rule, likes to be used, to avoid niggling problems, but if your preference is not to drive your car over the winter, then just locking it in the garage and forgetting it for several months is inadvisable. Here are some tips for a hopefully painless winter hibernation.

Initially: Anything that is starting to rust or is sticking, will not improve over winter, so fix it before putting the car away.

Storage site: Ideally in a dry, well ventilated (or heated) garage, albeit a car port is a reasonable substitute, providing that it is not too exposed, since it allows air circulation whilst keeping off the worst of any precipitation. If you have a garage, then you can also invest in a dehumidifier if you have power. The car needs to be clean and dry above and below, with any mud deposits removed from wings etc.

If you are feeling affluent and have the space then something like a carcoon can be used which seals the car into a ventilated and conditioned bubble within your garage. You will need a power source if you are going this far. Outdoor ones are also available. Costs are around £800.

Slightly lower tech are the 'bags' that can be bought, which are essentially a sealed waterproof bag into which you drive your car, with dehumidifying canisters inside them and which aim to provide a controlled environment, whilst theoretically removing the need for a garage, etc. The car has to be dry and clean before putting inside. It sounds credible, but my trial of one a few years ago revealed it not to be very effective.

I am not a fan of dust sheets on cars stored inside, they can accumulate damp from the atmosphere in an unheated environment.



If you have neither garage nor carport, a car cover can be used. A word of caution here, is that car covers need to be removed every few weeks to allow any moisture that has gathered, to dry out. Covers advertised as breathable are generally only 95% waterproof and in extreme downpour conditions the car will get wet, although it should dry out quickly through the pores in the material when the rain stops. Halfords and possibly others, have recently introduced a hybrid range which has breathable sides, and a solid pvc roof/bonnet/boot surface with a fleece lining. It has vents that approximate to windscreen and rear window positions and is probably more effective in storm conditions, but again, needs removal at regular intervals when the weather permits in order to allow a proper drying out. It is important to park the car on a hard, drained surface for maximum benefit.

Keeping the car under an impervious damp cover without taking any such precautions can lead to microblistering on a resprayed surface. PVC car covers are not recommended, because they will generate condensation which will then be trapped against the bodywork and they may abrade the paint finish in windy weather. Special covers can be bought for environments where a car may be covered with heavy snow for extended periods.

Engine: An oil change prior to winterising is a good plan. Then disconnect the ignition lead at the coil and spin the engine on the starter until some oil pressure shows. Don't actually start it up now or at any other time during the lay-up period, without driving it for a distance, since all that you are doing is introducing water into the exhaust system which will not have chance to dry out and will eventually rot out your silencer.



Clutch: Condensation within the bellhousing may arise during spells when a very cold period is followed by a warmer snap and this may generate surface rust on the flywheel, that grabs and holds the clutch plate, making the clutch impossible to release and necessitating more drastic measures to free it off again when the car is next used. A small regular drip from the water pump may also have a similar effect. Hold the clutch pedal all the way down with a piece of timber wedged against the cross member, for the duration. Citroën were aware of this issue and some Slough models had a hinged hook built into the floor that could be engaged with the pedal to hold it down. If your car still has it, then do use it.

Battery: Make sure that it is charged up and either disconnect or remove it. You can use a maintenance charger to keep it in decent condition, ideally.

Cooling system: You should be running with a suitable antifreeze mixture summer and winter, since this will also provide a degree of corrosion resistance. Use a product suitable for classic cars since many modern long life antifreeze mixes are not appropriate and may attack certain materials in an older car's cooling system. If your antifreeze is more than two years old then it may need changing. Consult the manufacturer's recommendations for guidance. There are devices on the market, usually a form of hydrometer and quite reasonably priced, that will check the effectiveness of the anti freeze mix in your radiator by measuring its specific gravity.

Fuel: Modern fuel does not keep and will both degrade and absorb water. There is a school of thought that says filling the tank to the top excludes moisture laden air and reduces the chances of moisture absorption. There are also products available from suppliers such as Frosts, which claim to prevent degradation and will also inhibit corrosion and are added to the fuel left in your tank when stored. An alternative is to drain the system completely, of course.

Grease: Grease everything!

Interior: Some form of dehumidification is desirable, if only to prevent the musty smell that can arise after a damp winter. There are various products that can achieve this, often in the form of sacks or canisters of absorbent material which can, when saturated, be revived by a spell in the oven, on a radiator or in the microwave. Cat litter in an old sock is also effective, although the contents of the sock will have to be thrown away when excessively damp. If the garage

is in a conditioned environment, or is extremely well ventilated and dry, then cracking car windows open is okay, but since most of us in the UK live in a damp environment, then going down the closed window/dehumidifying sacks route is probably a more practical route to follow, since it also keeps the mice out!

Bodywork: Clean and wax polish, having touched up any dings or scratches that penetrate to the primer. Dirt absorbs moisture, so wash down the underside as well and allow to dry off. This is also a good point at which to touch up whatever underbody protection you prefer to use. You could also consider putting some kind of preservative such as waxoil, brushed onto chrome work. At least give it a good coat of wax polish.

Tyres: Pump up to 10-15% more than normal to avoid flat spotting, or roll the car back and forward at intervals if space permits, to prevent tyres 'setting' in one position. Chock wheels and leave the handbrake off.

You can also buy double wheel chocks that purport to preserve tyre shape over prolonged storage, or you could jack up the car and support it on axle stands.

Brakes: Pump the pedal at intervals during storage to hopefully prevent any of the cylinders sticking. Bear in mind that Dot 4 is water absorbing and particularly without any heating up of the system to dry it out, may absorb excess moisture. Re-commissioning in Spring might necessitate a fluid change, especially if the fluid is more than a couple of years old. There are test kits available which will give an idea of how much water content is in the fluid. As noted elsewhere, leave the handbrake off.



Obviously, the more steps that you take, then the longer you will have to spend recommissioning your car in the Spring, so don't forget to correct tyre pressures and throw away the old cat litter before you hit the road again when the sun reappears. If your car has been left for several months without use, it is also worth spinning the engine (with the ignition feed disconnected) on the starter again until pressure shows, before plugging the HT lead back in and doing a live start. This will hopefully also prime the carburettor.

Compilation from various sources.



Type A in the Lake District

A Citroën Type A 10CV from 1921 at the Lakeland Motor Museum in the Lake District, photographed by the author back in 2020.

On June 4, 1919, André Citroën presented the Type A 10 HP on the Champs-Élysées in Paris for the first time in public. Thanks to a basic price of just 7,950 francs, he soon had plenty of orders in his hands. Under the bonnet sat a 1.3-liter four-cylinder engine made of aluminium, which developed 18 hp at 2,100 rpm. A topspeed of 65 kph (40 mph) was possible, while the average fuel consumption was 7.5 liters per 100 kilometers. The designation of the Type A 10 HP refers to the French tax classes, after which 10 of the 18 horsepowers had to be taxed.

In addition to the Torpédo body often associated with this model, Citroën also offered ex works an open City Coupé, a closed Doctor Coupé, a taxi version and a flatbed with a payload of 300 kilograms. Added to this were delivery vans and ambulances. As early as 1921, a successor model was presented with the B2. Until the production changed to this, Citroën had produced 24,093 copies of the Type A 10 HP.

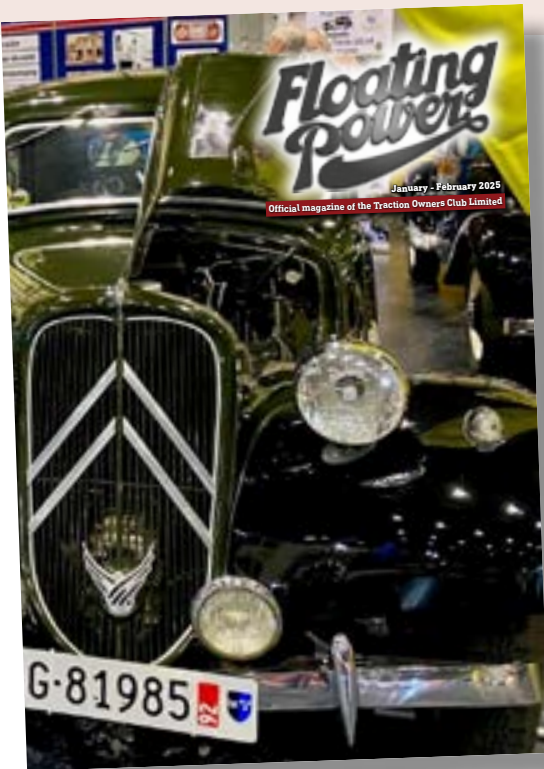
The vehicle photographed, is a nicely restored example, although it is not clear whether this is in full working order as such. Being on jacks to prevent the tyres flat spotting suggests not, or at least that it is some time since it was moved. Thus is often the fate of vehicles maintained solely as museum exhibits.

It has a rear door and seats in the woody type body, suggesting a Camionette, rather than a Boulangerier out and out delivery van, which would have had a fixed roof.

Bryan Pullan



Writing for FP



The lifeblood of any magazine and especially a club magazine, is new content, and any club magazine relies heavily on its membership for the production of said new material. We are lucky in that we have a small core of contributors who regularly come up with something interesting, but there is always room for new articles from new authors. I am aware that in the more distant past there became a reluctance to commit, in particular technical stuff, since there seemed to be a small cadre of 'experts' who would attempt to tear to shreds any opinion that wasn't their own. Those days have gone. We like an opinion, but not an abusive one.

The general drill is that I receive articles, etc. in basic Word format, plus supporting images (if any) in .jpeg format, either already inserted or separately if too large to be emailed within the document. I then review these for spelling, punctuation etc. I occasionally edit things down if they are, for example, repetitive and sometimes, but very rarely, if it strays into some forbidden territory (eg: racism, sexism, or general abuse, etc.) The final thing is then forwarded on deadline day to the publisher's designer, who inserts them into a planned sequence, using a set of agreed page templates. After this has been batted backwards and forwards a few times, and is finally proof read by Bev for all of the bits that my weary eyes have failed to see, it becomes a signed off draft and goes away for printing. This is why we have a deadline for copy, always printed at the bottom of page 1, to give time for the design process before the printer gets the draft to turn into a magazine. If we miss the window for printing, then the magazine can be delayed.

It doesn't really matter what your particular interest is relating to your Traction or RWD's. It might be about where you have driven to, what you have done to your car, repairs, modifications or maybe an item about the world of classics generally, especially the impact of legislation, market trends, spares availability, etc. Have you had power steering fitted, or a brake servo? Or has there been some irritating fault that you have laboured long and hard to correct? Have you had a particularly good or bad experience over some aspect of Traction ownership. Sing the praises of a specialist (or non specialist for that matter) who has given exceptional service. Some subjects are notably absent from the magazine. We have received very little during my editorship, for example, on bodywork repairs, whether they be dents and bumps, or rust repairs. Very little either on rust prevention and experiences with different proofing treatments, whether self or professionally applied.

Hopefully this will trigger a few ideas and some of you will come forward. Ideally submissions should be in Word, no fancy columns, etc, just simple pages of text attached to an email will suffice. If accompanied by images, and if these are large files, you should probably send these separately. Be careful to make sure that you are not infringing copywrite if the images are not your own. Not everything on the web is freely usable by third parties, and a lot of photos are owned by the likes of Alamy who will expect a royalty. If you are reproducing something verbatim from a website or a magazine, then it is generally wise (and good manners) to approach the author for their permission to quote them. In my experience, providing a credit is given, refusal is very rare. **We will assume that you have taken steps with any material that is not original, to secure the originator's permission and will not be responsible for consequences if someone later takes umbrage at unauthorised use of their own material.**

Please don't attempt a thousand plus words purely on an email. Transferring it into Word for the publisher's designer, is often a nightmare with regard to formatting. I can't really cope with handwritten submissions either, other than short letters. My copy typing skills are okay, but slow. So, please, a simple Word document, as an attachment to an email, plus any images, either via a link to an online photo resource, or as separate attachments if very large. Photographs taken with a smartphone of pictures or diagrams in newspapers or magazines tend to be poor resolution and not very clear. Better to use a scanner, if you have one.

So there, what is stopping you? Have a go.

Editor



Here are a few relevant extracts (verbatim) from the latest newsletter, which you may find interesting. The full newsletter/magazine may be found on the FBHVC website.

DVLA – Ian Edmunds

As I wrote my words for the last edition of Historic, I noted that the Federation had just received notification of a revised date for the Historic Vehicle User Group (HVUG) meeting that had been postponed from late June due to the election. This meeting duly took place in September and although there is so far little concrete news to report we continue to be encouraged by what DVLA are telling us.

The meeting was informed of one very interesting statistic concerning the Call for Evidence (CfE). DVLA received around 1,400 responses which is an unprecedentedly high number. They told us that the previous CfE they issued, concerning driving licenses, had only received around 50 responses. It was explained to them that some of the 1,400 responses were themselves the distillate of thousands of individual opinions so, even if they didn't before, DVLA now understand that the historic vehicle community comprises a large number of individuals who are very passionate about their hobby and in some cases their business.

One very encouraging piece of information was that the change of Government has had no effect on activities within DVLA to review the registration process for historic vehicles (amongst others). The CfE was a part of this long-running process which actually started some time ago. Although nearing completion, this review is still ongoing. When completed it will require the approval of the DVLA hierarchy before the proposals can be disclosed. Once this approval process is complete DVLA will share the conclusions with the HVUG, either in a scheduled meeting or, if necessary, in an extraordinary meeting.

Once all parties are agreed, the new procedures will be shared more widely and FBHVC will bring you this news at the earliest opportunity. I am also very happy



to report that via DVLA Corporate Services Manager Dudley Ashford we are beginning to re-establish the useful and constructive relationship with the Agency that we had up to a few years ago. Amongst other things this enables me to seek resolution of individual cases where a club or an owner has reached an impasse with DVLA. The Terms of Reference for the HVUG specifically exclude discussion of individual cases in the group for reasons of privacy and data protection. For the same reasons I will only refer to general principles rather than a specific vehicle or club in this column. In this context I must emphasise that DVLA do have certain obligations and restraints on what they are able to do and that such individual resolutions may not always be what the vehicle owner was hoping for.

I will close for this edition on a somewhat different topic. Recent correspondence has suggested that there may be a degree of misunderstanding with regard to the DVLA online Vehicle Enquiry Service (VES). This was instigated after the demise of the tax disc, primarily to provide a check on whether a vehicle is currently licensed and, in some cases, the MoT status. As the name implies, the intention is to provide limited information about a vehicle. Unfortunately, it is not an exhaustive means of checking on a registration number. For example, vehicles which have been inactive, i.e. not licensed, for a period, are archived to a file that VES does not access, and numbers held on retention will also not appear on VES.

BUDGET (Summary)

The budget brought no significant changes to the historic vehicle world and the nil VED concession for vehicles registered in the historic tax class rolls forward for another year. It is noted that Road Pricing was not mentioned at all and some further comments on this topic are offered together with a reminder of a longer article in Edition 3/2022 of what was then titled Federation News.

NEC SHOW (Summary)

The Federation Village proves most successful yet as FBHVC Chairman inducted into Classic Motor Show 'Hall of Fame' The Federation Village at the Classic Motor Show, NEC, Birmingham, hosted 20 vehicles, including mopeds, motorcycles, cars, a bus, lorry, and a 25lb field gun, thanks to our stand partners. Just before the show opened at 10am on Friday 8 November, the stand teams were gathered together.

A surprise presentation was made to FBHVC Chairman David Whale, who was inducted into the Classic Motor Show's inaugural 'Hall of Fame' as Industry Ambassador. This award "honours an individual who campaigns for the owners as well as the industry and strives to secure the future of classic motoring". Mike Brewer was announced as Community Ambassador which 'Praises a person who represents the classic car community, who brings new people into the hobby and gives their support to clubs and organisations.' The presentation was made by Show Director Lee Masters .

Road Pricing and the Budget - Lindsay Irving

Should we be grateful for small mercies? There were some fairly pessimistic predictions for the petrol/diesel motorist before the latest budget. On the whole not all of these have come to pass. Our

principal focus has been to ensure that the zero rate VED remains untouched for vehicles in the historic vehicle class and that is indeed the case. A further benefit is that the now lengthy freeze on fuel duty also remains. This should be contrasted with fairly eye watering increases in other motoring related taxes partly driven by Treasury need for more money and partly driven by the need to incentivise EVs. Thus, while EVs will for the first time become subject to VED at the standard rate next year (with a £10 charge in year one), there are large increases for ICE vehicles emitting more than 75g/km CO₂, and particularly in first year road tax. For luxury cars emitting more than 255g/km, first-year road tax rate doubles from £2,745 to £5,490.

Depending on your perspective, Road Pricing did not feature in the Budget at all. The Chancellor did not accede to the urging of various "Think Tanks" nor the Chair of the National Infrastructure Commission. Their belief is that the concept is inevitable as the numbers of ICE vehicles decline along with the fuel tax they pay and the numbers of EVs (who don't pay) rise. They spice up their vision by making the assumption that the Treasury would see the justice in road pricing replacing fuel duty and VED entirely. They are reported as seeing "politics" as the only bar as they see the economic case as unanswerable. The problem is that as in 2007 when the concept was rejected in a petition signed by 1.8 million, the general public do not believe that the Treasury would scrap fuel duty and VED, and that road pricing would be on top.

In the absence of any current enthusiasm on the part of government, it is hard for us to construct any arguments about the status of HV exemptions in relation to road pricing, but we are hopeful a case could be made. Let us see where this one goes if the government remains short of funds and the enthusiasm of the private motorist for EVs remains attenuated. For a full and, if I might say, impressive exposition of this topic, can I refer you to Edition 3/2022.



Your Letters

Thank You

Dear Bryan

Thank you for the excellent work that you do in producing FP. It is greatly appreciated by me - and doubtless others - and I look forward to its arrival six times a year. I noted the tone of desperation or was it disappointment about the lack of TOC members booking for the NEC Classic Car show. I looked at the code I used when I booked in the week before the show and saw that it was from the MG Car Club and not our TOC one. With hindsight I should have used to one from our much smaller (but perfectly formed!) club by way of support. I had no idea that the organisers took any notice of who used which code, so am duly admonished and will be sure to use our TOC code on future occasions. Having said that, I was given a very warm welcome on the TOC stand and have a good conversation with Bernie Shaw and others who had given their time. I posed a question about the plug on the front of the exhaust manifold of my 1954 Slough built Light 15. Bernie thought might be a sort of heat exchanger and looks as if it has been peened over at the top, possibly when its original use was ended. It has been tapped into the manifold at the place where there is a flat circular spot. I have taken the wise advice not to remove it! If any member knows what this might have been for, perhaps a period accessory, I would be interested. The car was originally registered in Ayr, so it is possible that some device for running in cold weather might be the answer. If anyone has the definitive answer, I would be pleased to know.

One final and gentle though on the last sentence in your editorial: I am not convinced that the pages of FP are the right place to air political opinions except, perhaps, in matters relating to classic car motoring.

All best wishes - and thanks again

Michael (Johnson)

Thanks for this Michael. My comments about the NEC attendance were certainly not desperation, but more of a heads up that out of Circa 600 members, only nine had, at that time, signed up, although, as you say, since many of us own various different makes of car, then that does not necessarily reflect the actual number of members who attended. Latest information from the organisers gives a final total of 24 registered, plus the volunteers who manned the stand, who would presumably not have entered via the discount code. You will have noticed that there is a certain despondency on the Committee at the low level of member involvement within the club, and I felt that maybe this is yet another manifestation of this. Having said that, I can also understand the reluctance of members to attend. The show, although quite a spectacle, really can't be 'done' thoroughly in a day, needs substantial stamina, and also represents a significant cost, one way or the other, when travel, a possible overnight stay, meals etc. are factored in as well.

Your Slough manifold is a bit of a puzzle. There is a boss on the standard manifold at that point which appears to have been drilled to receive some kind of union and the only thing that I can think of that would use such a connection would be an EGT Gauge (Exhaust Gas Temperature). This is more likely to be found perhaps in a heavy diesel vehicle with a turbo, or possibly a light aircraft. Your air filter, incidentally, looks like the one that came with my own car (but mine was minus the flexible connectors and was disconnected, the carburettor having a standard 'pancake' type filter fitted.) which was, it seems, an oil bath type fitted to cars in a dusty environment, in my car's case South Africa. Whether this and the possible EGT connection is a clue, I am not sure. An EGT on a road car, particularly of this vintage, seems superfluous unless perhaps it is operating in some particularly challenging environment. Have any other members any ideas?

As regards your final comment, I don't disagree, but it was in the context of possible adverse Government interference in our own areas of interest and my final sentence (apart from the one wishing everyone a Happy New Year), was based on fact rather than my own opinion, if the various polls, protests and latest petitions for a new election are to be believed. Happily, the government have not at this stage interfered with our hobby

Fame at last!

Hi all,

You may remember in the summer that Bangers & Cash were going to do a restoration of a DS and wanted someone to do a precursor chat on their Traction. Our Nick Hopkinson volunteered to do it. Well this programme was scheduled to be aired (last) November.

The new series starts on Thursday 14th November 2024 at 8pm on the U&Yesterday, Channel 27 on Freeview.

Regards

Graham Handley

Sorry, this turned up just too late for the November/December edition. No doubt this will crop up again in the numerous repeats that come up on Freeview, and I understand that you can also stream all of the previous Bangers and Cash programmes on the 'U' TV channel. I did catch the relevant episode, the mention of the Traction was relatively brief. I wasn't sure why they had so extensively dismantled what appeared to be a perfectly good DS, only needing a service!
Editor

Citroën Traction Avant for Beginners

Hello Citroën Traction friends

I am the author of the book "Citroën Traction Avant for Beginners" in English respectively "Citroën Traction Avant für Anfänger und Fortgeschrittene" in German, Dutch and Swedish. <https://www.oldtimer-taxi.ch/RepbrochureE/RepbrochureE.php>

Since many years I am offering courses for Traction owners, in English as well as in German. The next courses will be in spring 2025.

The page on the website of the Swiss Traction Club CTAC should be available soon: https://tractionavant.ch/reparaturkurse_2025

Elsewhere in the magazine, you'll find the invitation to the Traction courses next Spring, especially for the Basic Course in English.

May be you or some of your friends are interested in the course – perhaps in connection with holidays in Switzerland. If you would like to get more information please don't hesitate to contact me.

Best regards

Daniel

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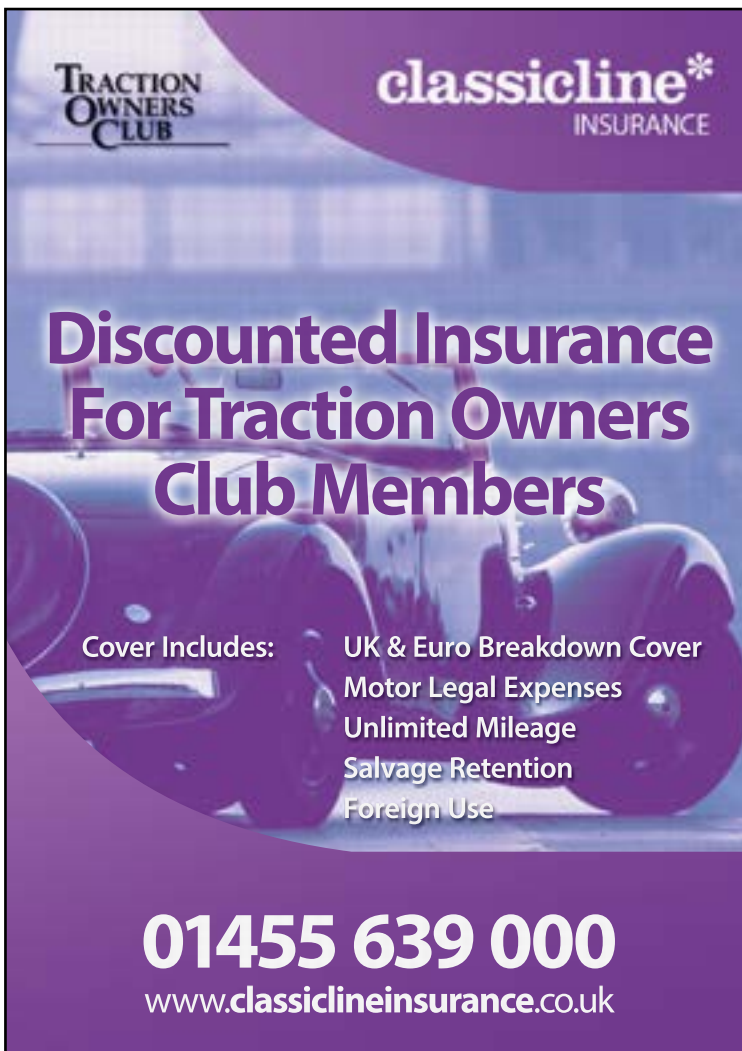
NZ Tractions?

Dear Editor,

I was interested to see your words about the withdrawal of Citroen from the Australian market. I wondered if this also applied to New Zealand, but was gratified to see that it doesn't. But it reminded me of an incident earlier in the year, when the weather was good enough to exhibit my Light 15 at a local steam fair. One lady I got chatting to, a New Zealand resident, told me that in her youth she had travelled frequently in her aunt's Light 15. Apparently, the dealer would not sell her aunt the car until she had taken a personal driving test with him, to ensure she met the exacting standards befitting a Citroen driver. She told me that in later years Mad Max had warehouses stacked with vintage Citroens which he refused to sell. It was said that his town of Manaia had more Tractions per head than Paris. His name, Mad Max McKay, may be familiar to some of your readers, as he must surely have been the most dedicated Traction enthusiast ever. For a well-written article, and some nice photos, Google Search "the waymate garage legend", or if you have the patience, follow this link: www.nuancierds.fr/DT%20Australia%20waymate.htm

Now I wonder what happened to all those Tractions?

John Joyes



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Bailey's Banter

An uneventful month for my Normale – but not a restful one though. For DS-related reason, with which I shall not bore you, my Traction continues to be the car of choice to get me around.

It's a simple car and, as we motor into the grimness of winter, I have cause to reflect on the benefits and disadvantages of such simplicity. It doesn't take long to scrape the ice off the windows because they are so small – and, since the windscreen is not far away, that applies to the inside too. Unfortunately, that has proved necessary a few times in the last month.



For ice to form on the inside of the screen there must be moisture. We've had plenty of rain recently, some of which has made it inside the car, either from above or below from flooded roads. I'm not recommending that you plough into every flood you can find in your Traction, but their design does afford them some reliance. Unlike a lot of modern cars, my Traction locates the air intake on top of the engine where no bow wave is going to reach. The ignition system is also quite high up and a long way back. Water is less likely to find its way into drum brakes than discs – although conversely, when it does get in, it takes longer to get it out. Similarly, it takes

a lot longer for water to get out of the sills than it does to get in – in fact, once in it will never get out. All this is to be considered when deciding whether to drive through a flood or turn round.

It's not only the inside of the windscreen that freezes – condensation in the roof, above the headlining also freezes. But you don't notice that until it thaws. This makes the headlining damp and when it becomes saturated it drips – on me. I need to dry this car out! Driving with the windows open helps, but a heater would help more. I consider fitting one every year but never do. I don't even have the heater tube fitted yet.

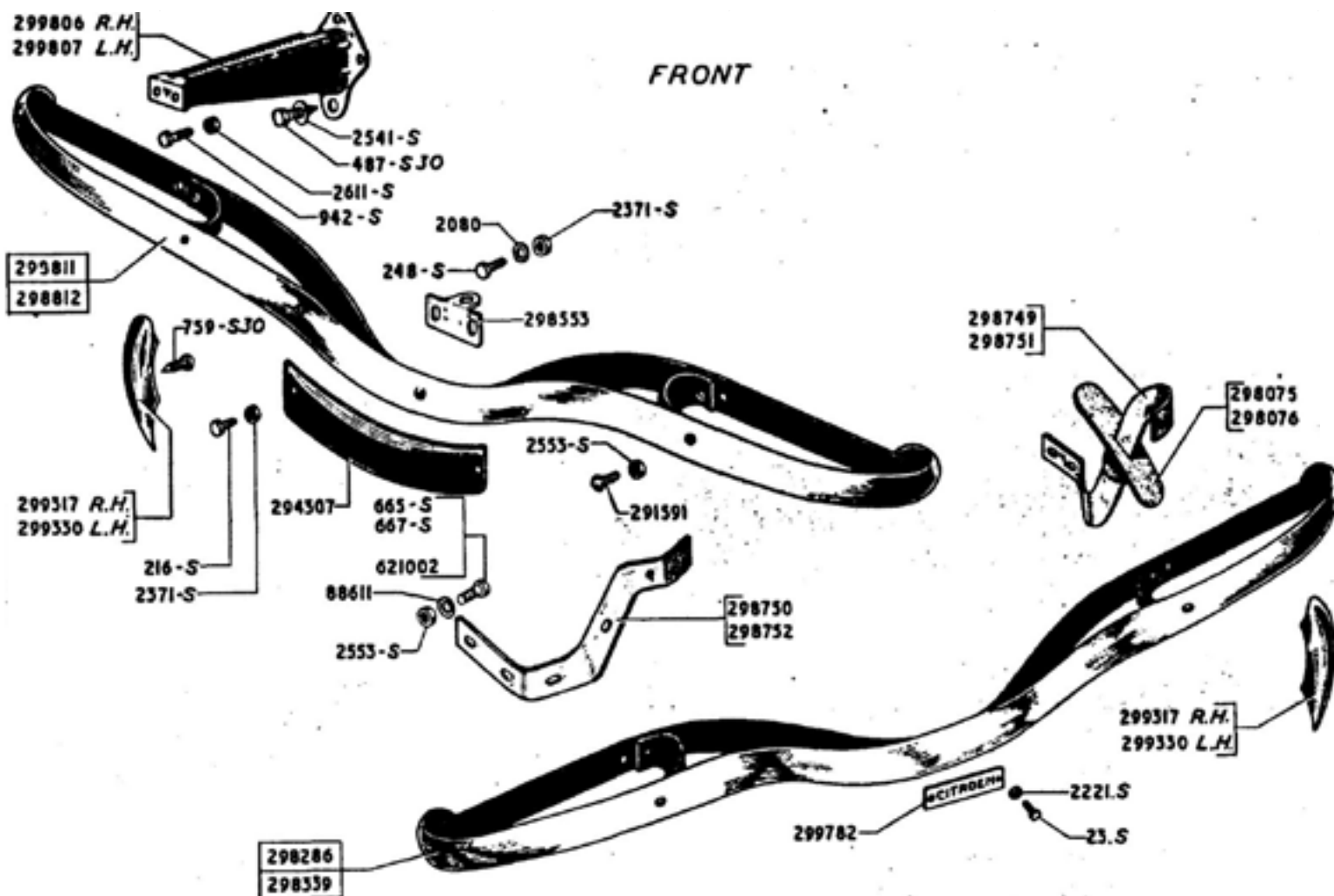
I gave a lift to a colleague the other day. She's from Korea, which is a country that likes its cars new and where anything over 10 years old is seen as scrap. Her own car was 11 before she moved to the UK, so she felt an affinity with aged motors. However, she hadn't been in anything as old as my 73 year old motor before, which is why she wanted to have a ride in it. The absence of a heater was the first surprise, and I'm not sure she'll want to do it again until the Spring.

Apart from commuting to work the one special trip was to **John Barsley's** memorial service where mine was one of several Tractions present. A very nice service was followed by tea in the village hall which was one of John's projects. This was a nice and apt tribute to John who touched a lot of lives, many of whom were there. The place was packed.

We chose to take the long way home which meant experiencing the back roads of darkest Kent which made me really appreciate my LED headlamp bulbs. It's now the time of year when lights become important if you want to use the car at all. One problem with my LEDs is that they don't focus as well as I'd like (or maybe as some other car drivers would like). I think it is because the LEDs bulb has offers less of a single point light source than a filament. I wonder there's anything I can do about that – maybe a different bulb or maybe repositioning the bulb relative to the reflector?

You may remember that I purchased a starting handle. I thought I had better try it out and it is just as well I did because it didn't fit. It seemed to be 3 cm too low as well as not being central by the same amount. At first I thought I'd been sent the wrong

version of starting handle but it was right and the car was wrong. The bumper had seen too much bumping which had pushed it sideways. That was relatively easily fixed by taking it off and bending the support brackets with the use of a large wooden mallet. Whilst doing this I discovered that the M7 bolts holding the brackets to the cradle were a little loose – because the threads



were stripped. This explained why I was getting interference on my radio when using the turn indicators. Why so? Because these bolts are the earthing points for the indicators. Some combination of a solid-state relay, LEDs, DAB radio and poor earth equals interference. Interestingly the interference started a couple of seconds after switching on the indicators – which I believe equates to the delay that DAB radio presents compare to real time FM. Anyway, new bolts, properly tightened resulted in a properly centred bumper and the restoration of perfect radio reception. But the starting handle was still too low. The starting handle bracket has three sets of holes so I moved it up but that wasn't enough. The problem is really that my bumper points upwards a few degrees, which results in the starting handle pointing down. I did wonder if I should make some kind of adaptor raise the bracket, or even remake it with the bottom hole a few mm closer to the radiator grille – but then I thought I would just fit some washers between it and the bumper and bend it. Worked a treat.

But why does my front bumper point upwards? The rear bumper has the same problem. I can believe that I could fix the rear by adjusting the rear bumper brackets but the front seems either to need a twist in the strap behind the chrome bumper or some needs some wedges between it and the bracket. But there are no wedges shown in the parts books.

Talking of twisting things, I am grateful to **Andrew Tweed** for telling me how he fixed his rear axle. I mentioned that my offside rear tyre seemed to be more worn on the outside indicating a camber problem. Andrew fixed his like this:

"My o/s rear wheel had massive positive camber having presumably slid on ice sideways into a kerb or some such . The bend in the fabricated cruciform axle was visible just where the forged stub axle tapers out . I arranged a stout ratchet strap around the axle at this point down to a strong beam then jacked the end of the stub axle off said beam . An axle stand supported the other end and hey presto

we have a nice straight axle , checking to make sure we now have the correct camber angle of course."



Presumably the bending of the beam is caused by impact and that may also cause a toe-in / out problem. In that case an additional operation would be necessary. Before I do anything on mine, I'll make some accurate measurements. This is probably best done on flat level ground. My driveway is flat enough but not level. It slopes and I have to decide which way to park my car on the slope. I normally park the Traction pointing down the hill but due to other less mobile cars currently sitting on the driveway I don't do that. I have to park so close to another car I cannot open the door. If that door is the one with the key I'm in trouble because the other doors can only be unlocked from inside. I have recently been parking pointing up the hill. We're not on a mountainside but it's enough of a slope to make a difference.

While I was bumper-wrangling I noticed a puddle of gearbox oil, but not where I would expect it under the gearbox casing, where oil leaking from the shaft seals accumulates at the bottom. My car does not have this problem – well almost not. This puddle was under the bell housing and that's where it was coming from. It was definitely gearbox oil. The bore through which the input shaft passes into the gearbox has no contacting lip seal – it just seems to be a scroll seal and, I must admit, because it doesn't wear, I have not paid much attention to it. Since my output seals are not leaking, I have paid much attention to the gearbox oil level lately either – I checked it before Poland but I don't remember doing so before Northumberland. I found it needed 600ml of GL4 to bring the oil level up to the filler hole. That's 30% of the gearbox capacity missing. The owners manual instructs one to check the gearbox oil level every 4000 miles. It seems my loss rate is higher than Citroen expected and I need to keep a close watch on it.

But what can I do? There is no worn-out seal to replace. My imagination leads me to wonder if, since I have been doing a lot of "high speed" motoring and, the plate at the bottom of the bellhousing has a gap (big enough to fit my finger through to find the oil), is there some kind of venturi effect causing a lower than normal pressure in the bell housing which, together with a higher than normal pressure in the gearbox, is increasing the rate at which the oil is being pushed – or pulled through the scroll seal. To my knowledge, there is no breather vent hole on the gearbox - essentially this scroll seal is the breather. I seem to recall some discussion about the lack of a breather and some suggestions as to how to achieve one – of course that might just result in another way for oil to get out.

At the NEC CCS

I only had time to visit the Classic Car Show at the NEC on the Sunday. Thank you to **Ian Harvey**, **Mike Wilcock** and everyone who put the time in to build the stands and provide the cars. The theme was Hall of Fame and the TOC stand featured **Mike**



McDonald's Light 15 which was once owned by Dave Davies of the Kinks. Also present was ENE, the famous and rare Slough Faux cabriolet and **Jonathan Hopper's** 1936 Super Modern 12, which was recently featured in Practical Classics after its epic first drive for 52 years to the 90th celebrations at Clermont Ferrand. Thanks to **Tim Dodd-Wilson** and **Barry** and **Peter Annells** for bringing them along. Both of these were previously owned by the famous **Fred Annells** who did so much for the Traction Avant cause. **Mike Wilcock** showed his not so famous but still lovely Legere in Swiss guise. And then there was the 1934 pre-production, Hammesmith built Super Modern 12 courtesy of **John Gillard**. Many thanks to **Lester Magness** for transporting this car to and from the show. I saw a few '34 Traction Avants at the 90th, but this was the first time I have seen a UK example. It's so early it's not even a Slough car, having been assembled in Hammersmith a month before production started in Slough. I'll try to provide a proper write-up of this rare, maybe unique car in due course.



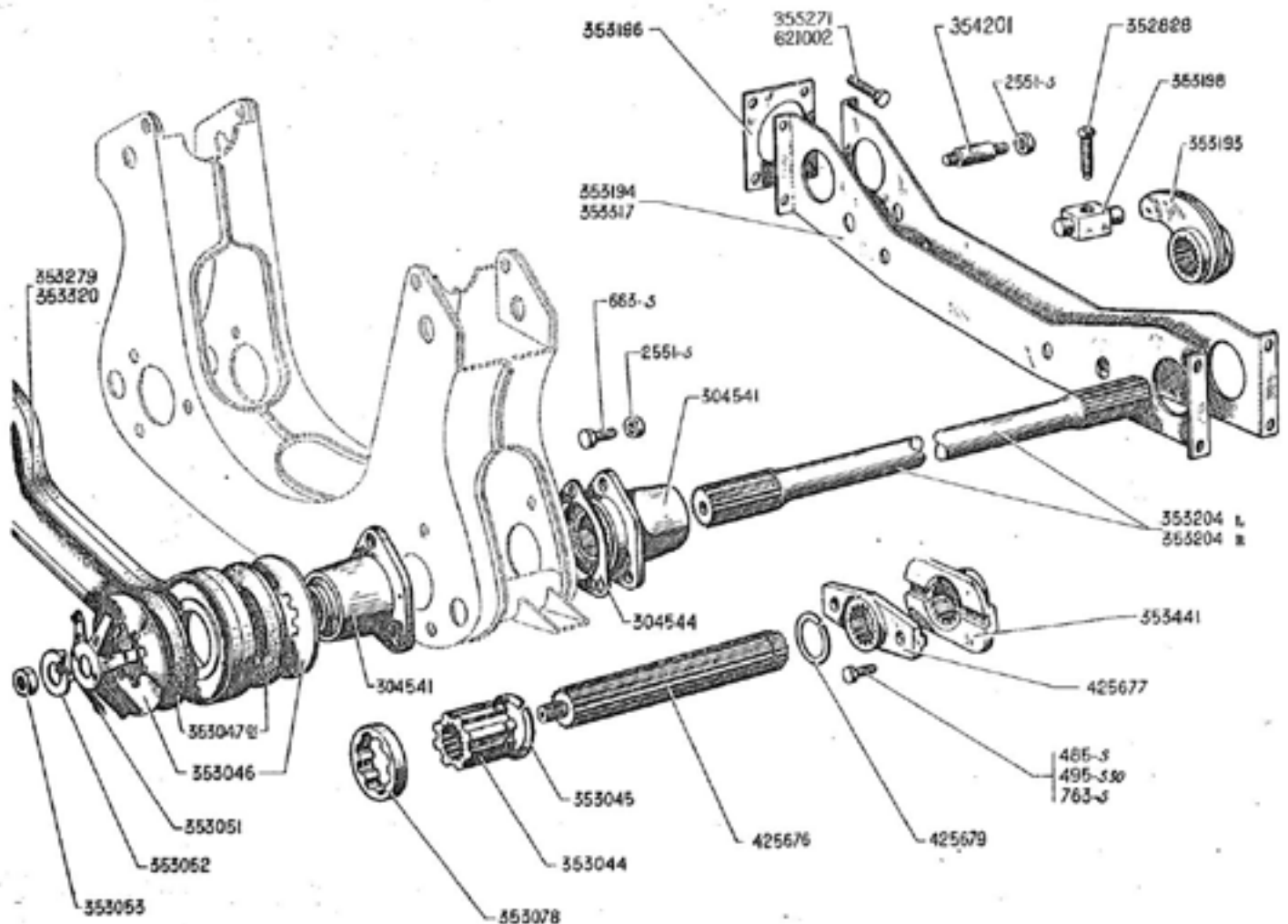
Leaving for work earlier this week was accompanied by a nasty clattering sound which I didn't remember hearing the previous day. Before I could stop, I spent a minute mentally reviewing all sorts of possible disasters. I replayed in my mind the driveshaft replacement of several months and thousands of miles ago and imagined myself having to do it again. Did I forget to tighten the hub nut or grease the bearings or fit the brake shoes properly? What damage to expensive parts may have

been caused? I was also wondering how I would get to work if the car was undrivable, and it was a relief to find that the hub cap was loose. It's the first time I've experienced this. As with anything that falls off, into the boot it went and off I went, clatter free knowing that the nearside drive shaft was ok. I still have to replace the one on the other side.



I took the Normale to Staplefield to briefly view the London to Brighton Veteran car run. I didn't have much time but was pleased that mine was not the only Traction present. It was nice to bump into Ian Pratt and also John Dudley. John's 1936 Legere is suffering from nasty brake judder. There are many possible causes, most of which John has addressed and eliminated. There are a few options left and I'll be interested to see how it is resolved. My own car suffers from this but to a lesser extent. I believe it is caused by some sloppiness in the upper wishbone bushes and also the silentblocs which locate the lower suspension arm. Replacing the silentbloc (item 304541) is a major undertaking which I have

been putting off for several years. I hope to keep putting off for years to come.





I have all the tools to take the drum off and replace the drive shaft. I saw someone on Facebook recommending the use of a 5-leg puller to remove the front drum. This was the type of puller that would attach to the wheel studs which is certainly the approved way to remove the rear drums on my Chrysler. However, Citroen went to the trouble of making a special puller that locates in a special groove on the drum hub. Using the Citroen designed tool avoids any risk of distorting the drum – a new one would cost 589 euros from Jose Franssen. A puller will cost you less than half that, but the TOC has one in each area that members can borrow – along with many other special tools. In my experience removing the drum takes a lot of force and releases with a hell of a bang and I would not risk using the 5-leg type.

Another special tool is the one that helps you centre the brake shoes. This is cheaper at only 160 euros. Australian Tractionistes may have less access to tool suppliers and therefore recourse to improvising their own. "Front Drive" is the magazine of the CCOCA - the Classic Citroen Owners Club of Australia. The October edition contained an article by **Ian McDermott** on the Traction's brakes. Part 1 details the theory and history of the brakes and Part 2 describes how to use the standard tools to adjust the shoes. Part 3 –will be reproduced in the next magazine.

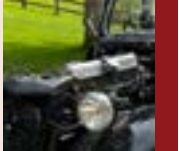


Above: Mike Wilcock's 'Swiss' Legere at the NEC.

Meanwhile the Christmas break is coming up and I'm hoping to find time to dry the car out in the garage and change my offside driveshaft.

Chris Bailey

A bit worried about the bending to and fro of stub axles. At what point does metal fatigue set in? Editor



Big 6 Engine Rebuild Part 3

I collected my engine from James Geddes around the end of April and started the laborious job of attaching all the ancillaries. Although I had taken great care to clean everything very carefully, it soon became clear that there were several additional repairs or replacements that I had not spotted first time round!



I fitted the easy bits like the water pump, rocker shaft etc. The rocker shaft is a complicated mixture of very thin rings, some thicker black rings and springs. The manual goes to great length to explain the order of assembly and it soon became clear that I had too many thick rings and too few thin rings! This raised an interesting point, because I had made the fatal error of assuming that all the parts on the car were correct and had been fitted correctly. An interesting lesson for me! Now I realised that I should take nothing for granted! I got it all together and the engine was starting to look very smart...



The clutch thrust race was very worn and I sourced a new replacement which was of a different design and was clearly wrong. As I was hoping to use the car to attend the National Rally in Morpeth, I decided that I needed to get the car running as quickly as possible and fitted the old bearing.

Fitting the gearbox was straight forward and the very large, very heavy unit of engine and gearbox was now ready for installation in the car. This was also relatively trouble free, apart from the strange Citroen tradition that calls for the gearbox to be twisted and lifted at the same time to allow the drive shafts to be



attached. With a small amount of design changes to the chassis, none of this stress would be necessary. When I first took the engine out I noticed that the original (I presume) specially radiused nuts were all just over "finger" tight.

Although I am trying to retain as much originality in the car as is possible, I felt that replacing all these nuts with more modern "Nylock" self-locking nuts was a safer and more practical solution to this issue.

However, after struggling to get the engine and gearbox back in the car, I began to think that my original plan of replacing the worn clutch thrust race at a later date, would in fact be a significant job, and I decided it should be done at this point while everything was disconnected. The Big 6 must be one



of the very few cars that it is possible to replace this bearing without removing the gearbox. By removing the circlip under the starting handle shroud, it is possible to pull out the splined pinion shaft.

Removing the cast clutch cover reveals the exposed clutch and thrust race. By searching through the pictures of clutch parts from the many Traction suppliers, I located the correct race and this fitted with no problem.

The rest of the connecting up was completed and the moment came to see if it would all start up. I had taken some care to empty the fuel tank and add some fresh



petrol. The car started first time and I had lots of oil pressure and no leaks. I let it get thoroughly warmed up and then tightened the cylinder head nuts carefully. This is a big issue, and I had been warned by James Geddes how very important this was to do.



The engine ran incredibly smoothly, and I think the balancing has certainly made a difference. The oil pressure was steady at 50 psi and all seemed well. However, after about 10 miles a big flat spot appeared when trying to accelerate. This was strange as the car had never shown any signs of this problem before. I checked all the obvious things like ignition timing, points, spark plugs, coil, distributor cap etc. All was fine, and the distributor had had an expensive rebuild about 6 months ago so I was confident about that part of the car. I turned my attention to the Solex carburettor and wondered if I had disturbed something during cleaning. I had it rebuilt by Classic Fuel Systems who did a fantastic job including replating all the metal parts. The day it was returned both my wife and myself collapsed with Covid! Neither of us had knowingly had this before and we were astonished at the effect it had on both of us. Feeling terrible was one thing, feeling terrible for 4 weeks was something else! Because all work on the car stopped, and I had only driven it about 10 miles, we decided to abandon the idea of driving it to Morpeth and our National Rally....an 800-mile round trip. I will supply a final report when it is all running properly!

Julian Pratt



R.W.D.

Back in July, Osenat sold every child's perfect Christmas present. Perfect if the child in question is an old car enthusiast, with a niche interest in Citroëns that is.

Lot 36 was a Citroënnette C6 no less. I've never seen one of these come up for sale before. Come to think of it, I've never seen one at all.

I wrote about the Les Jouets Citroën models some time ago. When approached by Fernand Migault, who had recently inherited his father's toy factory, André Citroën was impressed with the scale model of a Citroën Migault had brought with him. Naturally the idea of model Citroëns being sold in his dealerships appealed to Citroën's marketing genius. The venture was so successful that in 1923 15,000 models were sold. The following year saw 850,000 of the 1/10 scale toys found homes. As a result Migault constructed a new factory called Compagnie Industrielle de Jouets - CIJ.

This became the seed for another venture.

At a gathering of Citroën dealers in 1924 Citroën gave a speech. At the end of which he announced a new model. This was to be even smaller than the 5cv. A single seater with an adjustable seat which can be moved to suit the size... of the child! At this point a 1/3 scale 5cv in yellow (of course) was wheeled out to laughter and applause.

Citroën went on to explain that "The toys that you sell will serve as excellent advertising for our cars at home, advertising the results of which may not be felt until a distant future, but whose effectiveness is certain. Your young client, while playing, will be subject to an influence of which he will not be aware but the idea will make its way into his mind, will juxtapose with the pleasure he feels in manoeuvring his toy, and later, when he wants to buy a car, it is Citroën that he will think of first, because at the bottom of his memory will arise a distant and charming memory of youth."

The cars were available with either pedals or the option of electric motors. Colours available were raspberry red, sky blue, lemon yellow or apple green, all with black wings and running boards.



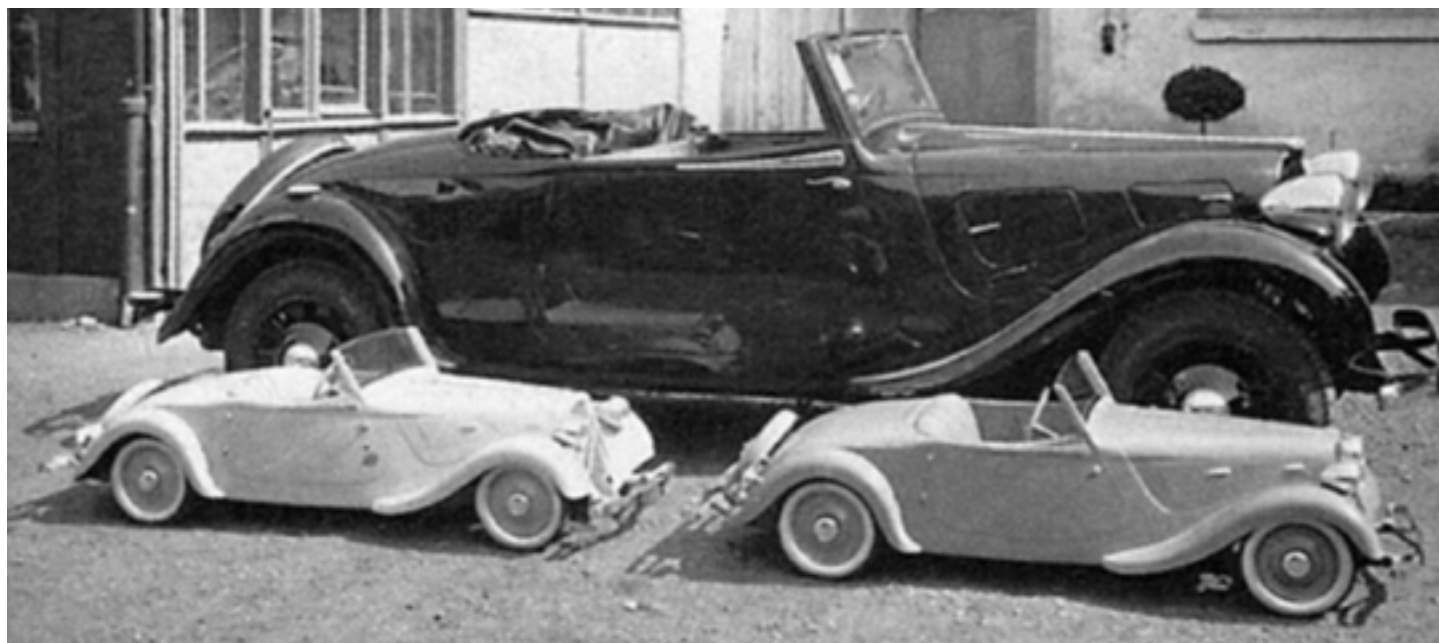
Capitalising on the popularity, Citroën organised races for young competitors along the wooden beachside boardwalks at fashionable resorts such as Deauville or Le Touquet.

Henry Ford took delivery of a Citroënnette for his daughter. This

example being the only example to be fitted with a key. This was so the industrialist could present Josephine with the key to her own car. The little car can still be seen at the Ford museum in America.

Sadly Citroenette production ended with the Michelin takeover in 1934. Approximately 2,000 found what I can only imagine were very appreciative homes. The survival rate is thought to be around 30 examples.

A group of former CIJ employees set up their own business in 1937 to manufacture under the banner of JRD, Jean Rabier et Donnot. They convinced Michelin to revive Les Jouets Citroen. The larger pedal and electric cars, however, were gone for good.



There is one very English post script however. In 1938 King George VI and Queen Elizabeth made a state visit to France. Whilst there, they were presented with a pair of large dolls for the two Princesses, Elizabeth and Margaret, then aged twelve and seven. A gift "from the children of France". The dolls came with their own transport in the form of a pair of Traction Avant roadsters 175 cm long. Finished in French blue with tan upholstery. They were perhaps surprisingly pedal powered and produced by neither CIJ or JRD, but coachbuilder Aciens Etablissements Ansart et Teisseire, later known as AEAT. Based in the Parisian suburb of Nueil-sur-Seine, they specialized in building both limousine and torpedo bodies, including conversions to existing vehicles. The car given to the then Princess Elizabeth can still be seen in the Royal Collection. The other disappeared after the war and its whereabouts are a mystery.



The Citroenette sold by Osenat was battery powered. It looks to have been restored but there were a number of patches of missing paint. And the cost? Including fees the buyer paid 8,400 Euros. Less than you might pay for a full size example with patchy paint and no batteries. What price fun?



I had an email request passed to me by Editor, Bryan. Joanna Ralli is looking for a mechanical fuel pump to fit her 1932 Rosalie as per the picture. I will pass on any offers of help. The last image shows my recently returned fuel tank and radiator. Thankfully once the bottom pipe was repaired the radiator passed a pressure test.



The next few paragraphs are from Stan Platts, new custodian of the RWD register. Andrew Peel

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 it had drum brakes at the front and possibly friction shock absorbers. Of all types in total 81,000 approx were built.

In total 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 it's 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, 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 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 column of the Citroenian & Floating Power? A win win for everyone.

'A la prochain,'

Stan Platts.

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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 a selection of dates for your diary.



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



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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 to Mont St Michel. Please do not hesitate to contact me for further details. Thank you. Adeline.

Email: adelinedavies171@gmail.com

Drive it Day

Drive It Day 2025. Yesterday's Vehicles Supporting Today's Children. National Drive It Day was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the new invention, the motor vehicle. It's also a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads. Please see the website for how to support the event. PLEASE NOTE: In 2025, to avoid a clash with the Easter weekend, the event is running on Sunday 27th April 2025, a week later than usual.



TOC National Rally 2025

See elsewhere in this magazine for details and application form.



Engine Mounting Replacements

This is a rerun of a technical article from August 2021. The proprietary kit for this doesn't seem to be available any more, and so Joe's article is a useful reminder of how to adapt more readily available components.

Joseph Dobson replaces his volute springs.

On an occasion when trying to start my 1957 Normale I was alarmed to see the engine shaking as if it were trying to free itself from the engine bay. I examined the convolute suspension springs and found that the off side spring looked a little tired and less springy than the nearside. I had read an account of replacing these springs with a kit of parts in Floating Power somewhere. The component parts looked easy enough to fabricate but for me the most difficult part was extracting the old springs, cups and rubbers, which had perished. This entailed removing the rear engine mount from inside the car and jacking up the engine to release the compression on the springs and give enough clearance for them to be removed



The silent block mounting kit was available for about £100.00 but I bought two engine mounting rubber bushes as used on a Land Rover Discovery from Ebay for £7.25 including postage. I turned them down to fit on the engine mounting supports which was a dirty job as the rubber came off like dust but the plates at the ends were fine. The threads on both ends of the bushes are 10mm which is smaller than the original adjusting bolt but fit snugly in the engine mounting bracket. The thread on one end of the bush was shortened so that a threaded bush could be made to accept a 10mm extension that would eventually fit through the engine mounting bracket. Removing the old spring arrangement revealed a slot in the support so a threaded retainer was made to fit on the bottom thread of the bush; the idea being that when the new bush was located on the support, a bit of juggling would be sufficient for the retainer to tighten up, which it did.



With all parts constructed and in place the engine was lowered to test that it was level by establishing that the two bolts that supported the rear mounting block were positioned centrally across the opening. I had to turn a small amount off the spacing bush to achieve this. Everything was tightened down and the engine started and the resulting 'kick' from the starter pushing the engine into life.



As per the article in Floating Power the rear engine support was left off. I have subsequently replaced it as I felt it would give extra rigidity to the mounting of the engine and reduce the bit of clutch judder I have experienced. This has come at a cost: at tick over there is an uncomfortable vibration that runs through the car but this disappears as revs increase.

When I did mine, I left the rear block out, since in the original installation with volute springs, it used to bang around within its housing quite alarmingly, especially when decelerating suddenly. I assume that its main job is to stop the engine jumping off its mountings, which is unnecessary once you have fitted the metallastic bushes. I wonder if the vibration is from another source, assuming that the block has been centred.

I used a kit from (I think) CTA, but I haven't seen that listed for a while now. It was expensive, but made the driving experience much more relaxing. Another Northern member did something similar with a set of rubber mounts from a generator.

One interesting experience was with a fellow club member whose modern drive shaft unplugged at one side on a corner after he had been working on engine mountings. After a lot of head scratching it was realised that the engine was offset to one side due to the fact that the mountings had not been adjusted correctly. This had caused the CV joint seatings to wear and eventually uncouple. Editor

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



PARTS FOR SALE

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars.
130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance Traction wheels for free.
www.longstone.com Tel: 01302 711123
Email: sales@longstonetyres.co.uk

PARTS FOR SALE:

GRP Wings

I've managed to acquire the moulds for the Fibre glass Traction wings that Mike Tennant used to make.
Front wings work out at £170 ...these are the Light Fifteen style.
Rear wings work out at £128
I've not looked at doing Big Fifteen wings yet, the moulds will need to have an additional piece made.

For more information contact :
Ian Beale - iands23@hotmail.com
07579 212033

WANTED

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** or ring
Mark on 07973 192 198

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

SPARES

For sale: Set of 4 Pilote wheels
All four require some repairs, but too good to scrap.
Suggest they could be successfully repaired by someone with a TIG welder.
Realistically priced at £100.00 for the four.
For more information:
Steve Reed on 07825664610

TRACTION HAT TRICK



Alan Lloyd writes: I recently found a picture of three Citroen Tractions that I owned all at the same time, and that takes some explaining!

I now own just one, the 1949 ex Andy Burnett Slough car, DSK 569.....though I do also have two H vans and three early 2cv car/van derivatives. Not really very sensible!

Anyway, back to the three in the pictures. At this time, I had been looking for a Traction for a while and came across what seemed like a good example at a reasonable price, the only problem being that it was in Aboyne, North Scotland, and here, was in Surrey, approximately 500 miles away....

Perhaps Alan would like to elaborate further with this tale in the next magazine?

Second Hand Parts

Did you know that the TOC Spares Shop has lots of second hand parts?

Over the years we have bought stock from a number of places including our own members. These have been relocated to new premises in Hertfordshire, and the aim is to catalogue and produce a list so that the membership knows what is available.

Watch this space for more information.



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

