

Floating Power

March - April 2025

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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John Gillard
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Chris Treagust

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Missing Magazine?

Please contact John Oates

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Be a part of Floating Power...

The closing date for input for the May/June *Floating Power* will be

Sunday 13th April 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Adrian Phillip's
car on a soggy day*



Editor's Epistle

It occurs to me as I write this, that I have been doing the editor's job for seven years now. That is forty-two issues that have passed under the bridge since Bob Street handed me the baton. Most of you still seem to enjoy reading the magazine and my thanks to those of you who did respond to my request for new material and whose work will hopefully start to appear in FP from now on.

Alas, a clanger was dropped in the last magazine with the dates given in the piece advertising the 2025 National Rally. The text description of the sequence of events mistakenly gave dates in May rather than June and a couple of you quickly jumped on this. Unfortunately, although the magazine usually goes through three or four proof readings, neither myself nor Chairman Bev spotted the anomaly, partly because the material arrived close to the deadline and was nodded through quickly to avoid any issues with our printing window. As I mentioned in my previous piece about writing for FP, if things are left right up until the deadline, then problems can occur, and things are particularly pressured at Christmas, with businesses taking time off over the festive season. Fortunately, most of you spotted this, and corrections are on the forum and have been passed on via Section Reps.

So, in this magazine, we find reminiscences of a series of European adventures by Traction, an update on Larry Lewis's Challenger and a boot mounted set of batteries from Joe Dobson. Please note that there is the National Historic Vehicle Survey that opened on February 10th. There is a notice elsewhere in the magazine, with a link to the forms, so please participate.

The results for the recent questionnaire originally sent out by the Government with the intention of pepping up DVLA's performance in some areas, are also out. It looks from that alone as if the views of the respondents are fairly evenly split between 'to MOT' or 'not to MOT'. Most are, however, in agreement that the current system would not be appropriate for Historic Cars. And in spite of the 'cup half empty' brigade's regular moans, there still seems little factual evidence that classic cars pose any particular risk to road safety, especially given the low mileages covered by most owners. It must be said, however, that there is an increasing percentage of those in our hobby, reared exclusively on modern cars, who seem happy to motor on with only the faintest idea what is going on under the bonnet or elsewhere in the car. They are the ones desperately in need of some kind of system of periodic safety checks. Maybe as a club we (and other clubs) should be providing more guidance on this aspect of Citroën ownership.

There doesn't seem to be an easy answer to this one. Safety checks are obviously welcome, but as we have commented before, who, in an official capacity, is going to be sufficiently experienced to formally carry these checks out, and to accept liability for the bits that he's not flagged up? The upcoming generation of technicians will never have seen a 1950's steering box setup and probably never experienced driving a car with unassisted drum brakes and an inch of free play at the steering wheel. And as Historic Vehicle owners, shouldn't we, as the persons most familiar with our cars, be capable of doing a sensible safety check from time to time? It is also interesting that the tabloids have already cottoned on to the MOT part of the results as a done deal in favour of the return of MOT liability, in spite of the fact that there is no evidence that anyone is going to take the slightest bit of notice of that part of the survey, particularly due to the problems and mega costs involved in a HV sympathetic parallel test system, not to mention the lack of any real indication that it is needed.

Finally, there has been some talk about seat belt wearing. It appears that the Police have added another camera to their arsenal which can detect whether motorists are using their seat belts. When challenged about vintage/classic cars which were not thus equipped, they said that their software would not discriminate and that anyone not required by law to wear a belt (because there wasn't one) would still be picked up and summonsed, and would then have to appeal their fine. So much for AI!

But, perhaps you should fit seatbelts anyway, whether it was original equipment or not. The purists say 'why?', to which I answer that you only have one life and a seatbelt, even one retro fitted, might just prevent you and yours becoming part of the dashboard in the event of a crash! We have published articles in the past about fitting seatbelts, and I have done so with my Traction (and with my 1957 Austin).

Be safe, and enjoy the magazine!



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President's Ponderings

In the last issue I mentioned that our Spares Operation was undergoing a major review. That has been completed and on page 12 of this issue is a very important announcement concerning inevitable changes that will be implemented over the coming months.

It is important to note that the changes will affect the Spares Levy, an initiative originally put in place to provide the newly-formed, then penniless, TOC with an initial pot of money to finance the acquisition of spare parts. The incentive for members joining the scheme has always been a financial reward by way of a discount on spares purchases. In the early days it brought in much-needed seed-money and many have subsequently benefitted – some several times over - from their initial investment.

However, with time the Spares Operation has become self-sufficient whilst a number of factors mean the Levy discount is now a drain affecting all selling prices. There was also an opportunity for abuse because lapsed members were not required to pay a further Levy subscription on renewing membership. As a result the Club missed out on a number of annual subscriptions as some saved money by terminating their membership only to rejoin (sometimes years later) when they again needed Spares from the Club. That particular “loophole” was plugged recently but the original 15% discount level still had to be lowered to minimise how much cost prices had to be marked up to ensure Levy discounts, when applied, did not result in an overall loss on sales.

For some time the income from Levy receipts has not been necessary to fund purchases and, with the way Spares will be handled in the future, a two-tier discount system will not be feasible. We therefore have no choice but to wind up the Levy Scheme. No more Levy subscriptions are being accepted and the Committee will review the fact that a very small number of Levy members – mostly recent subscribers – may not have had full benefit from their investment.

Meanwhile, Club life goes on. I understand registrations for the annual rally in JUNE are healthy (profuse apologies for any confusion caused by the date error in the last issue - now you know why we need a new Chairman!).

We also know the dates for the Brittany rally which will be held in the vicinity of Mont St Michel (although the precise starting point is likely to remain a mystery for some time yet).

For several years the TOC has supported Jim Gibson in attending the British Motor Show, held in Farnborough in August. This year, for a change, the TOC will attend the South Gloucestershire Show over the first week of August

<https://search.app/usDMxca9MDxGd6Xi9>

If interested please contact Phil Allison asap for further information:

philippe.allison@whitewaterfinance.co.uk

Simon Saint and I shall attend the AGM of the Amicale Citroën International in early February when I hope we shall learn a date and host country for the next ICCCR.

And in the garage, I am still Tractionless, awaiting the fettled components to enable the engine to be assembled and refitted. The upside of that situation is that YP has had a few more airings than normal for this time of year, every cloud.....



New Members

Welcome to the Traction Owners Club to the following:.

2995 Mr Jose Palacios	Navarra	SPAIN
2996 Mr Lee Seng	Penang	MALAYSIA
2997 Mr Ian Stroud	Wellingborough	Northants
2998 Mr Antoine Laurier	Montreal	CANADA
2999 Mr Simon Child	Richmond	Surrey
3000 Mr Paul Simpkins	Halifax	Yorks
3001 Mr Tim Richards	Derby	Derbys
3002 Mr Colin Bishop	Saltash	Cornwall



Chairman's Chat

I must start my Chat this month with a **HUGE** apology to Simon Saint and all members interested in our annual rally! The Rally is on **20th to 22nd June**. How did I manage to type the wrong date AND proof read it several times. Luckily the dates I gave started on a Tuesday so quickly members realised it must be a mistake. So again I am very sorry and I am waiting to be sacked but nothing seems to be happening!!

The good news is, that at the time of writing, we have 31 cars booked on the Rally. The bad news is the date clashes with our sailing holiday so John & I will miss the Rally – first time for a long time. However, it does mean someone else will have the chance to win the Longstone Tyre!

If you are interested in attending the Rally please contact Simon as soon as possible or you could be too late!

In my last Chat I mentioned that the costs of paper, printing and postage have all increased. The Committee have had no choice but to increase the cost of TOC membership – as you will see from your yellow letter, which arrived with this Floating Power, we have increased subs to £45. Non-UK members will pay an additional £22 to cover postage. Don't forget, if you are a non-UK member you can opt for an online copy of Floating Power and so only pay £45.

I will make my usual plea to you all – please pay as soon as you are able, so you don't forget and John has to remind you again before your membership lapses! Bank Transfer is the cheapest option for both you and the Club.

As you will read elsewhere in this issue of FP, there are major changes happening to our Spares operation and the ending of the Levy Scheme. I am personally sad that we had to make this decision but realise this change is inevitable and want to publicly **THANK** Chris for the years he has given, on a voluntary basis, to serving the Spares needs of all our TOC members.

Thank You Chris.

I have decided not to include "In Committee" in FP this time because our Zoom meeting in January focused on 2 items – changes to the Spares operation and the need to increase membership subs which have both been covered in this magazine.

Enjoy Drive it Day, and I look forward to reading lots of reports with photographs in the next Floating Power.

Beu

Bottle House



Kent and East Sussex members' cars on a trip to the Bottle House, in Penshurst.

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

T: 07960 918310

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

See section report for coming meetings/events.

Ireland

DAVID SELFRIDGE

T: 7729 518992

E: Ireland@traction-owners.co.uk

See section report for coming meetings/events.

Wales

ANDREW TWEED

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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: tocnorthern@gmail.com

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: stephenprigmore@hotmail.com

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 785664

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 ADELINE

T: 07963 330980

E: ads@traction-owners.co.uk

See section report for coming meetings/events.

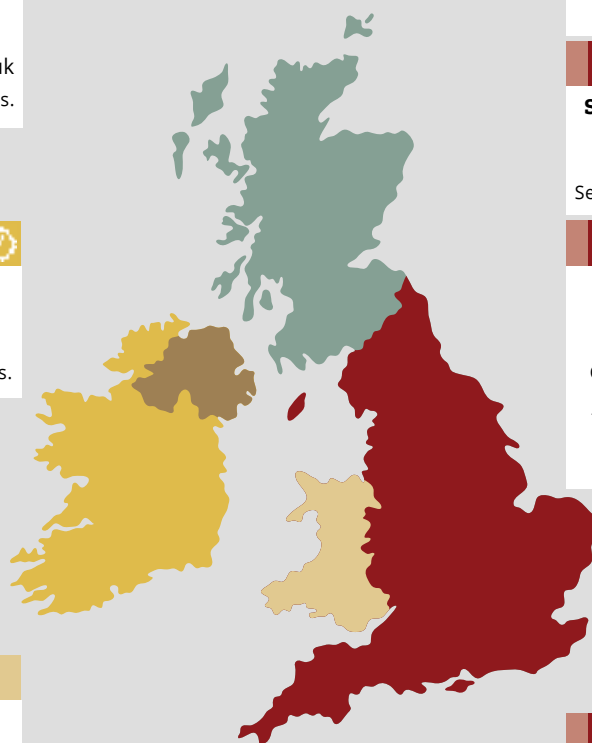
Surrey/Hants/Sussex

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See section report for coming meetings/events.



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



TOOLS

Club tools
available for loan:

Northern Scotland

Ho-hum!! Well, you may recall that in the last F.P. I asked the question if there was anyone out there who would like to take on my role as north Scotland rep in FP. but not a single reply. Thus, it looks like you are stuck with me for the moment, but I am always hopeful that someone will come forward!

Absolutely nothing to report traction-wise at the moment! So what else can we speak about? Christmas has passed since the last FP, and I really enjoy all the cards, letters and phone calls from all over the UK from people and contacts which we have met through both the Citroen Car Club and the Traction Owners Club. Regrettably as we all get older, some news is not good but still great to be kept up to date.

One such renewed contact was with Roger Williams (Steam Car Developments) from Beverley. I have known him for decades and know him to be a brilliant engineer! His marketing of the higher ratio final drive for fitting to our standard 3-speed gearbox gives a spectacular improvement! I have built and fitted quite a few of these modified gearboxes to date, and also fitted the early (D) 4-speed gearboxes to a few tractions, but nothing compares to the ease of fitting the modified 3-speed box

I remember the first time I purchased the higher ratio crown wheel and pinion from Roger and he said to take my gearbox down to him and we would build it in his workshop. I took a really good gearbox with me and he started work on it. He stated that he could see it was a good gearbox, but to my consternation, all the bearings and synchromesh cones went into his bucket!! Not happy!! However, he rebuilt the gearbox with the new CWP, made new synchros, new bearings throughout and every part calibrated and fitted, - a superb job and an excellent and quiet gearbox when finished. Yes, I have built and refurbished many gearboxes, but never so meticulously correct as was the case with Roger. Yes, we have been good friends for decades, and very much realise just how much work and improvements he has initiated to the mechanicals of our tractions. I believe he would like to retire and hand over his expertise and business to a young relative, but hope he is still around for a long time yet, as expertise such as his take a lifetime to gather!

Happy tractioning to all in the meantime!

Andy Burnett

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

Southern Scotland



Tractionistes,

Saw a brief blink of blue sky this lunchtime!

Surely can't be too long before the Tractions awake from their winter hibernation.

Over the last couple of months I've been ruminating whether to have Celine treated to a re spray and decided no, I'll leave her be, complete with her little blemishes gathered over the years. All very well having a great paint job but would that detract from using the car as cars need to be used?

That said I'll just try and keep on top of the odd inevitable paint chips that come with non hardened cellulose paint and the state of our potholed roads.

Hopefully the Scottish salt spraying season will soon be over and we can take to the local roads for some post winter shakedown runs.

A note from Graham Irwin to say his new Light 15 is running better after a bit of fettling with the points and repositioning of the throttle linkage, I'm sure he's looking forward to using the car in the coming weeks.

Early as it seems the entry forms are already being sent out for the summer shows and on that note anyone interested in any events let me know and maybe we can arrange a group outing, would be great to see faces old and new!

That's about all for now folks, happy Tractioning!

Bonne route!

John White

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

Northern, Lakes and Borders



Not much to report as yet in terms of events. The usual Sunday morning meets at Charity Farm and St. Catherine's are ongoing, subject to weather, with the New Years Day meeting at the former taking place under rather extreme weather conditions. Most participants holed up in the café for the morning and the car count was low, with many coming in modern vehicles to enjoy the social contact rather than to admire the machinery.

Heskin Hall are starting their monthly meets again. These, rather like the other breakfast meets, take place regularly, this time on the third Sunday of the month through to October. There is a café on site and the meets are on hard standing. March date is 16th, April's is the 20th.

The regular meetings at the Lakeland Car Museum, at Backbarrow in Cumbria, are also ongoing, on the first Saturday of the month.

My own Traction is, at the time of writing, awaiting a test run after disgracing itself with a nasty attack of fuel starvation whilst out one day. Symptoms were similar to those of running out of fuel with the car recovering after a few minutes and then repeating after a few yards more. It was a long trip home and only seemed to recover when I finally sloshed some fresh fuel into the tank to get up the last hill. However, dipping the tank at home showed half a tank of petrol, so I have concluded that there is probably a blocked filter starving the fuel flow and only allowing the float chamber to fill when the car came to a halt. New filters

Section News

have been installed, but abysmal weather, including a big freeze and loads of salt on the local roads have kept the car in the garage, untried.

Ian Gardner's problems with poor running, reported previously, have, however, been finally cured by fitting new points.



Sadly, January saw the death of long term club member Bill Dyke. (pictured on left)

Bill was quite well known in classic car circles in the area, but had been ill for some time and had spent the Christmas period in hospital. He passed away shortly after returning home in mid January.

Bill had been an engineer, and had owned his first Traction back in the 1960's. His current one was a French 1953 Legere, (some people never learn!), owned for around twelve years, and on which he had spent many hours, in fact some would say that he was at

his happiest when unravelling some mystery in the innards of his Citroen. He had an extensive, if slightly chaotic workshop, and was adept at making tools to carry out specifically difficult tasks on his Traction and his other cars. He also owned a collection of classic and vintage motor bikes. Besides TOC, he was also a member of the Pre War Morris Club, owning a very nice 1930's Morris 10, as well as his white Traction.

He will be missed.

Our sympathies go out to his partner, Anne.

Bryan Pullan

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

Eastern



Regular Met Ups

18th March, The Angel Inn, Larling, Norfolk

23rd March, Eastern AGM, See info below**

7th April, Coffee & Classics, Needham Market, See info below*

8th April, The Compasses, Littley, Green Essex

27th April, Drive it Day Info to follow

29th April, The Angel Inn, Larling, Norfolk

5th May, Coffee & Classics*

20th May, The Compasses, Littley Green, Essex

*Coffee & Classics at Needham Market 10am to 12 Noon, courtesy of Garnhams Coffee Co, Badley Hill, Needham Market, Ipswich IP6 8JR for latest information please join Coffee and Classics Needham Market on Face-book or email the organiser emma.chinnery@btinternet.com This popular location gives enthusiasts a chance to show off their pride and joy's, all-ways a interesting selection of cars arriving.

Eastern Section TOC & CCC AGM at The Limes Hotel Needham Market IP6 8DQ If you would like to take part in discussing event ideas for the Eastern Section just come along, we hold a raffle so a gift towards that greatly appreciated. 10.45am gather & coffee, 11.15am AGM, Lunch 12.15 If you would like to stay for Lunch **get booked in with Emma, menu choice and deposits will need to be taken. emma.chinnery@btinternet.com

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

Peak



Unfortunately there was no meeting in February because so few members were able to make the date.

Our next event, IF we have enough interest, will be a Drive It Day run in beautiful Derbyshire followed by lunch. DID is on **Sunday 27th April** so please put the date in your diary.

Bev Oates

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

Wales

Things are beginning to look a bit more hopeful for the coming season . Already we have two dates in the diary: **26th May** (Bank Holiday Monday) is the Caersws Vintage show , very good in previous years - and **Sunday 17th August** a Classic car show in aid of the Cuan Animal Rescue organisation at their hospital near Much Wenlock . Members can simply Google these shows and book in their vehicle .

There will be a Drive it Day run in conjunction with the MWCVC , please call me for details nearer the day . Don't forget to order your rally plaque from the FBHVC .

Our regular meetings continue, generally on the fourth Tuesday morning of each month, alternating between two local pubs which both serve excellent coffee . These meetings are well attended by MWCVC members some of whom are also Traction owners - it would be nice to see some more Citroens . Again , give me a ring or email for details /directions .

All the best ,Andrew Tweed

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

Kent/East Sussex

It is almost an iron rule of journalism that nothing lies further in the past than the copy deadline for the last edition of a publication. And it is so with the date of the Kent and East Sussex section's Christmas lunch which fell on the copy date for the last number of Floating Power and so must serve as a distant reminder of the Christmas season just as hopes of a turn in the weather and some more active Tractioning can fairly be entertained.

We tried out a new venue, the Castle Inn at Bodiam, hoping that it might be conveniently located for our far flung members. As our patch covers a daunting one hundred by fifty miles, long journeys are almost inevitable. Taken together with weather that was vile even by the high standards set by the winter of 2024/5 this might have been deterrent, but there was a healthy turnout including a number who had braved the rain in their Tractions. Not merely were we well looked after, but it turned out that the partner of one of the staff works at a classic car workshop in the village which may very well prove to be a useful bit of information.



In what is becoming something of a tradition members were invited to join the group organised by John Gillard for lunch at the rather marvellous Bottle House in Penshurst. For a change we had to battle with ferocious cold instead of rain. Notwithstanding there was an even better representation of Tractions although a couple escaped our photographers' attentions.

On a more mundane note, the section lurched forward into the modern age of technology and set up a WhatsApp group so as to keep in touch. It's proved rather effective and anyone who's not joined is heartily invited to contact through "K&ES TOC".

One of the first live chats over WhatsApp revealed that a fair number of members had (quite sensibly) taken themselves off to warmth and sun; two at least to Barbados. This triggered, as such things do, musings as to Barbados's Traction population.

These were answered by the news that not one, but two, specimens of John Gillard's handiwork were on the island. Of course, this called for a fraternal visit to Bill Mallalieu's wonderful motor museum which features a Big 15 restored to star in a movie of Agatha Christie's "Caribbean Mystery."

Adrian Philipps

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 June

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

Bookings for our annual rally at Great Malvern in June have got off to a very good start following publication of the application form in the January edition of Floating Power.

To date (it is 14th February as I write this) we have received 32 registrations for rooms at the hotel.

In addition a number of people have registered for the rally but will not be staying at The Abbey Hotel. So at the moment we can expect at least 35 Tractions to be present.

Initially the hotel offered us an allocation of 30 rooms, however they have increased this twice and as it stands we have 2 standard double rooms, 1 single room and 7 of the better equipped and therefore slightly more expensive Elgar double rooms remaining. That is a good thing because I anticipate that there is still a demand for rooms and it may be that by the time you read this all the rooms available to us at The Abbey Hotel will be taken. They have told me that there is little prospect of more rooms being available to us unless, presumably, they have cancellations.

In addition the function room that we will be using for the Friday night and Saturday night functions has a capacity of 84 places. Allowing for those who have registered but are not staying at the hotel we have, at the moment, space for another 17 on Friday night and 21 on Saturday night. I would therefore request that from now on you contact me for the latest information on availability before submitting your application form and paying your deposit.

We do not want to discourage any members from attending the rally. If the hotel accommodation is oversubscribed we will do our best to find alternatives in the area. However unfortunately it will not be possible to increase the number of places for the Friday and Saturday night functions beyond the 84 limit.

None of this should deter you from attending the rally. The activities that we are planning will be available to all whether staying in The Abbey Hotel and attending the evening functions or not. We look forward to seeing lots of Tractions on the roads of Herefordshire and Worcestershire in mid summer.

If you have any questions please contact me (**Simon Saint**) on **07732 032044**





Work in Progress

Robin Brown starts a Restoration Diary on his Traction

Recently I was lucky enough to acquire a Citroën Avant small boot Light 15 from a friend of mine, Graham Humphreys, who has a fascinating career in motor sport and car design. My little Citroën was built in Slough in 1951 and was supplied by car dealers, Grose, to a Mr Lawrence who was a baker in Northampton.



The car has done 44k and only 2k in the last 40 years which includes being pushed from Graham's garage to mine. It has had 3 previous owners. Graham took the car completely apart about 35 years ago and sadly never got round to rebuilding it, and, I must confess I have had it for 4 years and have barely started, much to my wife's annoyance.

So, after reading the latest edition of Floating Power regarding how more articles are needed, I had the idea to offer to tell my story of piecing the car back together again with an update every 2 months of my progress. However, I should point out that although I am an electrical mechanical

engineer with 30 years' experience in the Plastic Injection Moulding industry, I am a complete novice when it comes to cars and dyslexic to boot, which has its own challenges, but when it comes to the articles, my very 'patient' wife helps them make more sense. I believe that it could not only be an interesting project to follow, but may prove to be the inspiration I need to complete the car and get it back on the road again. Graham and I still have the dream of taking it to Le Mans one day.

So, progress so far..... I have completely scraped all the tar off the bottom to check the condition of the floor, luckily there only looks like a couple of places that require welding, the rest is remarkably good considering the age. Once I have got this sorted the next task is to start to refit the engine gear box and clutch which Graham is hopefully going to give me a hand with.

Robin

We are all novices when it comes to Tractions! It is always encouraging when an abandoned project is taken up by someone else and it looks as if you have the basis for a nice car there. Does the red oxide finish to the Jambons infer that this was one of those cars that was supplied to the dealer in primer and sprayed to suit the customer, I wonder? I am looking forward to your updates on progress. Keep at it.

Editor





Important notice concerning the future of TOC Spares.

With 26 years of excellent service under his belt, after the 2023 AGM, Chris Treagust advised that he wished to "retire" within the next few years. Since one of the stated aims of the Club is to make parts readily available, this prompted a review of the long term future of the TOC Spares operation.

As an initial step it was agreed all second-hand items should be relocated and catalogued to make members aware of precisely what is available. That exercise, though far from complete, is now well in hand.

New parts are far more available today than when the Club was formed 50 years ago. At that time there was no internet and even basic service items were difficult to find in Europe and virtually unobtainable in the UK. Fortunately, Brexit aside, things have generally changed for the better but many owners do still prefer to buy within the UK, especially when parts are required quickly to keep a vehicle running.

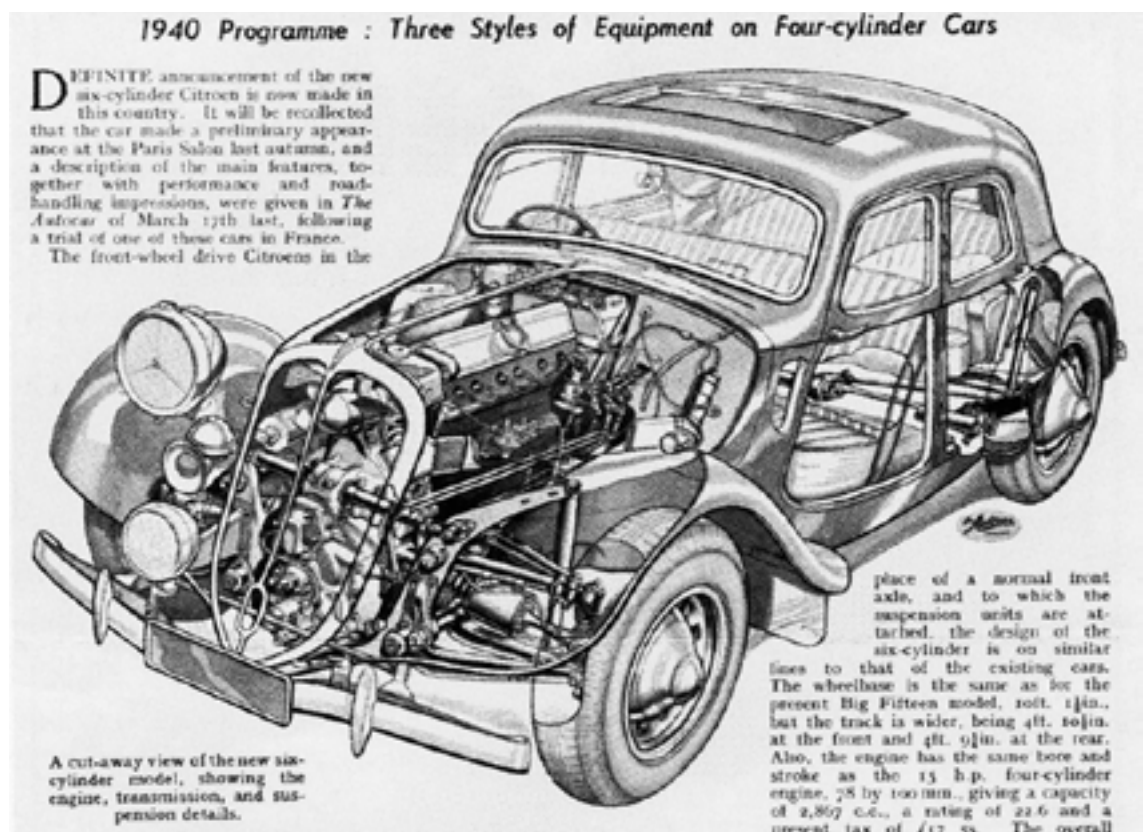
A "local" stock of the most popular items is therefore desirable. Over the past 12 months, approaches were made to several specific members. Unfortunately, none of those, nor the recent appeal in FP, generated any interest from within the TOC, making it necessary to look outside the Club.

As a result, the TOC has come to an arrangement with an established UK company with an excellent reputation for repairs and service for classic Citroën models and a very comprehensive spare parts facility. They have previously avoided holding stocks of Traction-only spares in order not to undermine the TOC's own spares sales. Adding a comprehensive range of Traction items to their portfolio is a logical step which will benefit both the Company and the TOC membership.

The result will be an ongoing, UK based, new spares facility offering preferential prices to paid up TOC members. They will also be able to supply remanufactured and reconditioned items such as relined brake shoes, dynamos and starter motors.

There is still some work to be done before the new scheme becomes operational. Please continue to send orders to Chris Treagust at TOC Spares until further notice. Every effort will be made to ensure the exemplary service that Chris has afforded for so long continues through – and then beyond – the transition period.

**B Shaw, President,
Bev Oates, Cleve
Belcher, Ian Harvey,
on behalf of the
Committee.**





Batterie dans la Bombe

Joseph Dobson moves his battery astern and uses the resultant space on the bulkhead for a heater. Quite a few cars had batteries in locations other than under the bonnet, from memory, and as well as the Mini, some Rovers and (I think) the MGB GT had boot mounted batteries, probably due to lack of space under the bonnet.

Dear Bryan,

Following your piece in the latest Floating Power and the resurrection of my article on home made silent blocks, I would like to submit another article but I am not sure if it is one, I have already sent. If it is then disregard this submission.

Part 1 Battery

When I first had my 1957 French built Traction I found that when the battery needed attention or, as it happened, renewing, the complication of removing the bonnet and replacing it several times made me wonder if there was a more accessible place for the battery. I seemed to remember that Minis had their battery in the boot and this was an alternative that was worth exploring.



Putting the battery in the boot was not a problem, as luggage space was not a premium, given the other bits and pieces inhabiting the space. My main concern was getting the long positive cable from the battery to the starter motor. The negative side was no problem as a cable was bolted to the floor of the boot and the engine earthed to the chassis. Scrutinising the underside of the car revealed two V shaped stiffeners running longitudinally the length of the floor plan, one housing the fuel pipe and the other empty apart from dirt accumulated over the life of the car. With a length of steel rod, this dirt was dislodged leaving the

perfect space for the positive lead to be located. After a bit of juggling this was pushed through to the engine compartment and eventually coupled up to the starter motor. I had to make a hole in the boot floor to pass the cable through and insulated it against any possible chafing of the cable. Subsequently I installed another 6 volt battery in parallel to provide extra capacity when starting. The main problem that I experienced was installing brackets to strap the battery down which necessitated taking the petrol tank off, however this afforded me the opportunity to clean out the tank and paint and service the petrol gauge sender unit which had not been sufficiently responsive.

Part 2 Heater

With the battery removed from its original place and the rusty battery tray removed as well, an oblong hole in the bulkhead revealed itself quite unexpectedly. The back of the dash board and wiring could be seen. The opening is not quite the same width as the battery tray and is about four inches deep. A search on the internet for retro fitted heaters showed several that were a little larger than the width of the opening but the right depth.



A shelf was made to raise the heater matrix and fan into the right position and fixed in place with a foam strip sealing the matrix against the bulkhead. My new hoses were cut and connections, silver soldered from copper pipe, and clamped into place with one connection fitted with a boss for



a temperature sensor to be installed. Hoses were cut and fitted to the heater matrix, a thermostat from a Renault 5 inserted into the top hose and an expansion bottle placed where space allowed. This was fed from the expansion tube on the top of the radiator.

As the fan runs on 12 volts a small transformer sits on the bulkhead converting 6 to 12 volts which supplies the temperature gauge as well. The heater has no means of directing the flow of warm air so it just blows into the cabin from behind the dash board, but it is effective with no holes needing to be cut into the bodywork and the main thing is, that it is unobtrusive.

Can you recall which unit that you used? Does it recirculate from the cabin, or draw from the engine bay? There must be some risks associated with the possibility of drawing in fumes from the engine, albeit a Traction firewall is far from airtight of course. Editor

There are several similar heater units on EBay that have dedicated outlets with hoses to suit, but these were not available when I bought mine so I have the whole opening from the matrix blowing into the cabin with no way of directing the flow, but it does its job. Regarding re-circulating air. I would need to find somewhere on the bulkhead to make an opening to connect a hose to re-circulate air. Unfortunately, the inlet for the fan is on the opposite side of the engine bay from the hole formerly used for the original heater system, but it may be worth while trying to rig something up. I put up with the smell from the engine which is not too bad, but I have not experienced fumes of any sort. (no one else has complained)

Joseph

Joseph has subsequently further responded to my question about recirculation, as follows.

Your question about re-circulating air with my heater and my response did make me think it would be possible after all. It was one of those lying in bed unable to sleep moments! The length of hose feeding the fresh air into the flap controlled orifice that served the original heater does in fact reach the heater inlet. The result is unwieldy but it does work and can easily be reverted supplying cool fresh air in the summer or simply re-circulating air but with the heat turned off. The attached photo gives you an idea.

Joe Dobson

Obviously the original heating system in the Traction (if it can be given such a grand title) drew in air from the radiator area and fed it via the ram effect of the car moving forwards, into the cabin,(if you were lucky.) I think that, given that carbon monoxide is generally odourless, this is a further worthwhile modification taking the input from the car cabin. Any additional ventilation can then be provided by cracking open the windscreen or the scuttle vent. Editor





Please participate in the crucial National Historic Vehicle Survey and keep transport heritage on our roads.

The Federation of British Historic Vehicle Clubs will have to argue even more strongly for historic vehicles to retain their current access and freedoms on our roads in the coming years as we navigate the most challenging period in our history. To defend our freedom to use yesterday's vehicles on tomorrow's roads, we need your help completing this crucial survey.

The Federation represents more than 500 clubs, museums, and individual members passionate about historic vehicles older than 30 years, such as cars, motorcycles, buses, coaches, lorries, agricultural, military, or steam vehicles.

Due to changing political and environmental influences, the historic vehicle community, events, the freedom to use the roads, and even the fuel we use are under increasing threats and pressures.

The FBHVC aims to lobby the Government against detrimental legislation and restrictions that could impact the future of historic vehicles. However, to secure a successful outcome, the organisation needs dependable data on the significance and scope of the historic vehicle movement. The responses you provide will help shape the future of historic vehicles in Great Britain over the next five years by providing crucial data.

The Federation first conducted research in 1997 and has repeated the process at least every five years since then. HM Government values this research for providing a consistent approach that demonstrates accurate traceability and the development of the historic vehicle movement over time. Such transparency fosters trust in the government and ensures that the 1.9 million historic vehicles recorded on the DVLA database are treated fairly and appropriately.

The survey encompasses all historic road vehicles, including cars, bikes, lorries, vans/motorhomes, military vehicles, buses/coaches, tractors/agricultural vehicles, and steam vehicles.

Details of the previous research can be found here: <https://www.fbhvc.co.uk/research>

Over 15,000 enthusiasts participated last time around. We want to make this survey the largest and most comprehensive of its kind in the world, so please take part, have your say, and help keep the historic vehicles that we love on the road for the benefit of everyone in the future.

Depending on your responses, the survey should take approximately 15 to 20 minutes to complete. Kindly ensure that you finish it in one sitting. Complete it now at: www.fbhvc.co.uk/survey

OUCH!

**What has Chris Bailey
done to his Traction?**

**See Bailey's Banter
for the answer**





What's the Story? This is the Story (of Larry Lewis's Challenger)



I imagine some of you are wondering what is happening with my 1937 Challenger Traction after my recent articles detailing the work I've done so far. The engine is at the third machine shop after the second shop determined that one of the new main bearings is too tight on its inner part resting on the crank journal. That shop was unable to do anything about it so it was off to shop number three.

There it was found that the main bearing caps were out-of-round causing the problem. They were able to sort that out and the crank spins nicely according to them. I did not have the correct connecting rod bearings in the proper undersize so they told me which ones to get. I ordered a set of .75 undersize from CTA in Holland. Two weeks later, a package arrived containing the bearings. I was required to pay \$1,800.00 duty and taxes on a package valued at over \$13,500.00! A mistake by the

Canadian Border Services Agency. The postman told me that if I paid the duty I would never get it back. Nice!

What to do? I contacted Pieter at CTA and told him what happened. He sent another set and this one arrived without any foolishness. I told the CBSA to return the other package to the sender and this they did. I dropped the new bearings off at the machinist to be installed on the rods. While I was there, they showed me the engine block that had been hot-tanked to remove 87 years of scale and rust from the water jacket. At Ferte-Vidame in 2019 there were vendors selling a kind of ceramic coating for the inside of the water jacket. I wonder if that's worth doing? Does anyone have experience with it? I'd like to know.



On at least 5 of the headbolt holes there were hairline cracks. So that has to be dealt with. I could have put in an engine block from a D but this is the original engine on a very rare car so I'd like to keep it that way. They also took the cylinder sleeves as they will need to machine the top of the block after the cracks are done and match the sleeves to the top of the block. Fun times and here it's too cold to work on it, so that will be it until Spring. I hate having an unheated garage and that's a fact!

I could have started to work on the brakes or the ball joints but I know from experience that that is a good way to lose interest in any project car, having so much apart at one time Step by step otherwise madness will ensue. I think this project will keep me quite busy next spring and maybe, just maybe, the car will be on the road by the summer.

Larry. Lewis

Surprisingly, it is 12 months since the original piece by Larry. Time flies! I too have an unheated garage, and although our winter temperatures are well above those experienced in Canada, it is still cold enough to make it so that enthusiasm soon wanes when trying to do something complex. Header image is of Larry's car when originally purchased. Image above is of the car in a dismantled state awaiting Spring in Larry's currently -5 degrees garage. Editor



What Else Do You Have in Your Garage?

1927 14/45 hp Talbot Tourer

Bryan

Having completed the restorations of a 1923 Citroen B2 Tourer and a 1960 2CV Bijou, Frances decided I needed a new project to keep me occupied so I've acquired a six-cylinder and joined yet another TOC!

The "Six" is a 1927 14/45 hp Talbot Tourer and the TOC is the Talbot Owners Club. My Talbot, one of the first cars designed by Georges Roesch, is a product of the Clement Talbot factory in Ladbroke Grove, North Kensington, i.e. a "Tawl-butt" as opposed to a "Taal-bow" from Darracq factory at Suresnes, Paris. The history of the Sunbeam Talbot Darracq consortium (STD for short) is both fascinating and complicated (but don't Google STD---you may just be referred to your nearest clinic!)

The new toy is happily tucked away in the garage, surrounded by Citroens. It has been off the road for at least 50 years and the first job is complete re-wiring.

Walford Bruen.

What a wonderful looking piece of machinery. That should keep you off the streets for a while.

Editor





Reminiscences of Foreign Travel in a Traction

David Gardner's voyages around Europe in his Traction....not all painless.

It all started in Sept. '82 when I bought a Traction off a pile of bricks in London. It had already been rejected by a more eminent member of the TOC so my excuse is ignorance is bliss. The seller even delivered the remains onto my front drive.

As the rebuild went on there was a target date of the 50 years celebration of the Traction in Paris in April '84.

So April '84 with rebuild complete and 200 miles on the clock off I went to Paris, a very slow journey wondering whether the various noises were important or not. The trip was completed including an extra day sightseeing – at least twice around the Arc de Triomphe, where does one get off, up the Eiffel Tower looking down on a very small Traction, ending up with a trip around Montmartre. First time driving a car abroad [already driven coaches abroad but they have a bigger presence] only made one mistake when swinging round to the Eiffel Tower and faced four lines of traffic – prudently moved to the other side of the road.



First trip safely under my belt, I set off to Morzine in the French Alps, car was boiling away merrily before I even got to Dover, not having a temperature gauge the give away is red coloured water coming out of the bonnet louvres. Still, arrived at the venue with regular top ups. The French were very helpful but speaking only French [which is only to be expected] until a few days later my pigeon French obviously got the better of them and for the rest of the rally they spoke perfect English. I had decided to stop in the region an extra week and a friend in my local pub said I could use their chalet foc. Naively I accepted but again ignorance is bliss, it was a skiing chalet so half way up a mountain, every time I wanted to go out I had a down and uphill journey also it was summer so the ski resort was closed and the only restaurant open only spoke French, but I didn't starve.

I had a number of trips to the early Brittany rallies even if on one occasion they had to delay raising the ramps on the Portsmouth ferry as I raced across the parking area – they seemed more amenable in those days.

The first time I went camping in Holland was on a rally around the eleven provinces. Not having a tent, I picked up a frame



tent from my sister on the way down to the ferry complete with assembly diagram. This rally had a police escort for the whole time and on the first night I was knelt on the ground diagram in hand throwing tent poles in various directions when I became aware of an audience – the police escort of a dozen or so motorcyclists were stood behind me in an arc watching how the English go camping! Still the escort were useful in negotiating through towns where 30 odd Tractions had priority.

There was the ICCCR in Germany near the Rhine, a wet drive down in a small convoy of TOC members; a very wet event with camping in a field on the hillside with water flowing under the tent if you had a built-in ground sheet or through the tent if you hadn't.

Reminiscences of Foreign Travel in a Traction

The rallies in Belgium were notable for their superb food both in quality and quantity. The route directions were not so good with Tractions appearing from all four directions at a certain cross roads. The Trappiste beers are also recommended but only for evening imbibing [can be very strong].

There was an ICCCR in Holland where I must have been dreaming of being at home in the warm and dry only to wake up to the pouring rain to pack the tent and depart. I almost bought a Citroen camion petrol tanker at this rally but apparently did not offer the seller enough – I always wondered what happened to it.

On the way to another rally in Holland with a small TOC convoy, I was elected to navigate even though I was on my own. Driving along the top of the dykes very picturesque with windmills we passed a large sign – have you ever tried deciphering Dutch/Flemish, later we encountered a number of bulldozers and excavators, now I know what the sign meant. However, we drove around them and continued, then I got the blame for getting the cars dirty!



After a rally in Clermont Ferrand, I drove across France to see some friends in Switzerland. Driving along the bottom of a valley I noticed a new road going half way up the mountain. I knew I had booked a train to take me through the mountain; I did not realise that I had to go up this new road to catch the train. Those of you who have used the Shuttle to get from the UK to France will know that it is fully enclosed and illuminated. Not so in Switzerland, you drive onto a flat bed with a piece of corrugated iron over the top to stop the rocks falling onto the cars and as soon as the train is full off you go into



the pitch-black tunnel. My friends expressed surprise when I said it was dark – it is a tunnel they responded. There was a surprise half way through the tunnel the image of two faces appeared on my windscreen – ghosts!! No, the car behind had switched on their interior light and my interior mirror had picked them up. On one return through France I had to call in at a Renault factory for my job, they did not bat an eyelid at the Traction. From there on the way to Nogent le Rotrou for an evening stop, the screen was hit by a stone. At the time nothing happened but in the cool of the night the stresses increased and it shattered.

Fortunately because of where I was, I could go and buy a new screen and entertain the hotel staff by changing said screen in the hotel yard!

Over the last few years I have been invited by a Swiss Club to join them on their Randonee Alpine held on alternate years. It involves climbing up and down various alpine passes and stopping in good hotels with good food to recuperate. It is hard on the cars and the drivers with all the hairpin bends and low gear work but there are some spectacular views.

Problems? There have been a few – on the trip to Clermont Ferrand a rear tyre blew out, it must have been an old tyre because the side wall came apart. It was then that I realised my trusty hydraulic jack used for all my servicing did not fit under the car when the tyre was flat, I now have a scissor jack. I also now have a foot pump because whilst at Clermont I could buy and fit a new tyre but how do you pump it up in the middle of a camp site?

The boiling on the way to Morzine was cured by retarding the timing, simple but annoying.

On the way back from one of the trips to Holland there was an intermittent ignition problem which necessitated a tow on to the ferry by another TOC member. The captain was not best pleased, you could see him gesticulating from his bridge. He would have been even more upset if he had seen the state of the tow rope. All resolved by the AA in Dover for another successful trip home.

On another trip back from Holland I had a fan belt break on the M25, that was resolved by me, very exciting on the hard shoulder!

Changing the screen at Nogent was a good idea because it poured with rain all the way home.

On the way home from Switzerland last year I parked on the ferry at Calais in a cloud of steam and smoke – no water in the engine – filled it up at Dover and got home to the Midlands checking fluid levels on the way. Head gasket had failed so able to strip down and rectify at leisure.

After 40 years many miles have been covered both here and abroad the trips are always enjoyable, although sometimes in hindsight, meeting lots of new people and experiencing a variety of hotels, some good and others to be avoided next time. I have done 50yrs and 75 yrs of Traction, will I or the car see 100yrs – who knows?

David Gardner



Your Letters

BASHCAMS

Hello Bryan

I have been meaning to write to you for a while. I became a member last May.

I agree about age and effectiveness. I found that I had no longer the strength to use my trolley jack to raise the TA (OSL 282) up for maintenance purposes. So one phone call later and the car was despatched to Brightwells auction where it sold for less than I bought it for last May.

No matter, as it was a relief to move it on. It was a privilege to have had the ownership and enjoyed the driving experience. This leaves me with the one Austin Seven which is definitely light enough for me to maintain.

Austin Sevens I have owned for some years and I was the editor of the Hereford Austin Seven Club newsletter for five years. I well know what you describe in getting fresh interesting copy for publication. As editor my job was made a little easier as there are quite a few different A7 clubs around the country and we share our magazines/newsletters with each other and happily plagiarise!

The strength thing was not helped by a car pulling out directly in front of me last April and that wrote of my then A7. See here https://www.mothy.co.uk/AustinRN/crash_RN.mp4. I was not badly injured, cracked ribs and a night in hospital while a deep cut was sewn up.

Because of the dashcam footage the police stated I was a No Fault Victim and indeed when my insurance renewal came around, my premium had dropped slightly compared to the previous year. What was not so good was that the insurance assessors had no experience of classic/vintage vehicles and wrote the car off as Cat B. I was able to buy it back (salvage retention) and break for spares, but not to be able to repair it. I have since moved to a different classic insurance company (RH) who handle these problems in a more understanding way.

As dashcams are only about £30 I think that they are exceptional value and insurance, I have always had one in each of my cars.

The issues of Floating Power that I have read, are outstanding in content. Keep up the good work.

Regretfully I will not be renewing my membership this coming May, as I no longer own a TA. I hope you understand.

Thinking of the 2025 National Rally, I live 10 miles from Malvern and can offer a room and bed for free if anyone is challenged for accommodation, dogs welcome. Having said that, the magazine states Fri 20th to Sunday 22nd May. That is an impossible date set. Should it not be June?

Thank you

Roland Alcock

Dead right about the dates, and several members spotted the mistake in proof reading (see my response/explanation elsewhere)

The business of ageing is a mystery. I think that I was a mere lad of around 58 when I first acquired my Traction and somehow I now find myself to have achieved the age of 72 a couple of months ago without really noticing the passage of time or feeling (in my head) any older! Quite how this has happened without me realising is one of life's puzzles and suddenly I find myself with unresponsive knee joints, an inclination to doze in front of the TV, and, as you say, I go out into the garage to service the car and then find myself distracted by the fact that I somehow can't seem to bend down as readily, and have to drink multiple cups of coffee to fuel progress.

So you have my sympathies and we will be sorry to see you go. I had noticed that OSL 282 had passed through the auctions a couple of times in the last couple of years.

Your accident with the A7 looks and sounds horrific. I assume that it was a steel bodied model of A7 and not one of the fabric bodied versions, otherwise I would imagine that you would not have got off as lightly as you did. I too have experienced cars pulling out suicidally in front of me when driving an Austin 10 which I owned for several years. I think that some motorists see the front of a pre-war car approaching and assume that it will only be doing 20 mph, when it is probably going as fast as most of the surrounding traffic. Fortunately I was spared your experience (thus far!).

Thanks for the email and continue to enjoy your Austin. Editor

SAGE

Dear Bryan

It was interesting to read your reflections on 'the older driver' in the last 'Editor's Epistle' – I think your comments will apply to a high proportion of our members. As you say, there isn't any indication that older drivers are less safe, but it has to be admitted that after 60+ years bad habits can creep in and reactions are not always as sharp as they were.

Last year I came across something called 'Safer Driving with Age' (or SAGE), which offers a voluntary assessment session for a modest fee (£17.50). The assessor comes to your house and you drive him/her round for 40 minutes or so on local roads, after which you are given a summary of what has been observed. I was pleased to be judged 'safe', and grateful to be told of a couple of areas where there was room for improvement – it was a positive experience and worth repeating at intervals, I think.

I booked my assessment through the County Council, and as far as I know it's available nationally. For the most

part, the powers that be trust older drivers to regulate themselves, and this is one way of doing it.

Yours sincerely

Michael Broadbent

A good idea in principle, although it is worth noting that an assessment on the road in a Traction, or indeed any Historic Vehicle, might be different in its emphases to one in a modern automatic transmission car. Incidentally, SAGE isn't quite National, but most local authorities appear to run something similar. Sounds like a good idea if you or your family need some reassurance about your driving. The Lancashire County Council course appears to be free, incidentally, (Drive Safely for Longer) and has had 1,500 participants in its three years. It sounds like a similar exercise to what Michael describes. Might be worth looking at what is available in your county. (Editor)}

Carburettor Recommendation

Morning Bryan and Chris,

These people are nr Stourbridge and I have found them to be very helpful for Carb bits etc.

Might be worth a mention in FP perhaps.

All the best for '25, David (Boyd)

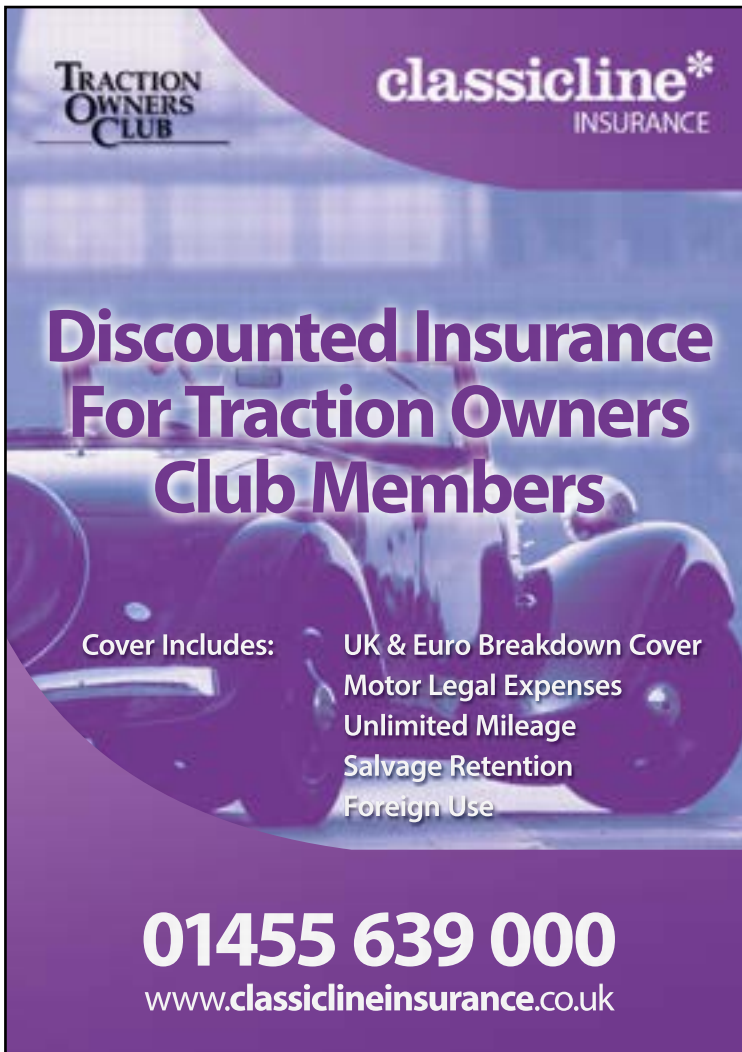
The company referred to is :

Classic Carbs UK Ltd

Workshop 2, Unit 19, Premier Partnership Estate, Leys Road, Brierley Hill, West Midlands,

United Kingdom

email: support@classiccarbs.co.uk



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Bailey's Banter



I hope you had a good Christmas. Mine started with a bang. Well, a bump and a scrape really. A contretemps with a Fiat 500 resulted in damage to the bumpers, front wings, doors and rear wings of both cars. And more significantly, again on both cars, the front suspension was damaged with the offside front wheels being displaced. I'd call it a draw. Mainly cosmetic damage and both cars could limp slowly off to their respective homes.

And so to the aftermath...



The bodywork will be handled by professionals – as things stand, despite the car being insured through a specialist in classic cars, it seems this all gets forgotten when you get to the actual insurance company who have started to arrange repairs through normal channels. Their question “Is the



car under warranty?” made me laugh. A normal

bodyshop has been asked to contact me and, when they do, we'll see how they plan to go about things. I suspect this could take a while. As it stands, six weeks after the event, no such contact has been made. I haven't chased them as I've been busy with, amongst other things, straightening out the suspension.

I decided to fix the suspension myself. I didn't want someone trained on Vauxhall Corsas playing around with it but neither did I want the car undrivable for weeks while I waited for a specialist to fit it in. The damage was limited to a very bent wishbone. I had a chat with **John Gillard** who kindly told me what other damage to look for – in particular bent taper pins on the top and bottom of the hub. Happily, mine seemed to be unbent.

If you have been paying attention over the last several months you will recall that I was planning to replace my offside driveshaft

over the Christmas break. This was of course the same corner that took the impact, so I was planning to most of the work anyway.

I had never worked on a Traction's top wishbone bushes. I chose to use the metalastic / silentbloc type of bush, mainly because they were available. The original style solid bushes need to be reamed to fit the spindle. They also need regular greasing. And one of the bushes needs to be pressed into place with I'm not sure how much force. The metalastic bushes are easier to fit and need no greasing. I fitted the grease nipples anyway to avoid leaving holes to fill up with dirt.



The replacement used wishbone came with the old rear solid phosphor bronze bush still in place but not the front one. I wanted to prepare the new wishbone for fitment before I removed the damaged one. This meant that I was fitting the new bushes before I had learnt how they fitted together. Not really a problem but had I done it the other way round I may have been able to use old metal bushes in the new wishbone on the old spindle.

And so, I had to remove the rear pressed-in bush. I did have a go using my bench vice but that made no impression at all. I had to resort to a hacksaw to cut a slot and collapse the bush.

Taking the old bent wishbone off was a bit of discovery for me as I have never done this job before. The correct way is remove the front bush which is held in place by a locknut, secured by a tab washer and then slide the spindle through it. It's explained in the manual and there is a decent diagram. But there was so much grease and gunk over the bushes that I couldn't see anything. To save time I just chopped through the wishbone and took the two legs off separately. However, this is not recommended if you want to reuse the wishbone.

On the bench, I cleaned off all the goo and could see what goes where. I put the chopped-off part in a vice and used a Stilson to undo the nut - easy. I suspect the tab washer is a bit hard to get to when it is all assembled and the lock nut looks like it would benefit from a C-spanner, but I don't see any reference to one in the manual.

The bushes had been frequently greased (by me anyway) and showed no wear so I am inclined to leave the originals in place on the nearside. That leaves me with different bushes on each side of the car. Not ideal and we'll see how it goes.



The new top steering swivel bearing needed fitting to the replacement wishbone. I was planning to renew both the upper and lower swivels and, having the parts in stock did both whilst I was down there. The old ones were a little rough and the bottom one was showing some play. Something to note when fitting new swivels - I found burrs on the drillings through the spacer ring. I didn't want any debris in my new swivel joints so I cleaned them up with a drill bit.

I also replaced the driveshaft which was getting rather urgent. You may recall I have elected to use the type with CV joints at the outer end but UJ's at the gearbox end.

Putting it all back together would have been straightforward if I hadn't made repeated stupid mistakes.

Mistake number 1 related to the ball joint gaiters on the top and bottom swivels. When I had everything together, I noticed the top gaiter was a loose fit. Oh no, I said to myself. I have fitted the top and bottom gaiters the wrong way round. I took the whole thing apart and swapped them over - and then remembered that the same part fits both top and bottom. They had just stretched a bit.

Mistake number 2 was to route the brake hose the wrong side of the wishbone - so off came the wishbone again. Otherwise it was all very straightforward.

Assembling the top and bottom swivels is quicker and easier if you don't bother to fit the little keys in the top and bottom tapers - especially if you have to do the job three times. Those keys serve no purpose other than to annoy and create the risk of misassembling the ball joints.

You have to remove the wing to get the wishbone spindle out - well I think you do but you certainly need to when fitting the new type which uses a very long bolt. I refitted the wing, even though it is bent and needs to come off again for some skilled metal-bashing which is yet to be arranged. I can say for sure that replacing the swivels and the driveshaft is much easier with the wing out of the way - it would have been even easier in a bigger garage and if I had also removed the wing stay - but I didn't. How I didn't poke my eye out is a mystery.

I can't see any damage to the track rods or the rack and the hub pins seem straight and in line. I looked at the other side for reference and it looked like the wishbone was located with equal spacing between the front and rear mountings and that's how I set the new one.

I drove it like that for a week and it wasn't quite right. It didn't really pull to one side but let's say it just felt a bit strange. When I had a proper look at the other side, I realised I had not taken account of the lock nut which was hidden under all the grime. The wishbone needed to be set about 5mm further forward than I had thought.



The manual says that you should set it up with 1.5 degrees positive caster, plus or minus 30 minutes. I had managed to achieve much more than that. To set it up properly you need the car on a flat horizontal surface and space to make the measurements. I couldn't achieve both flat and space at the same time. I decided that I would assume the other side was set correctly and just match that - avoiding the need for a flat surface.

The manual describes some brackets to fit where the grease nipples go - you drop a plumb line from the top one and measure the position on the bottom one. Since I was just aiming for a match I started with the undamaged side of the car and screwed M8 bolts into the top and bottom threads. I wound them in so that a spirit level across both their heads was vertical. I used locknuts to set the projection and transferred the bolts to the other side. I then could wind the spindle forward to reduce the positive caster until the spirit level indicated vertical.

I don't know that they are set right, but I do know both sides are now set the same. Now it drives much better but with a slight pull to the left. I need to check the tracking.

With the new driveshaft I thought I would be wobble-free but I wasn't. A now familiar shake which peaks at around 54 MPH was back - explained by a very frustrating observation made while I was checking the caster. The inner UJ on the driveshaft that I replaced in the summer was already shot - it can't have done much more than 3000 miles. I blame the guy that fitted it. Luckily, I hadn't put the tools away and set to work on getting the UJ out. Three of the journals were in good shape but in the fourth every single needle was ground to dust.

Now it's all back together, I can move on to the tracking. It is supposed to be zero to 2mm toe out. The accident could have increased that a little. I need to get some long straight lengths of wood or steel for that check.

Just before this incident I finally fitted the heater tube and I can confirm that it has almost no effect. My car is bog-standard with neither a thermostat nor a radiator blind. Either or both would help - but I would then feel the need to add a temperature gauge which would then cause me to worry. I'll continue to rely on gloves, a big coat and an ice scraper.

Ian Barnby however has fitted a very striking blind to his radiator which was displayed at the TOC Kent and East Sussex area Christmas meal. I like it, but to my eye it does need a couple of chevrons.



Julian Pratt sent me a photo of his more professional item attached to his Big 6 radiator grille. All that's missing is the Big 6 but I believe Julian is taking steps to fit the car to the grille soon.

Julian's radiator blind was sourced from CAS but I couldn't find it there when I looked. I did find it on Pat2D's website along with another item identified as a Radiator Screen. Julian's blind fits to the grille but I think the Screen fits to the radiator itself. I worry about blocking off the airflow without having a temperature gauge to tell me when to remove the blind. If I had a gauge I know

I'd be looking at it and worrying if it was too hot or too cold. Ignorance is bliss - if a bit chilly but Julian rightly reminded me that it does the engine no good to run too cold. I may experiment with a bit of cardboard before I invest 120 euros in a radiator blind - which is out of stock anyway.



I snapped two other Tractions at this event – **Adrian Phillips'** Normale and Mike Hodgson's Light 15. Should I admit we arrived by Volkswagen? I'd rather not.

I am grateful to **Alan Lloyd** for the following story of his Tractions.



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 I was in Surrey, approximately 500 miles away.

The seller was unknown to me then, very well known to me now - the aforementioned Andy Burnett. I flew (literally) up to Aberdeen, from where I was collected by Andy and taken back to his house to see the car that I had come to see, a red and black Slough car registered KBW 506. I agreed to buy the car and Andy took me back to the airport, but whilst there I saw a gorgeous, totally restored, grey and maroon Slough DST 569 which he would not sell unfortunately, and a long Slough Big 15 Family Traction, LSK 145. This particular vehicle was built by Andy from a car bought from a private collection as an extremely good and sound Familiale, which, along with a donor 'Big 15' for the correct fitments and parts, was totally stripped out and rebuilt to the precise specification and build of the British 'Big 15 Family', with every bracket, hole and fitment as per original. I was rather taken with this car, but realistically it was expensive and I had come for the cheaper car which I now owned.

I flew home, had the red and black car collected and delivered, but in the meantime, my employment with Citroen UK (running Citroen London West at Chiswick and the retail dealership at Slough)) had come to an end and I wanted to start doing something on my own, without having endless pointless meetings, 5 year plans and everything else that goes on with corporate life - I wanted freedom but still had a mortgage and school fees to pay. Andy had used the cars for weddings in Scotland, so surely I could do the same in Surrey? Maybe I needed that Big 15 after all!

A deal was arranged and I drove up to Aboyne with a trailer to collect LSK 145, staying with Andy and his wife Sheila for the night before bringing the car home.

So, I had the start of my business, but realised that I should have another white car for the bridesmaids so started to hunt for one. I came across a white car near Bristol being sold by a someone with the name of Harris. Now I am probably very ignorant here, but I had never come across the name Harris as a Christian name before, so I was uncomfortable when I asked the lady answering the phone for Harris, assuming that this was really a surname. It wasn't - it turned out that the car (XSU 544) was owned by none other than Harris Mann, famous car designer of, amongst others, the Triumph TR7, Allegro, Marina and Princess. Now, I had had to sell these vehicles in my earlier career, and I had a few uncomfortable questions to ask him! My son and I went to collect the car and meet Harris, and I am delighted to say that he was charming, the car was excellent and I was happy to buy it.

But, before we left, I, rightly or wrongly, told him what I thought of his designs, to which he largely agreed with what I said but pointed out that what appeared as a final product was never exactly what he had drawn - for the sake of cost, compromises on the designs were made over which he had no control. Mentally, I forgave him! Before we left he very kindly gave me a signed drawing of some classic Citroen cars that he had drawn - I was very sorry to hear of his passing last year.



*After just the one wedding (where **Martin de Little** drove one of the cars) I decided that actually operating the wedding cars was not what I wanted to do - too stressful and too much hanging around.*

Instead, a short time later, I formed my company, H Van World, to import and renovate H vans - this ran successfully for ten years before Brexit helped to kill it. So, that is how I ended up with the three Tractions all at one time!

The sequel to this is that I finally ended up with the other one of Andy's Tractions, the long lusted after grey one, DST 569, pictured in the final picture at Citroen Classics in Staines, where Darrin recently fitted a new radiator for me. My question is, where are the other three (KBW 506, LSK145 and XSU 544) now?



Having used my own Traction for a couple of family weddings I recognise that stress!

We met up with the Kent and East Sussex TOC group for lunch in Penshurst. The Traction was still in bits so we arrived by Golf. Happily, there were three Tractions that I had not seen before together with an Austin Champs and **Paul Bodiam's** Riley Elf. The black Normale had suffered a fuse failure on the way to the pub. That's quite an unusual thing for an old French-built Citroën to suffer from. We discussed the merits and disadvantages of fitting fuses. It was nice to see a couple of brightly coloured Tractions.

And then we met with the Surrey, Hants and Sussex group at Hook – again in the Golf. **Tim Dodd Wilson** took his 2CV and **Paul Bodiam** this time took his Legere with newly rebuilt engine which sounded very smooth indeed.

As promised in the last issue, I bring you Part 3 of **Ian McDermott's** article describing options to make and your own brake centring tool, which is reproduced with kind permission from "Front Drive", the magazine of the CCOCA.

"Here is a different method from the one described in the workshop manual, and some photos of home-made tools that can do the job. Please note that the tools shown below are just examples of what people have made. With some ingenuity on the part of the Traction (or other model) owner, there are definitely more ways to construct suitable gauges.

The alternative technique uses the brake drum and shoes fitted on the car as the starting point of the gauging process. Fit the drum on the axle (no need to tighten the nut too much) and adjust the cam for the leading shoe (the one with the full length lining), until the lining of the shoe just scrapes as the drum is rotated. This sets a "reference radius" for the adjustment of the shoes.

Remove the drum. (It might be necessary to back off the cam a tiny amount). Then fit and adjust a gauge similar to one of those shown below to match the radius at the top of the shoe. From there the procedure is the same as described in part 1 of this article - adjust the eccentric bushes to the reference radius now carried by the gauge, then adjust the cam, followed by a smaller adjustment on the eccentric bush and so on.

To quote Motor's Auto Repair manual from 1953, "a brake adjustment very close to the tolerance of 0.005" clearance at the heel and 0.010" at the toe will be obtained."

Remember the gauge is just a feeler. Don't put excessive load on it and risk losing the reference radius, or distorting the gauge.

Here are some examples of other gauges.

Ring gauge



The ring gauge is included here simply to demonstrate a point, and to lead logically to the first of the methods of making a suitable concentricity gauge. Ring gauges are especially useful if the drums aren't worn, and the linings are new. In that case the ring gauge can be the same diameter of the drum, and the shoes can be adjusted easily to suit. If the ring gauge has a larger diameter than the drum, a feeler gauge can be used with the ring gauge to achieve concentricity. Visibility of the contact between the shoes and the gauge, and access for the feeler gauge is excellent. Burton supply a ring gauge for the rear brakes of the 2CV, but there aren't such gauges available for the Traction. Making a ring gauge is usually beyond the capabilities of someone with basic home workshop facilities.

Dummy drums

The dummy drum can be viewed as a home-made variant of the ring gauge, made from an old brake drum. (No-one destroys a perfectly good drum these



days)! The radius of the dummy drum must be greater than the reference radius determined by contact between the toe of the leading shoe and the drum which is used on the car. A section of the drum is cut away, as shown. Feeler gauges are used to measure the gap between the brake lining (at the top of the leading shoe) and the dummy drum. Then the shoes are adjusted until this gap is consistent over the length of both the leading and trailing linings. Cut-outs allow access to adjust the eccentrics.

Hub with pointer

Once again, this method uses worn out parts as the basis for the tools. The brake drum is removed from the hub, leaving just the centre part. An adjustable pointer is attached to the hub. Then the shoes are adjusted until the pointer just scrapes on the linings over their full length. A cut-out next to the pointer provides access to the eccentric bush adjusters. This type of gauge can be viewed as a variant of the dummy drum, and it is easier to use.



Using old wheel bearings



Larger versions of the Traction have a 35mm diameter axle on the rear of the car. The inner front wheel bearing of the 4-cylinder Traction has an ID of 35mm. The gauge on the left is constructed from two of those old front inner bearings, a length of PVC pipe, a piece of steel and a compass, and is used to adjust the shoes on a Family 9.



The gauge on the right, for the rear brakes of a 2CV, also uses an old Traction front inner bearing. Of course, a 2CV wheel bearing could also be used.

Using 25mm PVC pipe

These gauges are simple and cheap. However it takes a bit more time to make them than meets the eye.

Front axle gauge: A hub nut fitted in reverse helps centre the outer end of the tee. The inner end of the PVC tee has an ID of 34mm. A strip of fridge magnet material glued inside the mouth of the tee is adequate to reduce the diameter to 32mm to match the diameter of the axle. Rotate the axle when using, rather than rotating the gauge on the axle.

Traction with 30mm rear axle: 25mm PVC pipe has a nominal ID of 30mm. In practice the ID is 29.8mm, so some work with a half-round file is required to increase the ID of the pipe so that it will slide onto the axle. The inside of the tee and the socket also need some work with the file to remove plastic so that these fittings can slide on the pipe.



Tools which use the axle nut as a means of rotating around a centre

One for use on a D, made using timber

Gauge for a 2CV, courtesy of club member Axel Kaliske



Still under development, this is intended to be a gauge which suits all Traction brakes:

- 10" and 12" drums
- 30mm and 35mm rear axles
- Left and right hand nuts on the front axle

Tools for adjusting eccentrics



For adjusting the eccentric bushes, a 2120-T substitute can be made from a short length of ¾" water pipe. Just file two teeth, flare the teeth out a fraction, drill a hole for a Philips-head screwdriver (for example) or another sort of lever, and the job is done. It is not as rugged as the bought item, but it is adequate given that it doesn't require much torque to rotate the bushes.

Someone has managed to adapt a 2-pin spanner like that used for changing discs on an angle grinder.

At a pinch, even long nosed pliers can be used."

I do like the use of a bit of plastic drain pipe.

Chris



Paul Bodiam's Legere at Hook.



I have little to report from my freezing cold garage. Having seen the foam matting which my E-type owning neighbour laid from wall to wall. I decided to extend the half dozen or so which formed a mat in front of my benches. These mats are easily obtained, but born in Yorkshire I decided to plumb the depths of facebook Marketplace first. This yielded nine used mats for £20. Then another six new ones for £10. I was quite happy with that and forgot all about a bid placed on 24 listed on ebay which at the height of Christmas were mine for 99p! All told, kneeling down should be easier on the knees.

While looking on Marketplace I had to search for Citroen branded items didn't I? Of course you're saying of course. A mere two and a half hours trip to Lincolnshire saw me driving home with a Citroen showroom sign. I made the journey in a nearly new Citroen C3. A loan car from the body shop who were assessing my daily driver following an "incident". This was a pleasant surprise as I had expected something from the Vauxhall stable. Although in the future there may be little difference. Interestingly for me, the driver delivering it was a huge Citroen fan who adored his BXs back in the day.

I think the sign dates from the very early thirties when "Floating Power" was introduced on the final rear wheel drive models. It is constructed from a single sheet of plywood which to both myself and the vendor suggests indoor use only. Especially since it has survived for around ninety years. I have never seen one before but would be fascinated to hear from anyone who has. Mrs Peel doesn't seem to feel that the wall above our headboard is a suitable place to hang it from. There's never been any accounting for taste has there?

I featured the sign in the Citroenian magazine enquiring if anyone had seen or possessed one. Last time I enquired if anyone owned or had seen a sign depicting "Floating Power", like the example I had purchased. I wasn't expecting a flood of replies, but I did receive one.

When I collected the sign, the seller mentioned that he had bought it from a chap who had purchased it many years ago at Retromobile.

Sadly I was busy when he called but he left a brief message, then followed this with an email which I'll share with you now.

"Further to my garbled message left on your voicemail a couple of days ago, I recognised the sign immediately, not least from the scuffed paint around the edges, particularly the lower rim. I bought the sign at the 1983 Retromobile, which must have been one of the earliest such events. At the time I was living in Uxbridge and travelled to Paris in my CX24 Pallas efi C-matic - a truly exceptional car - with David Conway, the late Dave Davey and Mike Wood. We caught a night ferry and stopped at Beauvais for breakfast, a number of the bar's patrons drinking vin rouge at sept heures! I recall that Retromobile then was a much smaller affair than it is now and mainly focussed on automotive ephemera and parts for essentially veteran, vintage and classic marques. It was there I found the Floating Power sign, along with a blueprint for the Traction Avant Normale. I remember wrapping the sign in a cloth for the journey home, the car packed to the limit with goodies from Retromobile as well as more than a few boxes of wine.



The Floating Power roundel and Traction Avant blueprint graced two of the walls in my living room. I was still single then but I can clearly remember my future wife, Jean, not being so enthusiastic about my purchase. When we were planning our marriage in 1989, one of the arrangements was to let the items pass to another enthusiast, in this instance Graham Brice who owned both a Rear-Drive Citroen, a Slough Light Twelve with Rannah coachwork (index no PV 2231), in addition to at least one Traction Avant.

The Floating Power signs were, as you mention, designed to hang in Citroen showrooms above the then current models. The artifacts were most attractive and formed from plywood, the

manufacturer being unknown. The signs were by their very nature fragile, and I cannot imagine that many have survived. That the sign has endured the last ninety years is remarkable, and it is gratifying to know that it is in safe hands. "

The previous custodian turns out to be none other than Malcolm Bobbitt. It was Malcolm who first started a column catering for the rwd models in The Citroenian, many years ago. Thanks Malcolm, it was kind of you to get in touch.

On opening the Facebook Marketplace site recently, I was startled to see in amongst the debris from other people's lives a B14 tourer for sale. Perhaps not the ideal way to promote a vintage vehicle. The listing describes it as being fully restored. It certainly looks quite splendid and is fitted with an auster screen. As it is lhd drive and the listing mentions that the sale is due to a bereavement.

I wonder if this is the tourer belonging to Gyles Cooper. He passed away about five years ago and I purchased some of his books from his widow. At an asking price of only £8,000 I think it is an absolute bargain. I do hope it finds a deserving home.



At the opposite end of the price spectrum how about this? A 1931 Kegresse which looks ready for the showfield, or any field for that matter. All the go - anywhere capabilities of a Land Rover with none of the reliability issues..... Rhd and available in the UK. The price? £49,995. As the saying goes, find another.



Still looking for a new home is this very bright AC4 tourer. It's price of £12,500 really makes that B14 look even more tempting.

I look forward to hearing from the new owners.

Andrew Peel

I now hand you over to Stan Platts.

For those long standing members who think I go to sleep dreaming of the Citroen CX and wonder why on earth have I volunteered to be the registrar of the Rear Wheel Drive fraternity?

Well here perhaps is another surprise for you, I have owned tractions for 38 years, a period of 10 years ownership of GS & A, just the one DS 21, SMS for 30+ years, various incarnations of Visas XM and various C5 cars, all being estates. Oh and I am forgetting the Panhards both BTs and CTs, the Birotor and my C6. So you think I am a dyed in the wool Citroën enthusiast. Well yes I am but I am a Gemini and own a few 60's Hondas which are rear wheel drive. I do not trust others to work on my cars, my ageing hands can testify to that. So the second thought that perhaps has run through your head is he is/was a mechanic. The response is no! I am an honours graduate mathematician who likes problem solving, both of the ethereal and physical.

Back to 'why the register?'

Having bought a C3 of 1924, 2+ years ago I thought it would be good to meet owners of pre FWD Citroëns. After all, I had bought an original parts book of the RWD Citroëns some 30 years ago. Over that period I had 3 times looked at cars for sale but decided they were not quite what I was after. I needed one to keep my hands and brain active whilst being in my 70's.

So why the 3 seat LHD trèfle? My son and daughter are both in their 40's and are not interested in cars. So one seat for me as driver, one for my wife Hazel and the rear most for a picnic basket. LHD? To potter around the green lanes of Nouvelle Aquitaine, camera free, (no speedo to look at) and just classic car insurance, 40 mpg & 40 mph maximum!

I have not written to the columnist for the last few months hoping that the RWD members would get in touch with me whilst I am recuperating from my open heart and triple bypass surgery. The register is 13 years out of date and needs rejuvenating. You know who you are but I don't and the silence is almost killing me! So please make yourself known as with your permission I would like to publish a list of owners telephone/ email addresses in order to create a support group within the club. (Domicile addresses will not be published.) If you are thinking of purchasing a RWD Citroën, there is no better time than now. There are some real bargains surfacing. Once purchased do please let's get it on the register.

Enough of me and my crusade, it's time to turn the clock back to September 1928 and the introduction of the A/C series.

Earlier in the production year to June '34 43395 B14 G had been produced whilst the assembly lines were gearing up to produce the replacement model. These and the Rosalie's were to be the last RWD drive cars to be built by Citroën. None the less Citroën UK established in 1926 continued to accept bodiless B14 G& F cars until 1929 in order to fit their 'English haut couture' bodies.

The new A/C series were built at a rate of 360 per day! They were built from October '28 to September '32. In that short time 301300 model types were built in a staggering variety.

From October '28 to December '28, 13500 A/C4 and 6000

A/C6 were produced. This was top gear production yet the following year to June '29 they engaged overdrive!

At the very top of their game, these were unprecedented.

For the calendar year to June '29, 55000 A/C4 and 5000 A/C6 rolled down the line. In the months of May to September '29 the newly introduced C6E sold 4500, whilst in October the new C4(III) brought a further 21500 cars to the roads at the same time as the C6E was replaced by the C6F adding a further 14800. For those who required a bespoke model of the C4 the Lux model C4F was built to the tune of 12000 cars and the C6 F Lux model added to the variety. Spoiled for choice, they all sold like hot cakes!

With an increase in capacity, come the 1930 models commencing in September '29 to the end of August '30, 14,800 C6F models were produced.

October '30 to June '31 42,000 C4F and 7,500 C6 Lux rolled off the lines.

October '31 to June '32 saw 17500 C4 (IX) and 10,200 C4G as well as a further new model, the C4G large, added a further 7500 to the total production of cars.



At this time the G4 Grand Lux, the C6G and the C6G Special with increased engine capacity was offered, but reliable output figures are not available. Like a runaway train out of control, from April to June '32, the C4G, the C4 (IX) and C4G Lux amounted to 13,000 cars, the latter with 'moteur flottant'

During this production year, 2,800 C6G specials were added to the total (this being the smaller 2800cc engine). The "Bear of Billancourt" was seething with the "Little Jew of Javel!" Citroen did not stamp on the brakes in '32. In October '32, the Rosalie was introduced to the buying public. By the end of '32, 28,000 Rosalie 8 and 9,000 Rosalie 10's were built.

And there was more... The Rosalie 15 Légère and Normale accounted for 2,500 of the former and 3,500 of the latter in the same 3 months. The Rosalie 15 Grande Lux generated 400 cars in the build period June '33 to December '34, being the most prestigious on offer. To add a more bewildering choice for '34 the 8 became the 8NH, a semi Lux and the 10 became the 10NH Légère.

During the period January to August '34, 7500 of the former were produced and were designated as model A, whilst by the end of May '34 to the end of August '34, the latter were designated model B.

Suffice to say, it appears that 77,820 Rosalie's inclusive of all types were produced.

Of course, the commercial véhicules production continued whilst production of the rear wheel cars slowed whilst the facilities were transferred to producing the revolutionary front wheel driven 7cv which we know today as the traction of 1934.

However, there is a twist to the death of the Rosalie. Licorne had been an established customer of Citroen running gear, and they persuaded Citroen that they would buy the Traction body and Rosalie chassis running gear to continue producing a RWD as they were convinced the buying public would not take to FWD. So it was in with the new and continue with the old!

As for the knock down (?) facility at Slough their production figures from 1926 to 1938 account for 23,406 cars. Come WW2, cars were believed to have been salted away until after VE and VJ days had been declared. I believe that production started again in '48 after production had stopped with the Big 4 roadster, the unique model owned by Fred Annells.

I will leave this to Mr Bailey to banter on about that and the figures when production stopped in 1966 at Slough.

Finally, here is a synopsis of the RWD register of B, A/C, C and Rosalies.

1924. 2x B10	1930. 2x A/C4. (C4)
1925. 2x B10	1931. 1x C4(IX)
1926. 7 x B13 & 3x 12/24 (a Slough designation)	1932. 1x C4 G
1927. 1 x B14	1933. 3x Rosalie 8 (un specified)
1928. 5 x B14G	1934. 2x Rosalie 12(un specified)
1929. 2 x C6	1935. 1x La Licorne.

If you know of others in the UK please contact me on 01274 68 38 48 or Stan.hazel.platts@btinternet.com

In the meanwhile if you are looking for a rear wheel drive in France try leboncoin.fr or on holiday buy la Vie de l'Auto or Gazoline, Citro-Passion, Citropolis, Citromania or Citroscopie magazines available at Newsagents (bibliothèques). Good luck, Good hunting and Best Wishes in making that dream come true. And if you see a windscreen assembly for my 1924 C3 trèfle for sale, contact me on the above and I will be onto Toronto, pronto, Tonto!

I like the Kegresse....but not the price!!! editor

Events

Things are warming up a little now in terms of forthcoming events. Below is a selection of some more notable national and international events, but you should also liaise with your local Section Rep to find out about events and shows happening in your area.



Drive it Day

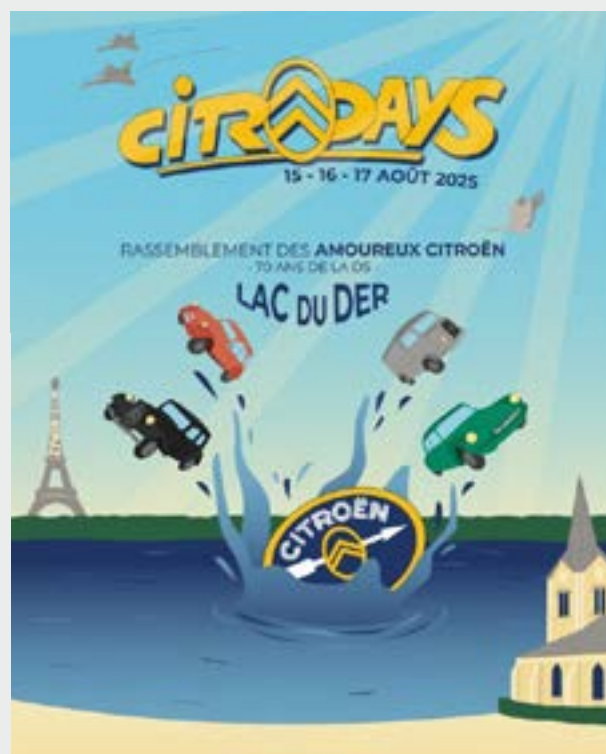
Drive It Day 2025. Yesterday's Vehicles Supporting Today's Children. National Drive It Day was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the One Thousand Mile Trial 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.



Citrodays

The Citroën Centenary Office has decided to create a new event: Citrodays, which will take place on 15, 16 and 17 August around the Lac du Der (Marne and Haute-Marne). This place was chosen specifically for its capacity to accommodate a large number of vehicles and collectors (4,000 to 4,500 vehicles and 20,000 people over 3 days), its attractiveness, the possible coolness in the middle of August and its strategic position in the heart of Europe: The Lac de Der (Marne and Haute Marne) is the largest artificial lake in Europe.

Dedicated to all Citroëns from the origins to the present day, this popular festival will be accompanied by many related activities. Please register as soon as possible. Information and booking on: <https://www.citrodays.org> You can also be at the heart of the event and join our team of volunteers!



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

National Rally 2025 at Great Malvern

Please see summary elsewhere in the magazine.

Finally, for several years the TOC had a stand at the British Motor Show, in Farnborough in August. This year, for a change, the TOC will attend the **South Gloucestershire Show** over the first week of August:

<https://search.app/usDMxca9MDxGd6Xi9>

If interested please contact Phil Allison asap, for further information:

philippe.allison@whitewaterfinance.co.uk

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TOC SPARES HOTLINE

01243 511378

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

Email:

spares@traction-owners.co.uk

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

www.traction-owners.co.uk

TRACTION



REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

All elements of work are photographed so you can see the detail of
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07783259874

www.tractionrepairs.uk



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Classified Adverts

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Please note

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

Please email adverts to:
editor@traction-owners.co.uk



CARS FOR SALE

FOR SALE:

1955 11BL in very good condition inside and out. Is kept covered and in a garage in Great Heywood, Staffs. Some spares also available, including engine **£9,500 ono**
Email fionaclegg@aol.com who has lots more information and photos.



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

PARTS FOR SALE:

RB Magneto type N 10/4. 6 volt.

Suit 5 hp or similar.
Fully rebuilt but never used as I use Coil ignition on my car.
Offers based on **£475..**

David Boyd.

Redditich.

Tel. 01527894599.

E mail: pariscars@btinternet.com



PARTS FOR SALE:

Supless luggage rack for £600+ Owned for approximately 25 years and at some stage was on both of my Traction Cabriolets.

Email Mark Cooper - mmagcooper1@gmail.com or Mobile - 07889 750336.



PARTS FOR SALE:

5 x LT15 rims

B6 & LT15 gear levers

B6 dynamo with fan

B6 inlet manifold

LT15 head

LT15 bonnet & fittings

LT15 rear window

Headlights

Side lights

Roy Forward: randcm@btinternet.com

WANTED

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

Wanted: Pilote Wheels required many thanks Gavin Davey 07803174001

MEMBER SERVICES

Classic Citroën Specialist.

Mark Harding, Devon Tractions

For servicing, repairs and restorations.

Contact: [fb.me/DevonTractions](https://www.facebook.com/DevonTractions) or ring

Mark on 07973 192 198

Traction bodywork and paintwork.

Club member. Hull area.

Steve Thompson 01964 533433

stevethompsonmotors@rocketmail.com

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

