

Floating Power

May - June 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?

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Be a part of Floating Power...

The closing date for input for the July/August *Floating Power* will be

Sunday 8th June 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

David Gardner's Car up in the Alps on one of his sorties abroad (see the March/April edition).



Editor's Epistle

Hello again.

By the time that you read this you should be well into the season's classic motoring, and getting out and about. I am of course, writing this in early April, and the weather seems to be encouraging mass turnouts at the various breakfast meets in the area, plus, the clocks have changed here in the UK and so there is the promise, before too long, of enough daylight to venture out in the evenings.

As you know, I have several old cars and was surprised to find one of them (a Volvo) with a tyre as flat as a pancake t'other day. I duly jacked it up and swapped it for the spare, which is rather ancient and in real terms, fit for not much beyond propping up that corner of the car! The culprit appears to have been a small screw, and the tyre had been going down slowly until it finally reached the point of no return. So, bags of tread, no sidewall damage, off I trot to a local tyre emporium for a fix.

"Is it repairable" I ask the youth in the workshop.

"Oh yes," he says, "but we can't do it."

"Why not," say I, wondering if in the 21st century puncture repairs are becoming a lost art.

"Oh the industry have a 5 year policy" he says, "this is over seven years old according to its markings." Well it certainly ain't seven years since it was fitted, so goodness knows how long it had been sat on a shelf somewhere before I bought it. Now comes the next problem. The tyre size is not on their order system, fortunately I have already found it on the Black Circles website. I know that this tyre shop is an agent for BC, since I reshod an Austin Cambridge a year or so ago using the Black Circles system, by means of which you buy online and the tyres are delivered to and fitted by a local company.

But alas, "sorry sir, but we can't buy from BC, you will have to go away and order it online and then they will contact us for a fitting date....."

Is this progress? I know old tyres are supposed to be replaced at around ten years old, but written off at five years?

So take this as a warning. Your perfectly serviceable tyres on your classic vehicle are probably more than five years old, and if this is widespread policy, a puncture will write its tyre off and the inference is that at seven or eight years old, you should scrap it anyway! Now a new tyre for a Traction from Longstone is, according to their website, £202, fitted. Maybe you could just get someone to fit a new inner tube, but would your fitter be allowed to do that, plus balancing it etc. if it was over 5 years old....and can you afford to spend around £900 every seven or eight years in order to satisfy their guidance? The cynic within me says that this is a way of generating business, although I am aware that most modern cars in regular daily use may well consume a set of tyres in four years at the most, but yet again, we are potentially being penalised as HV owners by a 'computer says' mentality, rather than common sense. Fortunately, my old Volvo uses tyres that are only around £80 apiece, so not quite the financial disaster that something similar on the Traction would impose, albeit, money that I would rather not have spent at this point in time..

On a wider front, the trade war that the US seems to be waging on the world at large is finally hitting car markets, and one wonders if this is going to cause even more disruption within the Stellantis group who own US brands such as Jeep, Dodge and Chrysler, as well as having Citroën, Fiat, etc. amongst its European brands. There is significant cross specification of components between the various brands, so although a Jeep/Dodge/RAM may appear to be made in the US, the tariffs may well impact its costs via importation of mechanical or other components from Europe or the Far East (something like 25% in some models). So this will be a further penalty for Stellantis, who already face serious issues with a glut of unsold and many would say overpriced vehicles in the USA. So what? Well, there is already longer term speculation that Citroën could become a casualty of Stellantis cutbacks, following a statement made back in 2024 that brands that aren't profitable will be cut, one of the current favourites being DS. Is the current uncertainty going to bring this closer to reality? Could Citroën follow nearly all of the UK brands into extinction? Hopefully not.



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Committee

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

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Chairman's Chat

If you are part of a Club, Team, group of any kind you will be aware that the majority of the work is done by very few people to keep that Club running for the benefit of all its members. The Traction Owners Club is a prime example of this and, as you will be aware, worries me for the future of the TOC.

Bryan produces Floating Power bimonthly – getting on with the job quietly at home and hoping articles and photographs arrive to fill each issue. The only time he raises his head is to urge people like me to get our “stuff” to him before the deadline. Sorry Bryan...

Steve looks after the Helpline helping anyone who needs information on Tractions or to get their vehicle valued.

Cleve, and now with support from Tim, makes sure we are solvent and has a lot of work at the moment to ensure we are ready for the end of the financial year. I won't mention Customs and importing as I know this has caused Cleve lots of extra work.

At the time of going to print 192 members have not paid their Subs – if that is you then you could be reading your last Floating Power. I know John will be sending out reminders which is additional work to ensuring the member and car database is accurate.

Simon has developed our website and is regularly ensuring it is up to date and fit for purpose.

Chris B is our “Marketing man” and tries to ensure we are seen by the public in various classic car magazines. Also Chris writes our regular Bailey's Banter which always amazes me that he finds time to do so and has such a wealth of knowledge.

Bernie, as our President, is always promoting the TOC in Europe and is an excellent figurehead for the Club plus he supports me in running the Club day to day. Bernie is also our link to the ACI.

Ian, as Club Secretary, ensures meetings are called and Minutes appear and dealing with any correspondence. Ian has also been responsible

for our excellent Stands at the NEC Show – ensuring we have enough cars and people to cope with the three days.

Chris T and Vanessa have run our Spares operation and shop, for the last 25+ years – a task that has become harder since Brexit complicated being able to order parts from abroad.

We also have the Section Co-ordinators who welcome new members to the TOC and organise local events and shows.

I hope I haven't missed anyone.. apologies if I have but what I want to say is a **HUGE THANK YOU** to this small band of people who are keeping the TOC running for its members.

At the moment it is the Spares operation that is taking up a lot of our time and there is still a lot to do. We have moved most of the second-hand parts to its new location in Watford.

Bernie, Ian, Cleve and Stephen Prigmore have recently visited Switzerland to collect parts donated to the TOC by Hans Durr-Auster who has decided he is no longer able to restore Tractions. Thank you Hans.

As soon as possible the Spares sub group will produce a list of the parts collected plus all our second-hand parts.

On top of all this you will be aware from reading the last issue of Floating Power (page 12) we will no longer be supplying new parts in the future as we are transferring this to a private company.

Please read the Stop Press below.

The new spares operation will be moving to Citroen Classics from 1st May. Please be patient as it will take some time to make all the changes but be reassured CC will stock French and Slough parts as required by members. Don't forget to use the code when making purchases to receive the discount.

Please email or telephone me if you have any concerns or questions.'

To end on a positive note – social events are continuing and we are still attracting new members. I hope you all enjoy the annual rally in Malvern – thanks to Simon Saint for all his hard work organising this. Do enjoy any other events you go to in 2025 in your Traction or RWD.

2026 marks 50 years of the TOC – let's make it a special year. Our annual rally will be in Dorset in May, thanks to Adeline and Gavin. If you think you will be able to attend do let them know so we have an idea of numbers. Hopefully we might get European members to come over and join us.

Do you enjoy art or designing? How about designing a new logo for 2026? A reward may be forthcoming.

I make no apologies for the length of this Chat and hope you are still reading.... Your TOC needs you... what can you do to lighten the load of the few? Don't forget my Chair is vacant as soon as one of you wishes to fill it..... it would be great to see someone younger with new ideas to take the TOC forward to its Centenary!!

Beu

STOP PRESS New Spares Orders - Important Information

As previously mentioned, in order to ensure the long-term availability of new spare parts at competitive prices, the TOC has come to an agreement to outsource the procurement, stock-holding and sales of all **NEW** spare parts.

The recent pause in our own operation has led to some depleted stocks and, in light of the imminent financial year end, it is logical that, rather than restock temporarily, the business responsibility will be transferred to **Citroën Classics** from May 1st.

Citroën Classics have a well-established parts business based in Wokingham with a sales counter as well as a postal service.

Citroën Classics, Unit 14 The Metro Centre, Wokingham, RG41 1QW.

Telephone: **01784 462217**, Email: **parts@citroenclassics.co.uk**

Website: **www.citroenclassics.co.uk/parts-shop.php**

They will hold stock of the usual fast moving and service items, to maintain the ex-stock service TOC Members now expect. Initially this will be based on the Club's historical sales information.

Less common items will be ordered specifically to satisfy confirmed orders. This is exactly the same as the system currently operated by TOC Spares. It is possible that the turnaround for special orders may be faster from Citroën Classics because their total business means they order more parts more often than the TOC ever has in the past.

Paid up TOC Members will enjoy a discount on all purchases. A "Discount Code" will be printed in FP and will be changed in every issue. When ordering, Members will be asked to quote the current code to obtain their TOC Discount. The code for May and June is **TOC525**.

In the initial stages, some hiccups will probably be inevitable as Citroën Classics will need to build their stock. However, please be assured, every effort will be made to minimise any delays or inconvenience.

Please remember, this only applies to orders for new items. The TOC will continue to handle all aspects of the large collection of all second-hand items as previously stated.



President's Ponderings

The TOC is fast approaching its 50th birthday, how time flies when you think your enjoying yourself.

Yes, 2026 will be the TOC's Golden Anniversary and, thanks to Adeline Davies and Gavin Davey, we have already secured a rally venue befitting the occasion. There is more detail on the events pages. The Annual Rally may well be 12 months away but please make a note of the dates and please let Adeline know ASAP if you are likely to be attending. The earlier she has an indication of numbers, the better the rally is likely to be.

As this is a milestone anniversary, we shall need a special sweat/ polo shirt logo to mark the occasion. You may recall Peter Simper produced a superb design for the 25th anniversary and, as this shows, the image and print quality have long outlasted the base garment....



So, thinking caps on, please. While the thinking happens, I shall twist the many arms of the Committee to ensure some kind of "incentive" is offered for whomsoever is judged to have submitted the most suitable design. Please do not leave this too late because it will need to be decided and in place in good time to grace the cover of FP throughout the whole of 2026 and not just for the event in May.

In the meantime life goes on in the garage. After more than 6 months of fettling (often disrupted by a variety of time-consuming – nevertheless, pleasant - divertissements) the engine of the 6 is finally rebuilt. Subject to no further unexpected surprises (or last-minute trips to France) I am confident it will be back in and running by the time this copy of FP has reached your door.

I therefore look forward to being at the wheel to see many of you in Malvern in June, some of you in Brittany in July, and perhaps others in South Cerney at the beginning of August. If that is not enough, there is also the Lac du Der "Citrodays" event in late August - assuming I can still afford petrol by then.

CLUB SPARES UPDATE – as we move forward a number of changes will be necessary, the first of which are outlined elsewhere in this issue. Every effort is being made to ensure we do our best to continue to serve members' interests up to, during, and then after the implementation of the transfer.

The Club Shop and Second-hand spares will still be handled in house. Furthermore, thanks to the very kind generosity of Swiss Member, Hans-Peter Dürr-Auster, the current second-hand stock has been to be augmented by the donation of his personal collection which is understood to include a number of Slough-specific parts. A list of all second-hand stock will be made available in due course.

As we enter the rally season I wish happy, trouble-free, and safe motoring to all.

New Members

Welcome to the Traction Owners Club to the following:.

3003 Colin Scott	Brechin	Angus
3004 Cody Moore	Alliance, Nebraska	USA
3005 William Beattie	Gosport	Hants
3006 Jeremy Gray	London	
3007 Eric Cheetham	Epsom	Surrey
3008 John Saxon	Llandogo	Monmouthshire
3009 Chris Kember	Haughley	Suffolk

Traction Owners Club: Section Details

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

Northern Scotland

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T: Andy Burnett: 013398 86290

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

See section report for coming meetings/events.

Southern Scotland

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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, Littlely 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/Dorset/Somerset

GAVIN AND ADELIN

T: 07963 330980

E: ads@traction-owners.co.uk

See section report for coming meetings/events.

Surrey/Hants/Sussex

JIM GIBSON

T: 07594232602

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

See section report for coming meetings/events.

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



TOOLS

Club tools available for loan:

Section News Articles

Not many reports received this time around , and my thanks to those of you who have taken the trouble to sign in. It appears on the face of it, that, in spite of the dry sunny weeks in late March and early April that most parts of the country experienced, there has been little Sectional activity South of Watford, and none of the Southernmost have reported in. Either that or the email system has suddenly ceased to function.

*Perhaps , if you are not represented here, you could give your Section Rep a bit of a nudge in time for the next copy of FP. so that we can see what is happening down there. **Please note that due to holidays, the next deadline date will be earlier than usual on June 8th.** Editor*

Northern Scotland

Nothing Traction-wise to report this time! The weekend autojumbles have started, and needless to say, I attended the first one yesterday, looking for these exclusive traction parts. Plenty stalls full of parts, but nothing found of interest. My wife, quite correctly asks - why do I bother?? seems it is just a disease,-I no longer have a traction and have sold all my spares already - so she is probably right!!

Andy Burnett

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

Southern Scotland



You could hardly make it up!!

After the driest March in a long time and with temperatures in the high teens, the forecast for us is looking like snow will make a final flourish during this coming week!

Just when Celine has been enjoying a couple of local trips on bone dry salt free roads, it seems she might have to be back in hibernation for a wee while longer.

That said, we had a grand day out at a fairly local to us car meet near St Andrews. Bacon and Brakes is a half day 'show n tell' for motoring enthusiasts of all persuasions, arranged the first Sunday of the summer months.



We turned up quite late but it was great to mingle with a surprisingly large crowd. Unfortunately, there were no other Traction's but a couple of modern Citroen classics, the owners of which hadn't much of a clue about the older classics, sadly. At least we were parked in good company with the 100 year old Rolls Royce for company.

If any of the section owners fancy an informal meet anywhere in central Scotland, please do let me know and we can set the wheels in motion. Always bear in mind that I have the club tools should you need to use them.

I'll leave you with a couple of photos of the recent St. Andrew's meeting.



Bonne route!

John White

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

Northern, Lakes and Borders



Not a terrific amount of local activity as yet, although the weather has perked up quite a lot as I write this in early April.

The March get together at the ongoing breakfast meet at St Catherine's was monumental and overflowed into the public carpark on the opposite side of the drive. Why the hospice doesn't go round with a donation bucket, I do not know. This would raise a significant sum on days such

as this. Heskin Hall too was busy, but in both cases, the Traction presence was minimal, and we see the ongoing trend of 'modern classics' usurping the pre and early post war vehicles that used to be the mainstay of the movement.

A recent run in the Lancashire hills with PDVCC saw us end up at Barley, in Ian Gardner's Normale. Barley is an attractive little village in the upper Ribble valley area just behind the famous Pendle Hill, (with a good pub) and sits in a valley bottom with very steep hills to two of the three access roads. Alas, we chose the wrong road and staggered up out of the village, only to grind to a halt just short of the summit having run out of gears, horsepower and ideas. I hopped out to warn any cars coming up behind that we were stuck while Ian finally managed a very shaky hill start with much slipping of the clutch and the car, also relieved of the passenger's weight, staggered the last hundred yards or so at a slow walking pace, up to the summit.

Ian had commented that the Normale seemed a little down on power earlier in the day, although it seemed lively enough to me from the passenger seat. He later tinkered with the timing and said that he felt that it was improved.

We never have many Tractions in one place at a time and with mine being troublesome at the moment, and after Bill Dyke's death earlier this year, we are definitely a very minority group at the moment. So do bring a Traction along to one of the various breakfast meets if you fancy a trip out: Charity Farm, Wrightington, is on the first Sunday of the month, St Catherine's Hospice in Lostock Hall, is on second Sunday and the Heskin Hall is on the third Sunday. All are well attended by a variety of cars and St Catherine's and Heskin are on hard standing, so are both 'all weather' venues. All have toilets and a café on site. (I have just seen that the current run of fine spring weather is coming to a close just in time for the April St. Catherine's meet! Ho hum!!!)

Drive it Day will have been and gone by the time that you read this, so a report will be in the next magazine.

Bryan Pullan

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

Peak



I hope in the July FP I will be telling you about our successful Drive It Day event in the beautiful County of Derbyshire – starting from Ilam and ending in Darley Dale.

Our next meeting will be on Sunday, June 1st for a pie and a pint at the Yew Tree in Caudon – a pub that fascinates us all every time we visit... there is always something "new" to find!

Bev Oates

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

Wales

Just when it seemed there was nothing to report along came the Leighton school display. We'd been talking about how young people weren't interested in our cars and here was an opportunity to make a start on fixing that problem. This was an event organised through the MWCVC, a good number of cars and commercials gathered in a farmyard while groups of children from the nearby primary school walked down with their teachers to take a look. The students had been doing work around numbers and so our cars gave them some numbers to play with at the same time as a chance to see how many kids fit in a Traction (it's 9) and how loud is the horn?

Photography was understandably restricted but I snapped the cars before the kids arrived. The official photographer promised some shots but not in time for the deadline.

Our monthly meetings continue on the third Tuesday morning for coffee around 0930 at The Horseshoes, Berriew. I'd like to fix a date for a visit to Elan valley in mid May so if anyone is interested call me, and I may have something sorted.

Work continues on my six greatly helped by a visit to Julian Pratt and a good look round his lovely car, the four of us also did the red kite feeding centre visit albeit in modern cars in the depth of winter.

All the best,

Andrew Tweed

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



Update on Robin Brown's Diary....

Where Would We Be Without Friends?!

The next task on my Light 15 is to focus on the engine, gearbox and clutch. I was lucky enough to have a crane no longer being used at work and found it fitted perfectly in my garage. Having dismantled it using the forklift truck and loaded it onto my van the same way, it was only when I got it home that I realised just how heavy it was.





This meant coming up with yet another master plan – as in who do I know that can help lift it? It was not going to be a job I could do by myself! By chance two of my builder mates were working nearby in the village so it was an ideal opportunity to beg a favour. Having said it would be a 5 minute job (a bit of a white lie as I knew it would be longer), they kindly gave me a hand and thankfully we had the crane up and in place within half an hour.

Having achieved this, the next task was to get Graham round for advice on parts, starting with the clutch. My Avant Light 15 had been fitted with a new clutch plate from APA racing many years ago, and according to Graham, also had a plate made for Ferrari but the bolts were loose and it did not align very well. By chance, I was visiting our company toolmaker that week with a new project, so I was able to

leave him with some of the drawings and he made up the tool I need to help line up the plate.

Once the crane was up, I needed to turn the car around, obviously, yet again, I was going to need help with this. Time to call on another friend in the village and of course Graham. It was at this point I began to realise just how small the turning circle on the car was.(or wasn't, Ed) Slowly, after a lot of manoeuvring we got it turned round.

Having started to understand how each part worked, with the help of Graham, we began to sort out the dismantled pieces only to find that we were missing a half moon coupling. Graham, in his defence, reminded me that the car had now been moved about at least 3 times in the last 35+ years so it should not be a surprise.



Update on Robin Brown's Diary....

If I ever regret not starting to rebuild the car 4 years ago it is now. For the past 7 years I have had a Bridgeport Miller and a lathe in our company workshop, but, because neither had modern guards on them and Health and Safety insisted it would be inappropriate to rely on people's common sense, they both had to be removed. Sadly before I began this intrepid rebuild! That said, I am thoroughly enjoying the challenge despite being sure there will be lots of ups and downs along the way and am strangely looking forward to it all.

Note to Ed....

The red oxide on the car proved not to be a mystery – Graham did it. Probably one of the only things he did do!!

Cheers, Robin



Doesn't look bad at all from these photographs, I like the colour. Editor



TRACTION OWNERS CLUB NATIONAL RALLY 2025

FRIDAY 20th to SUNDAY 22nd JUNE

Based at The Abbey Hotel, Great Malvern, Worcestershire, WR14 3ET.

To date (it is 11 April as I write this) we have received 37 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 42 cars, including at least one RWD, I think, to be present.

There are four double rooms still available out of our allocation so it is not too late to book. But if you are thinking of booking at this stage please contact me for the latest information on availability before submitting your application. It may be that the remaining rooms will have been taken up by the time you read this. Similarly there are spaces available for the Friday and Saturday night functions but the room has a capacity of 84, so please ask before booking.



Limited capacity at the hotel should not 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, so please contact me if you want to attend as a day visitor.

If you have already booked and paid a deposit with your booking please pay the balance by the **12 May**. We are required to confirm bookings with the hotel and pay the full amount four weeks before the event and this will allow us a little admin time. We will not be able to confirm your booking with the hotel if we have not received your full payment.

It is now 10 weeks until the event (about 7 weeks by the time you read this) and planning is proceeding well. However there is still work to be done and we are not in a position to publish a full itinerary yet. So far we have arranged visits to the Morgan factory in Malvern, Westons Cider near Ledbury and Eastnor Castle. We are hoping to get all participants to Eastnor Castle on the Sunday morning when it is open to the public so that there will be an opportunity to explain to the great British public what these cars are all about and that the Mini was not the first front wheel drive car! Then a drive to the home of Tony and Aruna Buxton for a buffet lunch before everybody says their farewells and heads for home.

About three weeks before the event, participants will receive an itinerary for the weekend and information about other attractions in the area. Rally Plaques are being prepared and these will be available either at the Morgan factory visit on the Friday or at the hotel on Friday evening.

The Malvern Section is looking forward to meeting you all, renewing old acquaintances and making new friends.

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

Or:- janeandsimonsaint@hotmail.com

Simon Saint

The recent survey conducted in connection with the DVLA, resulted in something of a hung Parliament with regard to MOT's for Historic Vehicles. Whereas there is no statistical evidence to suggest that HV's are a particular danger to life and limb through being in poor condition, it seems that there is always a possibility that at some point some kind of simple safety check might become mandatory, albeit the Government has not at this time indicated any inclination to institute a parallel MOT system for Historics. Indeed, the way that the world is at the moment, we are probably well down the list of matters to be attended to!

So, your average local garage is probably not suited to MOT's on cars like the Traction and you should therefore at least check it over yourself. Even though you are not legally required to submit your Traction for a test, if you have a suitably sympathetic garage nearby, then asking them to look your car over periodically is always a worthwhile exercise. You do have a legal obligation to maintain your car in safe condition and you can be sure that in the event of an accident, the insurers will be going over things with a fine tooth comb to look for an escape route.

Here is a suggested starting point of a list of items that we should all be going through, especially when waking up our cars after winter. The first section is something that you should do regularly whenever you are using your car. The second section is more detailed and is something that you should particularly do at the start of the season.

I am surprised how many classic owners that I meet, haven't a clue what is happening under the skin of their car, as well as many who do not drive appropriately. If you are new to classic cars and/or have little or no experience or aptitude with car maintenance or indeed mechanical work of any kind, then a check is essential prior to going out on the road. You also need to make sure that your car is regularly serviced.

So for starters.....Do your own simple MOT!

First the easy bits (prior to every trip):

- Lights: do they all work, are your headlights adjusted properly? Include number plate lights?
- Does the small light on the instrument panel light up on full beam?
- Indicators: Whether flashing or semaphore, they should work. Is there a light inside the car that shows that they are on.
- Windscreen wipers: Do they work, are the blades in good condition?
- Horn: does it work?
- Check oil, coolant and brake fluid levels. If a level is low, find out why.
- You probably don't have windscreen washers, because you have an opening windscreen they are not necessary, but if they are present, then they too must be in working order and have fluid in them.
- Tyre pressure and condition. Tread depth. **Don't forget spare. Tyre age is becoming more crucial now. Your tyres may look great in tread depth terms, but if they are more than ten years old, then they may need replacement regardless.**
- Wheel nuts, tight enough? Don't overdo it. The brass nuts strip their threads all too easily.
- Brakes: firm pedal? Handbrake, effective?
- Any odd noises when starting up? Rattles, knocks, etc.

Now the more technical side. Even if you haven't the tools or knowhow, you can still do these checks, but may need more expert help to rectify.

- Brakes: Do they pull up in a straight line, do they judder under load, is brake travel excessive or does the pedal feel spongy and need to be pumped to operate the brakes?

- Brake pipes, are they rusty? are there any leaks visible at joints, etc. Are they leaking onto the rear face of the tyres, a sure sign of failed wheel cylinder rubbers?
- Drive shaft joints. Any clonks or clatters, particularly when turning on full lock. When did you last grease them? Any boots on the joints that retain the grease should be flexible and in one piece.
- Steering: Excessive play? Steering wheel wobble or vibration at speed (could be wheel balance or wear in bearings, etc.)
- Steering joints: jack up the car and then test joints for movement. Have you greased them at all? get a helper to move the steering wheel from side to side and see if you can hear any noises or see any free movement at any of the joints.
- Suspension: Any creaks or clonks should be investigated. Have a look at the torsion bar rubbers visible under the front bumper. If cracked and crazed they may be getting ready for replacement. Any leaks from the shock absorbers? Rubber bushes in decent order?
- Wheel bearings: Any whirring or moaning noises when under way, especially if cornering hard? Can you rock the wheel excessively vertically or horizontally when jacked up? Does it make a gritty noise when jacked up and rotated.
- Exhaust: Any cracks or splits? Is it abnormally noisy, does it catch on any part of the underbody and rattle. Are the hangers in good condition? Is there lots of flaking rust. Is there a rigid stay between the front pipe bracket and a bolt on the gearbox (this prevents the exhaust manifold cracking).
- Fuel system; Any leaks? Review with engine running and system under pressure. Check condition of any rubber pipework for cracking or porosity and replace if necessary. Replace or clean filters, if any.
- Engine: Plenty of clean oil? Check for any major leaks of oil or coolant.
- Emissions: no requirement for a test unless there is lots of blue smoke. Black smoke is probably over fuelling, white smoke even when warmed up is probably a blown head gasket. Engine overhaul time. Don't panic however if there is a bit of condensation vapour on a cold start.
- Wiring: look for any poor connections, perished insulation, unsecured wiring, etc. (fire risk).
- Bodywork: Any visible corrosion. Any serious rust within 300mm of a suspension mount is a potential MOT fail. Ditto any sharp edges that could catch a pedestrian, such as on wings.
- Door catches must work properly, especially important on 'suicide' front doors.

Not strictly speaking MOT but worth a look as well

- Engine mountings: If metallastic, then check condition.
- Fanbelt, look for cracks. Is it loose, do you need to adjust tension?
- Cooling system: Check for level and leaks. Check hoses for cracks, etc.

This isn't exhaustive and is not as comprehensive as a 'proper' MOT. You can't check the percentage efficiency or balance of your brakes, for instance, without a set of garage rollers, albeit you can judge from the feel of the car when driven, whether there are the beginnings of a problem. **You need to be aware of the sounds that your car is making, and how it feels. If something new is happening, a different sound or feel, then investigate.**

If all of this is still beyond you, and you don't have the confidence to do any of the above, then do get in touch with your Section Rep or 'Helpline' for further advice and help. These aren't like modern cars, that can be looked at once a year and will drive without fault almost indefinitely.

Bryan Pullan



Which Engine?

This is a repeat of an article originally penned by Andy in 2018.

Many of our cars will have had an engine overhaul or replacement, perhaps multiple times in their life, and depending upon where they were at the time and what was available, may not have the original type fitted.

Andy Burnett gives a series of clues that will help identify what exactly is under your bonnet lid.



Different engines can be fitted to our tractions, - which one is fitted to yours? There are normally 3 possibilities for the 4 cylinder cars, the standard "Perfo" engine, the 11D, or the early ID/DS engine which although never originally fitted to any traction, is now quite a popular replacement unit. All are of wet liner construction, overhead valves, have a crankshaft carried on 3 main bearings and have a cubic capacity of 1911cc, except for the very early engines (1934/35) which had specific engines with a bore of 72mm and a stroke of 80mm initially before moving on to the now standard bore of 78mm, with the exception of the later model 7, which continued with its 72mm bore until approx. 1939. It goes without saying that if you were lucky enough to own one of these rare pre-war cars, you would not want to change its engine type, which would destroy its authenticity and originality.

The "Perfo" engine, the standard engine for most tractions from about 1938 on, was a robust and strong unit, but as with most engines of the time, the main bearings carrying the crankshaft and more importantly, the bearings of each piston con-rod (big end) were all made of white metal, a bearing alloy made mostly from a lead/tin mix. The con-rod bearing (big-end) was in 2 halves, the bottom cap bolted on to make the circle, into which the molten white metal was poured, then machined to correctly fit the crankshaft journal. The main bearing caps were likewise in 2 halves, again with the same white metal.

This bearing material worked fine so long as the engine was relatively new, but once the journal started to wear and become a bit oval, the fairly soft white metal bearing material, particularly at the big ends, started to have a bit of movement at the bearing at the top and bottom of each pistons stroke, and started to "hammer." If this situation was not caught in time, the bearing surfaces broke up and melted out, allowing metal to metal contact, thus destroying the crankshaft journal surface. If you were

lucky, the crankshaft journals could be reground, and new white metal poured and fitted, but if the crank journal was now outside safe regrinding tolerances, you were in big trouble! These engines were of necessity of a low compression ratio to reduce pressure on the big end bearing, yet these same engines were renowned for their longevity and robust build compare with many other engines of the time and the great majority of our tractions still use that engine today!

By the 1950's the Perfo engine was now dated, with many other competitors' engines having moved on from the old white metal bearings.

By the 1950's the Perfo engine was now dated, with many other competitors' engines having moved from the old white metal bearings to the thin-wall shell bearing as used in all engines today. These bearings, as the name implies, consist of 2 thin-wall half shells with a thin coating of bearing material thereon, with each set of shells made and machined to far tighter and exact tolerances to match the crankshaft journals. The conrods and caps were also made precisely to fit the new shells, as were the main bearings

later. Engines fitted with the new shell bearings were made to extremely tight and exact tolerances, thus were far, far more robust, largely eliminating the wear and “hammer” problems of the old white-metal bearings, and as a direct result, compression ratios could be raised, leading directly to increased power output!

In 1954, the 11D engine started progressively to be fitted to French produced tractions to largely replace the Perfo engine. This new engine had many, many advantages, most importantly that the big-ends were now fitted with the new shell bearings! (mains were still the same as the Perfo but mains historically were never a big problem) Main block was strengthened, modified oil pump, different camshaft, with splined drive for the output shaft thru the bell housing doing away with the old dog drive, and a different cylinder head, with bigger valves, stronger rocker gear, different breathing and air cleaner set-up, and easily identifiable with “11D” cast onto the head between the 2nd and 3rd spark plug apertures. These engines were and still are exceptionally reliable and were, of course, the test-bed for the DS/ID cars which were introduced very shortly thereafter. Although this engine in its entirety was not fitted to Slough produced cars, I have found very regularly that from 1955 on to the end of Slough traction production, the 11D block was indeed used, but with the normal Perfo head instead of the 11D one. As one would expect, this is the engine very much sought after for our cars, as it can be exchanged for the Perfo unit with little difficulty, but make sure you have ALL the bits needed before you start, as there is a lot more to it that may initially seem, so do your homework before you start if you are contemplating this change of engine.(little bit more later) Yes, the Perfo head can be used instead of the 11D if necessary, remember you will also need the different oil feed pipe if using the 11D one, and that the cast part between the head and the water pump is different too.

Next to cover is the 1911cc 3 bearing early DS /ID engines which can also be fitted to the traction, but this is a really big can of worms to explain. Yes, it is the engine to fit if you are also wishing to fit the “D” 4-speed gearbox too, but this too is a complex fitment which hopefully will be a separate article covered by others. The great advantage of these engines are that here both the big-ends and main bearings have the new shell bearings. There are many variations of these early “D” engines, some with the required flat headed pistons, most with varying degrees of domed tops, and if

you want to retain the domed tops you either have to fit the original alloy “D” head or have the alternative Perfo or 11D head “scaloped” (would suggest you simply buy and fit a set of standard flat topped pistons and liners when you are refurbishing the engine to start with!)

What about the head? Well, more problems, first the fact that inlet and exhaust are on opposite sides of the head, so problems in particular in routing the exhaust pipe, water pipes, accelerator linkages, different water pump, pulley alignment, etc,. Also, when you lift the bonnet, this is obviously nothing like the original, and of course if you wish to change a plug, you now need to lift off the bonnet! Of course! it can be done and has been done many times, but remember, the 11D head can also be used very successfully instead!

All three engines have all the same requirement to have the liners protruding by 4 thou (of an inch) and the need to

ensure that the gasket, whatever head you choose to fit, covers the differing water jacket holes, and indeed that the centring and spigot devices also match or are removed. All 3 engines have differing flywheels to suit the differing protrusions of the crank into the bell housing space, to ensure the starter ring-gear is in the correct same place. The “D” flywheel is obviously used if doing a 4-speed conversion, but that flywheel can

also be modified to use with the standard 3-speed gearbox, despite the problem of the non-availability of a matching spigot bearing. I have converted many of my cars with both 4-speed and high ratio 3-speed gearboxes, using the “D” engine and flywheel, but always with an 11D head. - Coward?? Another way forward to improve longevity of the Perfo engine is when overhauling, get a matched set of either 11D or early “D” conrods BEFORE you have the crank ground and thus convert your engine to shell bearings for greater longevity and peace of mind! Enough!

These engines were and still are exceptionally reliable and were, of course, the test-bed for the DS/ID cars.



Wheels

Some of you may have followed the thread on CitroenTA@groups.io, regarding utilising a set of modern wheels on a Traction. This has already been practised in many parts of the world by the grafting of a 15 inch rim onto a Traction hub, and indeed my own was modified in this way when first acquired, having been restored in this way in its previous home in South Africa.

Obviously this is a process which is not for the amateur, requiring a lot of skill to get the rim properly aligned and welded into place.

I was interested therefore to see on CitroenTA@groups.io, a thread in which it was discussed that a car could use the wheels off a Holden Astra and there was a picture of a Traction with some fairly jazzy alloys fitted.

How do the wheels fit?

The Holden Astra is of course the Australian market equivalent of the Vauxhall/Opel Astra, and it appears that this car has had a set of Astra hubs fitted, together with a set of disc brakes. This means that you have a wider choice of modern tyres to equip your Traction, and at quite a cost saving over the originals (currently at Longstone at over £200 per corner). Add a servo and you have modern car braking.

The wheels possibly look a little undersized to the aficionado, but not exceptionally so, and the financial as well as technical benefits on a car that is used regularly in modern driving conditions, are considerable. I am not sure what the technical issues might be with such a modification.

There are, of course manufacturers out there who can produce adapter plates that bolt onto your existing hubs and have an alternative set of studs to pick up your new alternative wheel. This, of course results potentially in a wider track unless you can get a replacement wheel with an altered offset to compensate.

Has anyone in the membership used alternative hubs or other adapters to enable the use of a modern wheel/tyre combination?

Editor



In period there were various alternative wheels made for Traction, such as the Robergel wire wheels.

This sporty little number is a Bruno wheel mounted on a Traction.

I have researched but can't find any more detail on the manufacturer or period during which it was manufactured..

Picture is courtesy of Longstone Tyres

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*I couldn't resist Andrew Peel's photograph of
Bernie's 1925 C3, and since there was no room in
the RWD section to do it justice...here it is.*

Editor



TRACTION



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Amicale Citroën Internationale (ACI) Annual General Meeting 2025

Amicale Citroën Internationale (ACI) Annual General Meeting 2025

Date: 8-Feb-2025

This year's ACI AGM was held in the basement of one of two large greenhouses situated within Parc André Citroën, on the site of the original Javel factory. There were 13 Delegates present, representing 10 countries. A further 10 Delegates, representing 8 more countries, joined the meeting remotely via an Internet connection.



We were also joined by three guests

- Xavier Peugeot, Head of Stellantis Heritage / President L'Aventure Peugeot/ Citroën DS
- Loïc de la Roche, General Manager L'Aventure Peugeot Citroën DS
- Denis Huille, Manager Club Relations, L'Aventure

M. Peugeot, in his new role, emphasised his commitment to heritage & cooperation with ACI and his intention to build a new site for heritage and assets (including the Conservatoire), stating that various possibilities are under consideration.

The 2024 minutes were approved. We were reminded that, although the ACI has only been a legal entity since 2004, it is actually in its 51st year and now embraces 50 countries.

The ACI continues to work closely with L'Aventure and the various international bodies representing the interests of owners of older vehicles.

Finances

The previous contract between the ACI and Automobiles Citroën is no longer valid and M. De la Roche is not prepared to sign a new partner agreement/contract with ACI. M. De la Roche stated that the financial grant by Stellantis to L'Aventure has again been reduced substantially and L'Aventure finished the 2024 financial year with a negative balance. As a result the ACI no longer receives the same level of funding from the Group.

This will clearly continue to affect ACI Event funding and the meeting agreed that future EOTY (Event of the Year) grants would be reduced from 30k€ to 20k€ in order to be sustainable for the foreseeable future. However, the meeting was reminded that this sum is primarily intended as "seed money" and event organisers should be budgeting to be profitable without ACI support. The aim should always be to eventually pay some, preferably all, of this amount back to the ACI once their event is over.

The Polish team reported a heavy financial loss as a result of their planned 2020 ICCCR twice being postponed due to covid with eventual attendance in 2024 negatively impacted by events in Ukraine. The meeting agreed they should still receive the full balance of the 30k€ as that was the figure agreed in 2016, when they first undertook to arrange an ICCCR.

Upcoming EOTY's

- 2025 – 2CV World Meeting Slovenia.
- 2026 – Possible French 2CV meeting “Deuchmil 26 en Vendômois”. A formal application will need to be submitted via the French Delegates.
- 2027 – 2CV World Meeting Netherlands
- 2028 – potential ICCCR in Portugal. Unfortunately no presentation was available due to poor Internet connection. A formal bid will be presented at 2026 AGM.
- 2029 – again, potentially 2CV: some rumours about 2CV World Meeting in either Finland or France.

Election of the new ACI Board

In the event of no new candidates standing for the Board, the current Board members were re-elected:

(Austria: Manfred Buchgeher, Chile: Patricio Cardemil, France: Patrick André, Italy: Guido Wilhelm, Netherlands: Willem Klein Lankhorst, Slovenia: Luka Stare, Germany: Stephan Joest).

AOB

- The club situation in Poland remains unclear. The ACI Board will continue to try and resolve the situation.
- Due to the recent death of the former Treasurer, Laurent Moret de Rocheprise, the ACI's registered address needed to be changed. The meeting agreed to formally register the ACI's postal address as that of L'Aventure.
- We were again urged to sign the petition to have André Citroën interred in the Pantheon in recognition of his contribution to French industry.
- Other topics:
 - o Attention was drawn to the Robert Opron retrospective in Diekirch/Luxembourg which continues until 11th May 2025.
 - o New book: “Des Commerçants Chevronnées” by Marc-André Biehler, former Head of the Conservatoire.
 - o New book: “La Ferté-Vidame, entre mythes et mystères – 60 ans d'histoire Citroën” by Yannick Billy.
 - o “100 years of Taxi Citroën”, “Les Palhinhas” event in April 2025 in Lisbon
 - o All models event, “Citrodays” (15.-17.8.2025) in Lac du Der / France.

S Saint & B Shaw (UK Delegates)

More information about the work of the ACI, including the official minutes of the AGM, can be found on its web site:- www.amicale-Citroen-internationale.org





Your Letters

Bill's Car!

Good Morning Bryan

It may be that I am missing the context of an in-joke here, but was intrigued to see that you wrote "His current one was a French 1953 Legere, (some people never learn!)..." in your eulogy for Bill Dyke. Having recently become a Traction owner (French Legere 1954), I wondered if I had bought a 'pup' in the view of the Traction owner population or if French models are seen as more troublesome than Slough models (certainly the 6 volt set up is less desirable). If you have five minutes to respond at some time, I'd be interested to hear your view.

Kind Regards

Dr Peter Hipkiss

Hello Peter

The comment was purely an 'in joke' around the Section, in that Bill was also a dyed in the wool pre-war Morris man, which was, of course, a much simpler and in many respects more robust car than the Traction, albeit without many of the Traction's innovative features. Even though he had problems back in the day maintaining his original Citroën, he came back to buy another in his later years and still grumbled about many aspects of the engineering of the Citroën.

The Traction is of course, somewhat more elaborate and unconventional mechanically than many UK manufacturers of the day would have considered necessary, and even though it had a long production run, was never developed thoroughly to iron out various weaknesses. The gearbox is the notable one, my own (Slough) car has had three gearboxes in ten years of ownership. The casings are relatively fragile and there are potential issues with bushes and oil starvation, which can lead to catastrophic failure, sometimes with little or no warning. Don't ever be tempted to bump start your Traction!

There is relatively little difference mechanically between Slough and French models, beyond those generated by the change from left hand to right hand drive and the electrical specification.. The rest is largely cosmetic, British cars having leather upholstery, wooden dashboards, etc. since they were competing with more upmarket British cars, given their price bracket and also had to have extensive British content to avoid punitive purchase taxes. You have however, put your finger on the French cars' unique weakness, its 6 volt system, which all French built cars had, and in Bill's case led to many touch and go startups, although he improved things to a degree by using LED lights which put less demand on the electrical system. You need to keep all connections scrupulously clean, especially earths, and particularly those relating to the starter circuit in order to have reliable service. A worthwhile upgrade is one to negative earth, 12 volts, which also opens the door to modern peripherals such as a satnav, mobile phone charging, radio, etc. as well as giving a bit more oomph to your starter motor.

So there you have it. The Traction is not perfect overall, either French or Slough built, and probably does take a bit more looking after than many simpler models of the period. It can be improved to make it more reliable and more suited to modern driving conditions and most owners feel that its more desirable traits outweigh the disadvantages. Bryan



Paris '44

Dear President, dear Editor,

In Patrick Bishop's book 'Paris '44' (2024) there are three references to Tractions! I've attached them here.

At (long) last my 1956 11BN has emerged from the garage workshop here in Tirol. Now needs to be registered here....still very tricky. But am hoping to take her to the Citroen Veteranen Club Meeting at the Lorelei on the Rhine

Ca roule enfin!

Andrew (Milne-Skinner)

Paris '44: The Shame and the Glory, Patrick Bishop (Penguin Viking, 2024)

pp. 178-9

"On 10 July a four-man squad drove in a Citroën traction avant to Puteaux, a NW suburb of Paris.

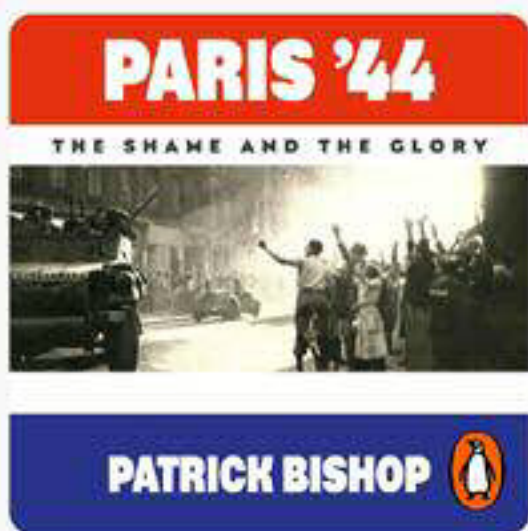
They parked the car near the town hall, facing downhill as the starter motor was unreliable, and waited for the mayor to arrive. Georges Barthélémy was a former socialist and arch-collaborator. André Calvès, 24, member of the FTP Resistance, emptied his gun's magazine into him before he hit the ground."



pp. 211-2

"A Citroën 7CV traction avant, whose raked lines and flared front mudguards would become an enduring image of the uprising, the vehicle generally crammed with gun-toting young men, was at Rol-Tanguy's disposal, along with a driver and bodyguard."

p. 277

"August 25 1944. Alongside the tanks, armoured cars and jeeps, slid the low-slung Citroën traction avant saloons of the FFI, loaded with young fighters in summer shorts and high-waisted zazou trousers, long hair in careful disarray and rifles ported at theatrical angles."





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Bailey's Banter

Tracking - how long does it take to check it? 30 minutes? All day if you do it my way. If you are following the story, you'll recall that I replaced an upper link and reset the castor following my pre-Christmas prang. I did this myself because I didn't trust the insurance company to engage someone who would know how to deal with a pre-war suspension design (advanced as they were, they don't make them like that anymore). And if I had, I would still be waiting...



I've been using the car but, even after setting the castor it didn't feel quite right, and the steering wheel was now about 30 degrees off centre. I suspected I had a bit more toe out than I needed. The tracking needed checking, but I did not have the equipment, and I really did not want to get a tyre place to do it. My son's Scimitar was tracked at a local branch of a national chain a few years ago when they fitted new tyres. They had set the tracking so far out that the front tyres were completely shredded after 500 miles. They got it right the second time though, but I decided to do it myself. I may be a control freak.

I could have bought a kit for under £25 that bolts to the hubs, or for £85 I could have bought a laser alignment tool. I probably should have done one of those things, but I chose to do neither. Instead, I made my own kit using a couple of 3 metre lengths of stainless-steel angle.

I wanted to check the tracking with the wheels fitted. Why? I'm not really sure but the wheel has a bigger diameter than the drum which is better for accuracy (unless the wheel is bent...).

Doing the job when the wheels are fitted requires some engineering to get access to the wheels' studs which are too

short. Long connector nuts are the answer. The wheel studs have M12 threads - but you can't just fit the M12 long nuts that Screwfix sell. The wheel studs have a fine thread pitch of 1.25mm whereas the standard coarse pitch is 1.75mm. I therefore Helicoiled one end of each of four long nuts to convert them to a fine thread and screwed them onto the wheel studs, fitting some 100mm M12 studding into each of the other ends. I cut some slots into the stainless-steel angle, 180mm apart to fit over the studding and set each one so that the angle was parallel to the wheel rim. Simple? Not really.

First of all, stainless steel is quite hard to drill. Mild steel would have been easier and quicker to work with. More of an issue, neither length of angle was straight - and they are quite springy and droopy. Before I could fit them to the car, I had to measure their parallelism - or lack of it. I did that by mounting them on a couple of other lengths of studding, with a fixed and parallel gap between them (two long nuts) just as if they were fitted to the wheels. Because they are bendy they had to stay off the ground. I used a lump of wood as a fulcrum at the "wheel" end and loaded it up so that the major lengths were off the ground. A trolley jack and a box of tools that Philippe Allison may recognize were heavy enough. Then, using a tape measure I could note the distance between the two lengths at 400mm intervals and use that as the reference for future on-car measurements. Over the 2 metres that I was measuring, they splayed out by 100mm.



When fitted to the car it was important again to make sure the ends were off the ground. The front of the car was supported on stands under each suspension arm. In first gear, the weight of each length of angle was balanced by the other, with both their ends floating about 20mm off the ground. I could then measure the distance between them, at the same points I had measured before.

The manual requires that the front wheels toe out, between 0 and 2mm (0.3 degrees) when measured at the wheel rims. My measurements told me that mine toed



out by 17.6mm or about 2.5 degrees (this is the mean of the 5 measurements I had made along the length of the steel angles). This seemed like a lot, so I crawled under the car to make a rough measurement with a tape, directly from rim to rim at the front and the back of the wheels. That came up about the same so now all I had to do was adjust it.

The pinch bolts at each end of the track rod undid easily enough but the track rod itself didn't want to turn. This is not surprising as I hadn't touched the tracking for maybe 20 years. A little persuasion in the form of a chisel to open up the clamp and some Plus Gas got things moving. The manual says to make the same adjustment on each side, but as I had only damaged one side and the steering wheel was off centre, I chose to only adjust the one. This of course, only took about a minute. And that was it - job done.

A test drive confirmed the steering was back to its old self, not pulling and not as dead feeling. I may be imagining it but there seemed to be less vibration too. All in all, a fine day's work in glorious Spring sunshine. Buying the kit would have saved a lot of time and the result would probably have been just as good. I know this because my neighbour told me so, after muttering something about Heath Robinson.

I am not sure if the kits would be able to check the rear wheels' tracking, but my Heath Robinson set up could. I have not done so. I am grateful to Sheila Pennington for reminding me that the rear wheels are supposed to toe in by up to 15 minutes, or up to 2mm measured at the wheel rim.

Prior to all this work, I had also fixed the driveshaft - again. You may recall I found the inner universal joint (which had only covered about 3000 miles since I fitted it back in the summer) had failed. When I got it apart, I found that there were precisely no needles in one of the bearing cups. There were a lot of broken bits but not one had survived intact. I assume one needle had fallen over as I was fitting the bearing cap and self-destruction was the inevitable result. Much care was used putting it together this time. And much less vibration was the result.



Next job on the list is the gearbox oil leak. I must remember to check it frequently. The manual says not to top it up. Instead it should be drained and refilled. I don't think so. To avoid topping it up, I must prevent it falling out. There are 4 ways for oil to get out and it may be using all of them, but none excessively. The mainshaft protrudes from the box at each end. At the front, the seal round the starting handle dog seems a bit wet and there may be a small leak there. The drive shaft flanges are a notorious leak point but, since I fitted sleeves and new seals, mine do not seem to be leaking much. I find oil in the bottom of the bell housing and I suspect that is the main culprit. On pre October 1954 cars this seal is a scroll type - meaning it has a clearance rather than using a lip seal. The scroll feature should pump oil back into the gearbox but it can also pump air into the gearbox. Whether it does that or not, the gearbox gets hot and internal pressure will rise and, as far as I can see, there is no breather to vent that pressure. My guess is that the gearbox is venting itself through the oil seal and taking oil out with it. So, I am going to try an experiment and vent the gearbox through a proper hole. The first stage of the experiment is to fit a vent tube to the filler plug which I have run up the side of the radiator. It will be interesting to see if that reduces the oil leak, and also to see if any oil travels up that tube. Or if I have just added another leak path. A further experiment, which, depending on the result of the first one, would be to add a small 12-volt vacuum pump to the vent tube and reduce the gearbox pressure to a little below atmospheric. The trick

will be to avoid too much under-pressure as that will do the driveshaft seals no good at all. A depression of about 50 mbar is the maximum I would want. If that turns out to be a useful thing then the ultimate development would be to replace the electric pump with a connection to the inlet manifold, but I'm getting ahead of myself here.

My TOC renewal form arrived today which states details of my car. The condition is claimed (by me I suppose) to be "good". I'm not sure that is still true as the bodywork has still not been fixed. I have chivvied the insurance company up and something should start happening soon. As things stand the blame has yet to be decided. You find out if your insurance company is any good when you make a claim - then it's too late. I hope this is sorted out before my next renewal because I might be choosing a different insurer next time.

We have a small collection of old motors on our driveway which are often a talking point with delivery drivers and other callers (and of course the neighbours...). A very nice fellow called collecting for a very noble charity which needed very little selling but his opening pitch was to express genuine interest in the cars. He asked which one I prefer to drive and the answer was of course the Traction. He asked "why?" A good question which I don't think I answered. Why would I prefer to drive the least powerful and noisiest car with the least amount of assistance over its stablemates?

Of all of them it is the car with which I am most familiar, having driven it more miles than any of the others - probably more than all of the others put together. It has the least number of things to go wrong and anything that does is easy to get to. It is also a very comfortable car to drive - I don't mean the seats; I mean the way it sits on the road and does its thing. Maybe harmony is a good word. Its speed is matched by its handling and braking. It doesn't promise more than it can deliver. I think that's why it's my go-to car.





I gave someone a lift in it recently and she was very taken with the convex stick-on mirror I have added to the offside door mirror. It's my attempt to be able to cover the pretty serious blind spot which is most apparent entering a dual carriageway from a slip road. If you are not careful a whole HGV can become lost in a left-hand drive Normale's C-pillar. This little convex thing helps but I think I can do better with a little technology.

I have invested £20 in a camera and screen from AliExpress. I'm sure I can find a spot for the camera under the back bumper. The screen inside will compete for space with my phone so that will need thinking about. Maybe it can supplant the actual rear view mirror?

Meanwhile I have some more significant choices to make. The insurance company have sensibly said that fixing a bent Traction is not their forte and they will make a cash settlement. We have not yet

agreed the sum, but we will. One of the reasons they prefer not to manage the repairs is that they are only liable for repairing the damage caused by the accident but my car sports other scars and blemishes which need to be considered. I quite agree.

The question is what to do? Shiny painted wings on one side only will look a bit odd. It would be sensible to tidy up the other side too.

If you have seen my car close up – and you don't need to be that close, maybe only in the same county - you may have noticed how scabby the roof is. And how dull the bulkhead is. Oh, and the radiator grille. The bonnet has some flaking paint... that's almost the whole car. So, one option is just getting the bent bits done. A second would be to do both sides and a third would be getting the whole car painted.

And this brings the question of colour and originality.

Specifically, would I want the wings and / or the roof to be other than the original black?

The big centenary festival at the Circuit de Charades made me realise how boring is a black car amongst so many other black cars.

Then again, black suits the car well and, as I really don't want the hassle of stripping the car down for a complete colour change a two-tone scheme seems appealing.

The dark blue/black combo is initially appealing, but maybe there's something more exciting I could do. A black body with blue wings is not the conventional way. I wonder why not? Practical reasons? Keep all bodies the same colour and only vary the wings would be a manufacturing engineer's preference. Or is it an aesthetic thing?

That scabby roof really does need to be addressed. Just painting the roof would leave a line at the edge of the new / old paint. A vinyl roof would avoid that but I do not want to do that. I am coming to the view that a complete respray in black is the way to go. But, why miss an opportunity to be less boring.



Maybe I should have the lower half of the doors and the bonnet sides something bright, like yellow or orange? Am I that brave? I just tried it out on a drawing package and can conclude two things: first, I'm not good at colouring within the lines and secondly, I think orange would suit the sides very well. I think I would leave the front grille as all black.

I'm not asking readers for advice or opinions because I probably won't take it as everyone's taste is so different.

We could be getting to an "it's my car and I'll do what I want with it" moment.

Which leads to "is it really my car or am I just looking after it for the next owner? ". Of course, the next owner can paint it whatever colour they like.

A nice blue Big15 sold recently on Car and Classic. You may have spotted it as it was quite a bright blue which would not be to everyone's taste. The colour may have depressed the price, or that could have been the leaking brake cylinder. Both the colour and the brakes are changeable and it looked to be a very solid and nice car and a bit of a bargain. Being a Big 15 or which only 1100 or so were made, it's quite a rare car and I would have expected it to fetch more than it did. Or maybe the value of all Traction saloons is down now. An honest looking 1954 Legere was up for auction at Anglia Car Auctions (April 5th, Lot 451) at the time of writing, with an estimate of £5000 to £7000. The highest bid was a disappointing £3500 which was less than the reserve. It probably wasn't helped by having trouble starting – due to lack of petrol.

Despite going on about my Traction being my go-to car, I haven't actually gone to it, let alone gone anywhere in it, for a couple of weeks. Which means I can't make any comment on whether the gearbox vent has had any effect on oil loss. I am sure it has done no harm but we'll just have to wait a bit longer to see if it has done any good.

All in all, a month of pondering, but not much doing. I hope the coming weeks will be more exciting.



“How do you make it stop?”

This item dates back to 2021 and gives details of a modification which is well worth considering, especially if you are in a particularly hilly area.

Since the coronavirus pandemic caused us to reconsider how we spend our days, all manner of projects have presented themselves – some of which are simply cosmetic, some are normal regular maintenance and others are more fanciful, often quite complex modifications that may (or may not) be classed as a ‘good idea’ at the time.

Recently, Liz and I have been venturing out, confined in our own little bubble, in the Traction – taking it in turns to drive. On the first of such excursions, Liz had just taken over and was driving through a village near home and announced she would take the next right hand turning. She indicated, pulled into the middle of the road and the next thing I noticed was that we had sailed past the turning.

Years of driving modern cars with assisted braking systems means one forgets just how much effort is required to slow an older car without power assistance, and indeed this became quite apparent on our excursion. It got me thinking about fitting a vacuum servo on a Traction and I found an article on the subject by David Faulkner and I started to plan what would be involved.

My car is a late Legere and so is left-hand drive, thus the master cylinder is located on the left within the jambonneau under a bolted down cover plate. Furthermore, there is a considerable amount of space on the right side of the engine and of course the manifold is on that side too. Therefore, the installation would mean fitting the servo unit on the right and running two brake pipes from one side to the other.

This at first seemed quite a task and I did not really want to take the engine out just to be able to fit two pipes, so I started plotting out the best route they should take. At first, I considered running them down to the underside of the body, back to the floor beneath the bulkhead, across to the other side and back up again. However, this seemed rather convoluted and would require quite a few metres of pipe so I started to think that it should be possible for them to run across just beneath the front edge of the battery box.



I have a large 511 140AH 6v battery which does overhang the floor of the battery box slightly and it looked as if there would be just enough room for the two pipes there without obstructing anything. I would need to clear the clutch cable adjustment nuts and the gear linkage rods, but it certainly looked the best route.

Encouraged, I started investigating suitable servo units and soon found that such kits are available, often for upgrading the braking systems of MGAs and Bs, Morris 1000s, Sunbeam Alpines and the like, and the ideal would be the one suitable for cars up to 2 litres. I went ahead and purchased a ‘Remote Servo with Installation Kit (LE72696 / TT3949Z)’ and 2 metres of 6mm copper pipe. I already had a pipe flaring tool which I had used to fabricate a petrol pipe for the Cloverleaf, but I would also need to form a take-off from the inlet manifold for the vacuum pipe. I found a

1/8” BSP fitting for a 10mm pipe and a non-return valve on ebay so ordered both and soon was ready to make a start.

Strangely, none of the servo kits I found came with any instructions, but there are plenty of diagrams available on-line, so it was relatively easy to see how all should fit together. It is recommended that the servo unit should sit at an angle of about 25 degrees and as the top of the jambonneau sloped up towards the rear, it seemed obvious to mount the unit with the cylinder facing backward. I adapted and fitted the brackets to allow the servo to be fixed as far to the rear as possible



“How do you make it stop?”

to allow the starter motor to be removed as may be necessary in the future, without having to disconnect the servo. I drilled an 8.5mm hole in the inlet manifold just above the drainage pipe and tapped the hole to suit the fitting which I screwed in with PTFE tape. The servo unit had a straight connection for the 10mm pipe, but I swapped it for the angled one supplied and connected the pipe with the in-line non-return valve.

On the other side of the engine bay, I removed the cover plate over cavity housing the master cylinder which revealed the short section of pipe that would need to be removed, connecting the outlet at the front end of the master cylinder to the 3-way connector on the engine side of the jambonneau. This was mounted such that the inlet connection to it was located on the inside the cavity directly beneath the outlet of the master cylinder, making it rather inaccessible and very hard to actually see! Forming the flow and return pipework was a time-consuming and very fiddly process, made slightly easier with the bonnet,



of the opening such that I could cut a neat section from the cover and fabricate a small cover piece held in place with self-tapping screws which would mask most of the opening. Eventually I was able to arrange the pipes such that they were largely hidden from view and not prevent access to any vital future adjustments and I fabricated some pipe clips to hold them in place.



battery, battery cables, HT leads removed and with much trial and error and gentle bending.

One of the new pipes would be required to be run from the front end of the master cylinder to the inlet on the side of the servo cylinder and the other from the outlet on the end of the servo cylinder back to the inlet of the 3-way connector. The two new pipes would need to pass through the cover plate so I planned that they should be close together to the rear



I found that the most difficult part of the process was connecting the return pipe to the 3-way connector inlet as it was impossible to see and almost impossible to get either hand in position to start to tighten the nut on the end of the pipe – this one connection took over an hour!

I had wanted to avoid any intermediate connections in either of the pipes but eventually had to accept that one would be required. Because the outlet from the servo cylinder was so close to the bulkhead, a 180 degree bend would be needed in order to connect to the return pipe and with the pipe in place there was simply no room to operate the pipe-bender. Thus, I formed the bend with a shorter

section of pipe and used a 6mm compression connector to join this to the return pipe. Furthermore, as the servo cylinder connections are made for 5mm diameter pipe and I was using 6mm, it was necessary to drill out the pipe connecting nuts to suit before flaring the ends of both pipes.

Once all the connections were tightened and the vacuum hose secured in place, the braking system was filled with new fluid and then bled. Once all the components removed to provide access were re-installed, the car could be properly tested. I had already recently re-lined and adjusted the brakes on all four wheels, had cleaned and re-lubricated the handbrake cables and replaced the rear flexible pipe, so I was confident that the brakes would work as efficiently as possible. It was therefore gratifying to find that in normal driving, there was no real difference to the braking but when needing to brake more sharply, firm pressure on the pedal brought the car to a halt much more swiftly than before and as such did inspire more confidence when approaching junctions, roundabouts, etc.

Ian Harvey

November 2020





R.W.D.

At last I have finally had a chance to refit my fettled magneto. Since the cylinder head has not been reunited with the block it was a fairly easy task to assess TDC for the first cylinder.



I received some very helpful advice from both David Boyd and Bernie Shaw.

Thanks to both of you.

Once TDC is established, then when fitting the mag, there is a small window to the rear which should then display a vertical line. This was indeed present. Next remove the oval cover bolted to the top of the bell housing. Now there are instructions illustrating both a dimple to the top of the flywheel and associated marks to check. My car seems to only possess the dimple. Still it was in approximately the correct place. So taking the number one plug lead in hand, and recalling science lessons at secondary school. I gave the starting handle a whiz.... Joy was unrelenting as I saw a spark at what I'm positive was the right moment. Enough accuracy to start the engine? I will have to see. Perhaps there may be more to come next month?



Back in 2021 Bernie Shaw shared the story of his restoration of Lulabelle, his 1925 5hp. Being later than mine, this is a C3. Although I did include pictures of his progress. I have recently come across some others hidden in the cobwebs of my PC, so I had to share. They show the Yellow Peril in all its completed glory. The combination of Traction, trailer and 5hp is something to behold isn't it?

Some while ago Bryan suggested that I list sources of parts for the models propelled from the rear. Alan Lloyd was in touch more recently asking about the very same. He had seen a B2 van which was to be auctioned by W&H Peacock Auctioneers of Bedford, and was very interested.

Despite its homemade construction there's patina galore, I think you'll agree. Alan decided that there were too many parts missing and didn't bid. It would appear that nobody else did either as no sale price has been listed so it may still be available. Anyone tempted?

As you can imagine the world isn't quite swimming in spares for rwd Citroens. However there are suppliers, especially for Type C variants.

There is of course Depanoto in France but also Renel in Belgium and Polyparts in Germany. There are often listings on Leboncoin and adverts published in Pre War Car in this country. I found a website called Classic Parts Finder but my listing for parts wanted is yet to yield any results. Further than this, if you are able to visit Retromobile then you may be lucky. Other less well publicised events are held in Europe too. Good old word of mouth can come to the rescue of course. Stan Platts has contact details for a





gentleman in France for example. He has a veritable hoard of 5hp spares - just not the windscreen frame Stan was looking for, naturally!

In my experience, even if the specialist doesn't list parts for the vehicle you possess it can be worth making contact as they might just know someone who can help. Remember the old BT advertisements "It's good to talk". It will be especially good to talk to anyone who knows the whereabouts of an alloy spacer which sits around the filler neck of a 5hp, as mine is missing, by the way.

Unlikely though it may seem I have found another rwd commercial available. Listed on the even less likely venue of Facebook marketplace. A C4 pickup, of sorts. Still there last I looked....





Engine Oil for your Traction

Steve Reed says “I am frequently asked, what oil should I use in my Traction?”

Whilst the Club cannot recommend a certain make of oil, it is best to use a Classic oil.

The reasons are:

1. Modern engines generally use multi grade oils which are high in detergents, which keep the engine clean, and relies on an external oil filter to collect any carbon deposits held in suspension in the oil. A Traction, which normally does not have an external oil filter (I know a few that have) should use a Classic oil which has no detergent and relies on regular oil changes to collect the carbon deposits which build up in the sump. The downside to Classic oils if you have to carry-out oil changes far more frequently.
2. High detergent oils do not allow build-up of carbon on gaskets and seals, hence, if used in an old engine, no matter how well it is rebuilt, you will always suffer oil leaks. Classic oils have no detergents, which allows a small build up of carbon on gaskets and seals and makes them far more effective.

I have used a mono grade XXL40 oil in my Traction for several years and can report that over that period, the oil leakage is now minimal.

Steve Reed



(Editor) Several reputable manufacturers produce suitable classic oils. Below is a sample.

Millers (verbatim) For engine use, Vintage Millerol is a non-detergent monograde mineral engine oil. It is specifically engineered for vintage cars with a strainer or basic filtration systems. It is formulated with ZDDP (zinc/phosphorus).

Use as received in vintage vehicles when a non-detergent/dispersant oil is called for. Available in SAE viscosity grades 30, 40 and 50. <https://www.millersoils.co.uk/products/vintage-millerol-50-4/>

Penrite produce a range of oils for vintage and classics: They produce the Shelsley series of oils which although multigrade, are designed as a substitute for monograde oils for use in cars with no filtration system. Their oils are also formulated to stick to components and enhance protection during layup periods. <https://penriteclassicoils.co.uk/>

Castrol produce a range of monograde oils in their XL range which fit the bill as well. See <https://www.classicoils.co.uk/> for more guidance.

As Steve says, we have no particular recommendations to make but provide the above for information only. The editor has used Penrite products in his Light 15 for several years without any problems.

Events 1

Planning well ahead, we now have dates and venues for the National rally 2026!

National 2026 Jurassic Coast Rally

Gavin and Adeline have the pleasure to organise the 2026 Rally on the South Coast. This rally will be an opportunity to get together and celebrate the 50th Anniversary of the Traction Owners Club.

The 2026 Rally will be taking place over 4 days from Monday 18th May to Friday 22nd May 2026 based out of Wareham, Dorset, so please save this important date in your diary!

We have managed to identify a hotel in Dorset, which is local to many places of interest to visit with sensational scenery and breathtaking views.

In order to finalise the booking for this venue, it would be very much appreciated if you could confirm your interest by email to adelinedavies171@gmail.com by 15th May 2025. Once a list of participants is established, if you would like to provide your mobile number to Adeline then a WhatsApp group chat will be set up to ease communication with all interested parties.

During this event the Club will be selling 50th Anniversary merchandising and would welcome any creative design ideas from the TOC members to support this.

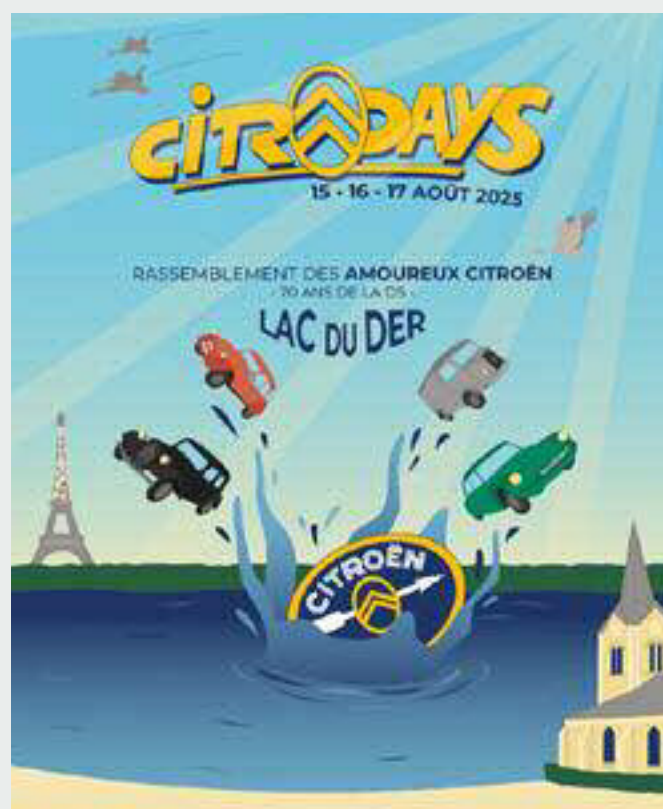


National Rally 2025 at Great Malvern: see page 13

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 this 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

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



Events 2 - Kop Hill

Events 2- Kop Hill

Something for your diaries in the Autumn. Kop Hill celebrates a hill climb event that was run from 1910 till the early 20's. In 1910 motorcyclists, looking for somewhere to stretch their machines, found just what they were looking for in the sinuous and steep Kop Hill road that climbs to the top of the picturesque Chiltern Hills. Within a year cars joined the motorcycles and the event quickly became The Kop Hill Climb – one of the major events in the Motor Sport Calendar. As speeds increased so too did the roll call of famous cars, bikes and their intrepid pilots. The greats of the day like Malcolm Campbell in BlueBird, Raymond Mays in his Bugatti, Henry Seagrave in his Sunbeam and the wonderfully named Count Zborowski in his 8 cylinder Ballot were regular competitors. In fact the Count recorded the fastest time for a car in his monster aero engined Ballot, climbing the narrow winding hill in 26.8 seconds.

But in 1925 one motorcyclist went even quicker – the legendary Freddie Dixon. Riding his highly tuned Douglas he averaged an astonishing 81 mph from a standing start to put the record out of reach forever. Fate was to step in at that event when a spectator who refused to back away from the course, despite the best efforts of the marshals, was struck by a competitor and broke his leg. The RAC stewards stopped the meeting and within a week declined to grant any further permits for high speed contests on public roads in the UK.

And that was that – until Kop Hill Climb came roaring back. Today it's no longer a competition, but a moving celebration of the history of the car and the motorcycle. A chance to marvel at over a hundred years of pioneering, mechanical progress powered by steam, gasoline, electricity, eccentricity and innovation. The hill is located just 15 minutes from the M40 Junctions 4 or 6, off the A4010 mid-way between High Wycombe and Aylesbury.

At Kop Hill this year we shall be making a feature of the best in French motor cars at the hill climb. This is inspired by the 70th anniversary of the launch of the Citroen DS19.

We are hoping to collate a diverse selection of historic French marques to run the hill. Might this be something that may be of interest to some of your members?

The Citroen Traction would be of great interest at the event.

Today it is non-competitive, held on a closed road, with 18,000 or so spectators who turn up over the weekend.

All the revenue we make goes to help local good causes and after over ten years of running and have topped a million pounds raised since we revived the event. More details of the event can be found at the event web site: www.Kophillclimb.org.uk

Kop Hill will occur on the weekend of 20 & 21st September this year. The booking system is now open for entries.

If you have any question please let me know?

Hopefully we shall see some of your members at Kop Hill this year.

Kind regards,

Phil Collins

Kop Hill Climb Entrants Team

www.Kophillclimb.org.uk [1]

Philip.Collins@Kophillclimb.org.uk

07903 524 566



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.
Mobile: 07850 994417



FOR SALE:

1938 Paris built
Has 1939 engine, bought from Chris in club's parts department a few years ago. 95 percent of the car is present with a few other spares. There's very little penetrating rust, easy for competent welder. French registered in my name. Car is in the UK (East Grinstead) and can confirm that VIN 127475 is a 1939 car **£3500**
Please don't hesitate to contact me.
Boris Curwin 07960 040509



FOR SALE:

Due to health reasons, I am selling my **1952 Traction, French built (LH drive)**. The car is not perfect, but the body is solid. The interior could do with a refurbishment. The engine has a lot of compression and, when the battery is charged, starts easily. Some improvement work has been commenced, like an overhaul of the petrol tanks and a thorough clean-up of the pipes and petrol pump. With TLC the car can be brought back to a nice condition. Any reasonable offer will be considered. Car is in Leixlip, County Kildare, Ireland.
For more information please email rudy@jakma.org

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 **£450**.

David Boyd. Redditch.
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: Pilote Wheels required many thanks Gavin Davey 07803174001

MEMBER SERVICES

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

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



Spring at last

A selection of Citroens enjoying the sun at a Spring car show. Location uncertain. Does anyone recognise where this might have been?

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

