

Floating Power

July - August 2025

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
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Chris Treagust

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Missing Magazine?

Please contact John Oates

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Be a part of Floating Power...

The closing date for input for the September/October *Floating Power* will be

Sunday 17th August 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Stuart Davies
rather splendid
pink Traction.



Editor's Epistle

Charlie and I were a bit puzzled with the content for the last magazine. Although I had excellent input from most of the regulars, for some reason, in spite of having sent out two wake up calls, I received only five Section reports, with a total non-response from all of the more Southerly English Sections. This seemed odd to say the least, especially since we had been having excellent car driving weather nationally at the time, and most of the Sections had found things to say through the dark and wet days of Winter! So, what happened folks? Are you on strike? I have to repeat my old mantra, that the Section reports are especially important because they give a picture of what is happening (or not!) to the club around the country (*something similar has happened this time around also*).



Anyway, enough of that.

I sold a car a couple of weeks ago. My rather smart Austin A55 Mk1. It wasn't being driven very much and I thought that it was probably time to move it on. Its new owner was delighted, and gave me the asking price without a haggle, but I had a pang as I watched him drive it off up the road. Ironically, over the next few weeks it appeared that I had sold the only serviceable old car in my small collection. The Volvo split its fuel filler pipe and this meant that attempts to fill up at the garage resulted in a large fuel puddle on the floor, rather than in the tank, (a new form of fuel starvation?) and having had its fuel system

cleaned out, the Citroen then decided to fire on only three cylinders. Difficult to drive either a car that you can't put petrol into, or a car that hiccups its way along when under load!

So, I missed out on some of the best 2025 driving weather to date locally, spending possible driving time fiddling under the bonnet or waiting for parts. Alas therefore, Drive it Day was in someone else's classic (not a Citroen) and Tractions were totally absent, as far as I could see, from the local roads on DiD! Hopefully more of you had better luck on DiD than did I.

One interesting thought that I will leave you with, is that a recent survey has revealed that 18% of young people now find it impossible to become car owners due to cost, etc. So, something that used to be a rite of passage into adulthood, i.e. owning a car, has now passed beyond the reach of nearly a fifth of the young adult population. Why? Well I wonder. We used to buy old bangers cheaply and patch them up until our circumstances permitted a better set of wheels. Not anymore. Everyone seems to aspire to a flash car from day one, Modern cars are not easily repairable without the bells and whistles of a workshop and neither are our young people inheriting the knowledge of their fathers in how a car works, since many of them do not have a history of home maintenance either. You don't see engines being changed on front drives anymore (except on mine) and many modern cars don't even have a spare wheel and jack, let alone a toolkit! So how are we ever going to stand a chance of getting new blood into the Classic Car world, if so many of them can't even afford a cheap modern one? Well one answer is possibly to present a classic as a cheaper way of getting onto the road. Of course it may not be entirely cool, and it almost certainly won't be a Traction or other pre-war design, more likely a Moggy 1000 or something similar. But it could well be a worthwhile alternative to a pushbike or standing in the rain on a bus stop. How you educate the newcomers into car maintenance, is, of course, another matter altogether, and car clubs should start to take the initiative on this.

A classic is not everyone's cup of tea (or skinny latte) of course. I have two daughters. One wouldn't be seen dead in anything much more than a couple of years old....but the other one drove and loved an old VW Beetle for several years.

Our cover car is a rather startling shade of pale pink or lilac, and apparently came out of the factory like that. See Bailey's Banter for more information. The colour reminds me of the shade used on the Morris 1000,000 cars produced by BL to commemorate the production of over a million Morris 1000 saloons.

So that's it.. Summer is here. Get out on the road while you can.



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

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President's Ponderings

The TOC has now transferred sales of new spare parts stock to Citroën Classics and our hoard of second-hand parts is now relocated. As we now move into the new era, on behalf of the Club, I would like to offer a huge thank you to Chris Treagust for having managed an exemplary parts service for more than a quarter of a century. In addition his partner, Vanessa, has looked after the Club Shop with similar enthusiasm and efficiency. Without doubt, they will both be hard acts to follow. **Thank you, Chris and Vanessa.**

There is more information concerning Spares on page 30, but I should like to remind you here that the agreement with Citroën Classics ensures TOC Members will qualify for a discount on their purchases by quoting a code. The code, which will change every two months for security reasons, will be printed in every issue of FP.

It would be unwise to think the transition will be completely seamless but, having taken on the remaining new stock from the TOC and with well established contacts with the same suppliers, Citroën Classics will quickly be in a position to supply all popular service items from stock, as did TOC Spares. Similarly, non-service parts will also be available to order, exactly as before. **In the meantime, should there be any questions about the service, please do not worry Chris Treagust with them but address them to me, president@traction-owners.co.uk . Thank you.**

With the rally season upon us, I am very pleased to confirm that, after a far from stress-free six months, the "6" is back on the road and running as well as it has in the 9 years I have owned it – if not better. Having now driven about 500km locally since the rebuild, I am eagerly looking forward to the TOC annual rally in Malvern. That will be shortly followed by the trip to join the CTAB's annual rally in July - now compulsory for me. Then, in August, there will be the South Cerney Steam rally and the new Lac du Der "Citrodays" all Citroën models gathering. I have no current plans beyond that so, if anybody knows of something in September or October, please let me know.

Looking ahead to next year's 50th anniversary rally, please do not hesitate to register your interest to enable Adeline and Gavin to formulate their plans well in advance.

Also on the subject of the 50th, don't forget we are looking for suggestions for an appropriate Anniversary logo. At the moment, I am happy to say we have already been swamped with designs from approximately 0.15% of the membership but there is still time for the other 99.85% to act. Great works of art are not necessary at this stage. As long as the basic idea is clear, it can be tweaked into existence. So, please send your ideas to Bev ... chairman@traction-owners.co.uk asap.



New Spares Orders

**For the latest on spares,
please see the NEWS
section on page 30**

New Members

Welcome to the Traction Owners Club to the following:.

3010	Mr Rodney Payne	Sissinghurst	Kent
3011	Mr Steve Reeks	Malvern	Worcestershire
3012	Mr Paul M Butler	Craven Arms	Shropshire
3013	Mr Robert Filbey	Wichita	Kansas USA



Chairman's Chat

By the time you read this in July our TOC annual rally will be over – I hope all who attended had a good weekend and I look forward to reading the report and seeing lots of photos. Thank you once again to Simon Saint and “helpers” for organising this event. If you haven’t heard otherwise I must have survived John & my sailing trip in Scotland!!

Don’t forget next year, 2026, is the TOC’s 50th Birthday – we need new merchandise to celebrate so please all you budding artists out there, design something for us.

If you are considering attending the 2026 annual rally then please do let Adeline and Gavin know as it is good to get some idea of rooms needed.

Graham Handley has been our North East Section Co-Ordinator for many years. However, due to ill health he is no longer able to drive his Traction, Fifi, but is pleased that his son Chris has decided to keep Fifi and she now lives in the Bristol area. Thank you to Graham for the many rallies and runs he has organised. I am pleased to say James Geddes has agreed to take on the Section Rep role and to look after the TOC tools. Thank you James. James tells me he is happy to pass on the role IF there is someone out there in the North East area willing to take over.

Elsewhere in Floating Power you will read an update on the Spares situation – I have had no feedback from members of the Committee or direct from you the members so I assume you are all able to order parts you need and the changeover has gone smoothly. Thank you to Ian, Cleve, Bernie, Stephen and Tony for making this happen. There is still a lot to do in sorting out the second-hand parts but “the lads” need to enjoy the summer and trips out in their Tractions so please be patient!!

Thank you once again to Chris and Vanessa for all the years that they have given to running the Spares and Club Shop for the TOC. Enjoy your “retirement” and having more time to do things you enjoy.



In Derbyshire we are fortunate to have the Great British Car Journey Museum – if ever you are in the area it is well worth a visit. It is so well laid out with lots of very informative displays including audio guides if required. In May they held a French Car Day so we took our Traction along - great to see lots of 2CVs, a Bijou plus Renaults and Peugeots. There was only one other Traction there – an ex-member of the TOC.

I hope you all enjoy the rest of the summer attending other Citroen events or local days out. Do keep sending reports and photos to Bryan, our Editor.

Beu

Traction Owners Club: Section Details

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

Northern Scotland

ANDY BURNETT

T: Andy Burnett: 013398 86290

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

See section report for coming meetings/events.

Southern Scotland

JOHN WHITE

T: 07960 918310

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

See section report for coming meetings/events.

Ireland

DAVID SELFRIDGE

T: 7729 518992

E: Ireland@traction-owners.co.uk

See section report for coming meetings/events.

Wales

ANDREW TWEED

M: 07891 870499

E: wales@traction-owners.co.uk

See section report for coming meetings/events.

South West

WALFORD BRUEN

M: 01395 568909

E: kembu@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

JAMES GEDDES

T: 07783 259874

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, Littleley 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.

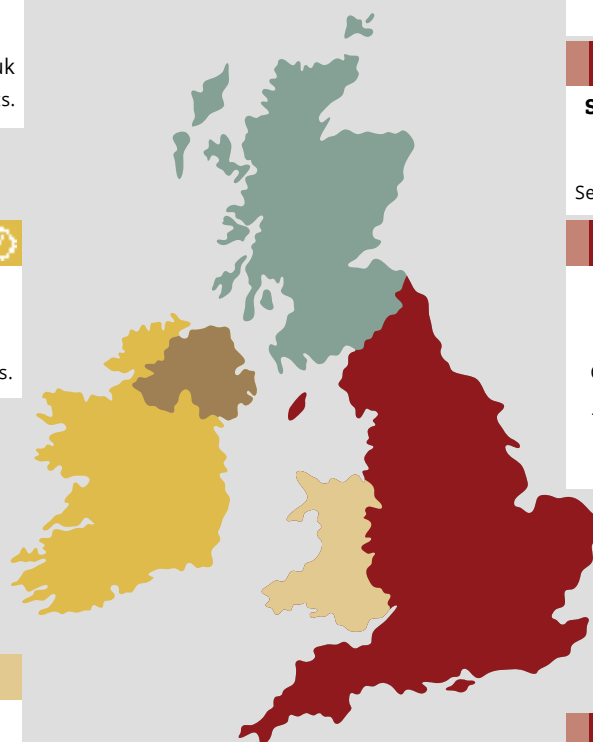
Surrey/Hants/Sussex

JIM GIBSON

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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:

Northern Scotland

WELL, car shows and autojumbles most weekends at the moment, and of course, each has to be visited in search of that elusive traction part. Regrettably nothing of great interest was found. It is well known that Citroen Slough used whatever parts were readily available and used by most of the British models and these parts are usually readily available at most autojumbles but are of little interest to me at the moment. What I look for are parts specific to the Light15, like starter motors, etc, but now seldom found. I remember being at an autojumble at a CCC rally at Wetherby, and there offered no less than 3 incomplete traction gearboxes at a reasonable price and these were quickly bought and put into my car boot. However, most times I come away empty handed, but always full of hope!! . Citronitis is really an incurable disease, so enjoy it!!

Nothing much else to report, but hope to meet up with you at some future autojumble meeting.

Andy Burnett

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

Southern Scotland



Summer at last?

The month of May has maybe lulled us into a false sense of optimism that the next few months will continue in the same vein?

But whatever the weather don't forget our Tractions were designed for year round use and with some attention certainly still can be.

I'm not suggesting that running one through the depths of winter is a great idea but I'm still pleasantly surprised that for local and occasional longer trips there should be no need for us to use another 'daily driver' if the Traction is itching to be run?



Modern LED lighting for brake and indicators and choosing your route can help make the journey less stressful, we only need to be aware that drivers of modern vehicles don't always appreciate the braking and (lack of) acceleration so again a wee bit of planning helps.

So let's get out there and show folks what they're missing by using our cars as often as we can.

Quite a few shows on the horizon meaning that I really must get the new exhaust out of the packaging and fit it this weekend!

Leaving you with a couple of snaps from VE Day commemorations at my local airfield where we held a charity day benefiting the RAF Benevolent Fund.

Hoping you all have a great couple of months ,



Bonne route!

John White

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

Northern, Lakes and Borders



Northern

After several weeks of beautiful weather, things are looking rather damp as I write this.

There have been the usual breakfast meets and the first of the regular local shows is coming up in the next couple of weeks. Hopefully we will be seeing some representation of the Traction Avant world there, but alas, as we have reported before, our numbers are depleted after the passing away of a couple of local members and the disappearance for various reasons of a couple of others. However, the good news is that Colin Lea's 7C has now been finally put back together and subject to the odd gremlin being sorted, is ready for the road.

You may recall that Colin bought his car as a kit of parts, an abandoned restoration, which ought to have been a straightforward reassembly job, but proved more complex

Section News

for a variety of reasons. On close inspection Colin wasn't satisfied with the finish on some of the bodywork, and of course there is always the problem of the odd obscure part that, because you didn't actually take the car to pieces in the first instance, totally defy any attempt to guess where it fits. Colin has also done a few discreet upgrades, in particular a modern clutch assembly.

However, Colin seems to have overcome all of the problems encountered, apart from a possibly too noisy (new) clutch release bearing, which he needs a second opinion on. So I will put new batteries into my hearing aid and look forwards to seeing him and his car at a forthcoming meeting at Heskin Hall. In the meantime, the photos below show the fruits of Colin's labours.



Another one saved. Well done Colin.

In recent years we have never had many Traction in one place at a time and with mine being troublesome at the moment, and as noted earlier, 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 the second Sunday and the Heskin Hall meet is on the third Sunday. All are well attended by a variety of cars and St Catherine's and Heskin Hall are on hard standing, so are both 'all weather' venues. All have toilets and a café on site. St Catherine's are making a voluntary charge for their meets, which will swell the coffers of the hospice there, so a worthy cause to contribute to. They have had the odd collection within their previous meets, but from July onwards, there will be someone at the entrance swinging the donation bucket. The Lancashire Car Club do a similar thing at Heskin Hall, again with proceeds to local charities.

I personally don't object to this as long as entrance charges don't get too ambitious. Alas, there are now too many professional car show organisers who see the entrants as a cash cow alongside the paying public and charge quite high entry fees, in some cases almost as high as the tickets themselves. I don't go along with that. We are the show, and one particular event in Southport has previously had the cheek to try and charge exhibitors a very substantial sum, while the public wander around free! Rather like charging the cast of a play to perform in front of an audience, who have got in for now!

If you look in the classifieds at the rear of the magazine, you will see that the late Bill Dyke's Traction is now for sale. I have known this car for quite a few years and it is in decent order and could either be used as is, or could be the basis of a nice straightforward restoration project. It is being sold on behalf of Bill's estate by a family friend, who is not a Traction person, but if anyone has any queries, then I will be happy to try and answer them.

Finally, my Light 15's petrol tank is on its last legs with rust and has also had the feed pipe modified to be a gravity feed via what would normally be the drain plug (probably during its restoration in South Africa), and which consequently blocks at intervals. Therefore, I don't have any of the suction fittings that would normally be present in a Traction tank setup. So if anyone has a decent second hand tank complete with fittings, lurking anywhere, that they want to sell, then I'd like to hear from you. There is a wanted ad in the back pages to that effect. I also have a few bits for sale, again, look in the member ads in the back of the magazine.

Enjoy the rest of the Summer.

Bryan Pullan

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

Peak



We were lucky to have had a nice sunny day for our Drive it Day event. We met in the National Trust car park in Ilam – an opportunity to have a comfort break and grab a coffee. In all we had 4 Traction, a GS and 2 modern cars. 11 people in total – it was great to see Steve Southgate looking so well and with such a positive attitude. Steve was really pleased to see Steve Wright's Big 6 there as he owned it in the past.

We drove 38 miles through lovely countryside crossing between Staffordshire and Derbyshire ending up at the Square and Compass in Darley Bridge for a Sunday roast. This was a nice end to the Run as we had a Conservatory room to ourselves overlooking the fields.

Our meeting in June was a lot quieter – only 8 of us with John & I in the only Traction.

There will be no meeting in August because everywhere is toooooo full of Tourists in Derbyshire. Therefore our next meeting will be on Sunday October 5th – venue to be sorted nearer the time.

I would like to take this opportunity to wish Mick and Moira Holmes a Happy Wedding Anniversary for August 18th. They are celebrating 70 years of marriage – what a wonderful achievement. Congratulations to you both.

Bev Oates

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

Eastern



Drive it Day, apologies to all for not being given our planned event details in time to reach the FP printing deadline.

Members Old and New. Please note I am pretty hopeless when it comes to computers. Recently we suffered a loss of email provider and had to re-instate lost information. So please forgive me for not contacting you personally as usually expected to. I use the wonderful FP as the means of letting you know our intended meet ups. We join up with CCC members so we have very like minded conversations and interests. If you would like to add to our events, simply give me a call.

Cockfield Fete 6th July The TOC and CCC have been invited to attend Cockfield Village Fete. This is held on Great Green, IP30 0HQ Suffolk, access to cars is good, so no restriction on arrival and departure times. Fete opens 12 noon to 4.30pm.

Sinclair C5 do you have a Sinclair C5 lurking in the back of your garage? Now's your chance to join like minded owners at Garnhams Field, Badley Hill, Needham Market IP6 8JR

Section News

2CV 24Hour Race & BARC Club Car Championships,
Snetterton Circuit Norwich Norfolk NR16 2JU. See their website for ticket sales.

Technical Weekend 30th 31st August All Citroens welcome, John and Adie Pease, DS & SM Gurus, will be on hand to offer support /advice, if you have a task that you would like to attend to on your car. Hoist available, Please call to book hoist time. This is a very social event with constant supply of tea, coffee, cake and company, there is no obligation to get down and dirty with your car. We usually go for a pub meal on the Saturday evening, again, please don't forget to book. Plenty of room if you would like to camp or there is nearby accommodation in Lavenham. Please bring parts, oils and suitable overalls if work to be undertaken. Little Home Farm, Bury Road, Thorpe Morieux IP30 ONT. Booking, please call 01284 827039.

Regular Meet Ups plus additional events

1st July, The Compasses, Little Green, Essex

6th July, Cockfield Village Fete, Great Green Cockfield, Suffolk

7th July, Coffee & Classics, Needham Market Suffolk

19th July, Sinclair C5 Day, Needham Market Suffolk

22nd July, The Angel Inn, Larling, Norfolk

4th August, Coffee & Classics, Needham Market, Suffolk

12th August, The Compasses, Little Green, Essex

23rd- 24th August, 2CV 24 Hour Race & BARC Car Club Championships

30th- 24th August, Technical Weekend , Thorpe Morieux Suffolk

1st September, Coffee & Classics, Needham Market, Suffolk

2nd September, The Angel Inn Larling, Norfolk

Jasmin Gagen

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

Wales

The poor weather forecast might have been expected to keep people away , but in fact the Caersws show of the Mid Wales Vintage Machinery Club was well attended by both cars and public . We had sunshine for a lot of the morning and interesting demonstrations of a tractor driven sawmill and on another stand , various agricultural devices all driven by a single stationary oil engine.

Two Tractions were present, mine and Tim and Leslie Newing's Super Modern 12 plus fifty or so other interesting cars and bikes.

Our run to Elan valley on 17th May (below) was also blessed with fine weather and was a very enjoyable day out, attended by just two Tractions, mine and Tim and Leslie's !

Water levels in the reservoirs were low but Juniper (dog) enjoyed a paddle in the river at the visitor centre. Next visit is planned for Sat 9th August with good weather expected , let's see a good turnout .

Our monthly morning coffee meets with the MWCVC continue on the 3rd Tuesday at 0930 at the Horseshoes, Berriew, breakfasts available if desired .

All the best ,

Andrew Tweed

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



Making Time Count.....

Robin has struggled with progress this time around, a frequent problem when you have other home pressures around you....



I almost did not do my journal this month for FP as before I knew it the 2 months had flown by and I had achieved very little with the car. However, on reflection that is what this journal is all about, facing up to the reality of why the car has not been completed in the last 35 years and recognising what needs to change if it is ever going to come to fruition!

It is easy to get distracted by other things, thinking that I will do the car tomorrow and as we all know – tomorrow (sometimes) never comes.

However, we have managed to fit the clutch back plate/fly wheel and Graham has shown me how to get the top dead centre with both valves shut, and how to take the plug out to check the position of the piston at TDC and that the distributor is in firing position 1.



All this learning is progress – for me.

Graham has been booked to come round, I am doing my homework on how to fit the clutch and I am determined to work on the car at least once a week. So, in my defence, a lot has been going on, I have understood just a little bit more about my Traction Avant car and most importantly, recognised the need to manage my time appropriately.

Another lesson learnt.

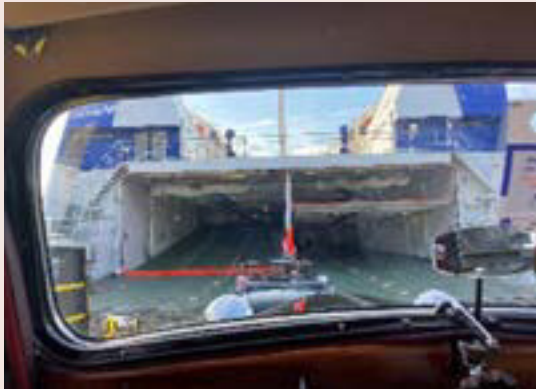
Robin Brown



Traction Holiday in France 4: The Trip!

Nigel Orchard continues his voyage through France: I left you, I hope, in suspense, in the November/December edition at 06.06 on 1st July last year as we set off for the ferry but also with a promise of “more next time”. Well, apologies to you and Editor Bryan as I failed to get my copy in and was a bit late even for March/April,

So:. Mileage 473 (refurbished speedo) leaving home.



Joined the ferry queue in good time and a few other drivers came up and chatted. One spoke of his old MG (not with him) and gestured to show considerable play in the steering (how typical of old British cars!). Proudly I demonstrated the zero play in my rack and pinion. 5 hour crossing on Brittany Ferries to Cherbourg. Not very full. Hard to find our booked seats and they were separated by the aisle so abandoned them. Poor food selection especially for my vegetarian wife, Alison. Amused to be asked to “turn off your security alarm” on the car when parking.

The agency booked all the necessary tickets but also provided a link to the Google map for each day's travel – excellent. We specified not using motorways so the first day's travel to our hotel in Crepon (110 miles) was very cross-country with many road changes and I could have done with an easier first drive in France at the end of a long day. After that, when I was less tired and apprehensive, their routes were first class.

All the hotels were booked and paid by the agents and there was not a single problem.

We stayed in the first, very posh, hotel for 3 nights. Unfortunately for my wife, it only had one vegetarian starter and one main, not untypical for France.

Day 2 we had a pre-booked and excellent tour of the Bayeux

Commonwealth Cemetery, Battery Alleman, harbour, Gold Beach and the new memorial at Ver sur Mer. All very moving especially the graves of teenagers.

3rd: To Bayeux to view the tapestry and the cathedral. Wife found an embroidery shop and had a good chat with the lady manager.

4th: A travelling day to Loire valley through some lovely countryside and pretty villages. Stayed in Amboise and had supper in a street restaurant. Nice hotel but Alison dismayed to find no tea-making facilities.

5th: Visited chateau at Chenonceau (my favourite from previous trips) which is mainly built over the river. Then on to Clos Luce chateau where Leonardo da Vinci lived for some time. Lots of displays about him – models of his inventions, his paint brushes and instruments. Apparently he was a vegan. Excellent but expensive evening meal; one specified meat, fish or vegetarian and the courses just arrived



6th: Went along scenic route by Loire to Chateau Chambord. Huge building with many towers and staircases looking like an Escher drawing and built round a central double staircase. We attended a somewhat odd display of jousting, birds of prey flying and then a playlet of wounded soldiers returning from a war. The star of the show was a vulture who lolloped across the scene and pretended to peck at a "dead" soldier. On the way we saw the only Traction of the trip, a black French one going fast in the opposite direction. Saw several 2 CVs during the whole trip.



7th: Drove from Amboise to Angouleme with picnic lunch in a field just off the road. Ate in another street restaurant and a party came with a cat on a lead, obviously well used to it.



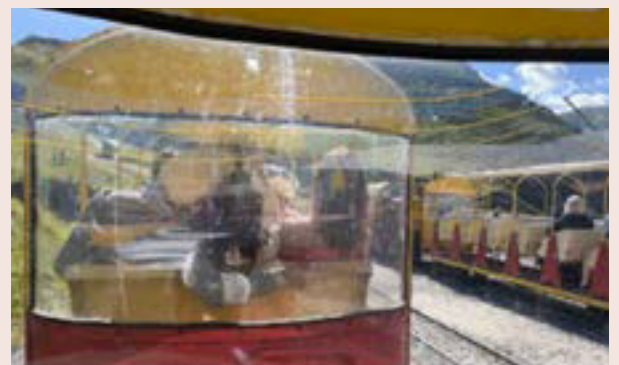
8th: Angouleme to Sarlat via Perigueux. Huge multi-domed cathedral with some impressive bells. Perigueux dates back to Roman times and has some lovely narrow streets. Sarlat is a romantic medieval town with narrow, car-free, cobbled streets. Many beautiful 14thc buildings of golden stone.

Spent **9th:** Exploring Sarlat- very worth while – including Manoir de Guisson, two old architecturally different

buildings linked by a hexagonal tower and stuffed full of curiosities.



10th: 195 miles Sarlat to Oloron. Very warm so glad of the sun roof and keeping moving. Several miles in second gear behind slow moving tractors. Temperature gauge reached 90deg, highest of the trip.



11th: Drove to ride on Le Petit Train d'Artouste which had determined the most southern point of our journey. Driving up the very windy, steep road in second gear, I pulled over to allow 3 modern French cars past. I was delighted then to be able to keep up with them for 20 minutes until we reached our destination. Car pulling very well but huge effort swinging the wheel from lock to lock for the hairpin bends.

Traction Holiday in France



12th: Oloron to Arcachon via Dune du Pilat, the highest sand dune in Europe. Without the wooden staircase, we would not have managed to climb the steep side of the dune. Posh hotel with underground parking and a sitting out area next to our room.

13th: Did not drive. Ferry to Cap Ferrat but disappointing as the advertised features did not exist!

14th: Four hours forty minutes driving to Saint Palais. Very tedious for two and a half hours in industrial areas and going round Bordeaux. Lots of roundabouts but some interesting bridges. Found petrol filler cap missing when we arrived at hotel. Plastic sandwich bag held on with a hairband used to keep rain out.



15th: Leisurely morning in the hotel garden and then to Train des Mouettes in the afternoon. Heritage narrow gauge steam railway. Car received with enthusiasm by the volunteer staff and put in a prominent parking place in front of the station. Sadly forgot to take a photo.

16th: Although I had taken car cleaning materials I had not got round to cleaning the car which was looking grubby and had some sticky substance on it. Noted a car wash just off our route on the way to Nantes and pulled in. Paid the machine but it did not issue the token to operate the carwash. Fortunately, a nice French woman rang the owner, had a long and spirited chat after which she got her booth going and helped us start ours.



17th: In Nantes. Very efficient tram system. Easy to buy tickets but failed to spot that you had to validate them on the tram. Inspector put us right! Visited the bizarre mechanical elephant but declined a ride. Then a boat trip round the island.

18th: On our way to St Malo stopped at the highly recommended old town of Dinan. Parked by the castle and wandered in for lunch plus some sightseeing. Got back to the car to find it stuck in reverse with the gear pushrods disconnected from the gear lever behind the dashboard. Part of the trouble in trying to reconnect them was that the springs in the pushrods had bent and were obstructing putting the parts back together. After a couple of hours trying and 3 desperate calls to Andrew Galt in the UK for advice I called our RAC breakdown service. They were excellent. I had to stay in car to depress clutch while car hauled up ramp



onto the back of a recovery vehicle. As I got out, I slipped on the oily metal surface back against the door which broke the stay and pushed it right back. RAC arranged for the car to be taken to a garage and us to be taxied to St Malo. Spent an anxious night and morning worrying about how to get the car back to UK stuck in reverse (towed while keeping the clutch depressed?).

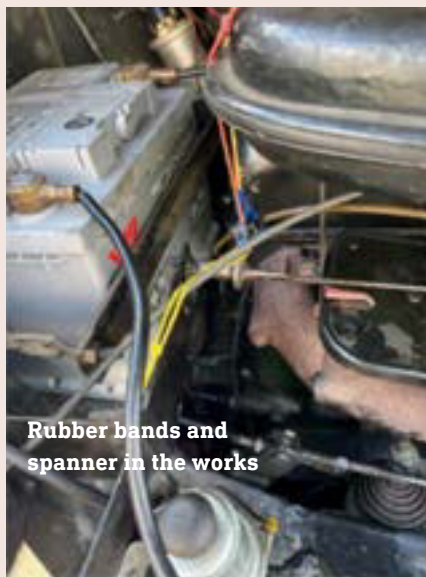
19th: Got a call at lunchtime saying it was fixed. Taxied back to collect it and all was fine. Paid garage 91 Euros – bargain! Have

since got Andrew to reinstate the springs and the gearchange feels good. On the way back we spotted a 2CV a few cars ahead. Gradually these cars peeled off and we were behind the 2CV. As we approached some traffic lights I, in my usual impatient way, was muttering, urging him to speed up and get through but he went slower and the lights turned red. Out the driver hopped and photographed his car and ours. We exchanged thumbs ups.

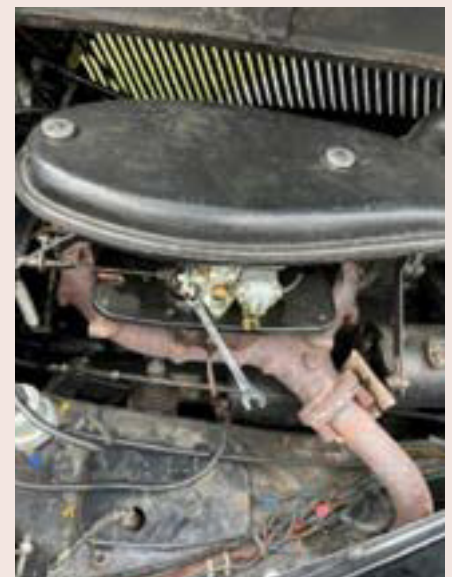
20th: Decided to take the planned trip to Mont St Michel. Bowling along a straight section of dual carriageway when the accelerator dropped to the floor and the engine went



to tickover! On with the yellow jacket (nearly forgot) and out with the warning triangle. Quick check showed that the lower connection of the rod linking the carb to the accelerator had dropped off; very inaccessible. The tickover screw on the



carb we were using (while the original was being repaired) was also inaccessible and I was unable to screw up the tickover so, after a couple of goes I managed to jam the carb with a spanner to a fast but not excessive tickover and drove slowly to an exit. Parked up round the back of a Carrefour supermarket to attempt repair. Had to let the exhaust pipe cool down as the connecting rod runs very close to it and space is very limited. I was unable to reconnect the ball joint so sent Alison in to buy sandwiches for lunch and rubber bands. I found I could make a small knot in some 17 amp wire I had brought in the toolkit and slip it firmly over the ball end of the accelerator. Secured it as best I could with a cable tie. Same at the top end but I reckoned the usual return spring would be too strong for this lashup so used a few rubber bands. It worked the remaining 200 miles home! Had to abandon Mont St Michel. While I was working an oldish Frenchman rode up on a bicycle and chatted enthusiastically about Tractions. He then offered me 20 Euros for the car!



21st: Drove to Barneville to be nearer to ferry (in case of problems on the way) Wipers stopped so reverted to manual operation, occasionally helped by wife. I assumed that it was another motor failure caused by the bigger load of the better (MG-type) wiper arms and blades (see episode 3) but on returning home I found it was just that the connections had come off the switch. Never jump to conclusions! That said I had to modify the wiring to the switch to make a secure connection. Also today, the car stalled intermittently on tickover, but this problem seemed to go away later.

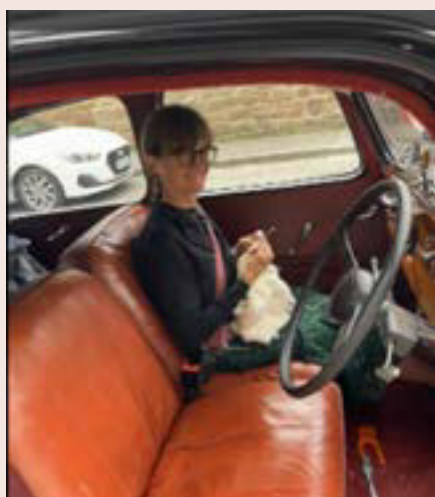
22nd: Stayed in hotel most of the day apart from popping out for lunch. Left at 4pm for 18.30 ferry due in at 21.45 UK time. Usual car admiration group in queue for boarding; we felt like celebrities! Raining and dark for the drive home. I dislike driving in the dark nowadays especially with reflections off wet roads. This was the least pleasant part of the trip. Arrived home 11pm.

Final Thoughts

Everyone loves the car with many conversations. When I towed a caravan with this car down the west coast of France in 1981, French people would say – “we had one in our family”. This time they say “Grandpa had one!”

Big relief that both breakdowns happened in a relatively safe place. There had been many places where we could not have got the car to a safe place and could easily have been crashed into. The car has flashing indicators, in the front through the sidelights, but I have not got round to making them work in hazard mode. *I think that hazard lights are becoming an essential modification for all classics, Editor*

Apart from the breakdowns, this is more of a travelogue than the sort of very car-centred article more usual in FP. Perhaps editor Bryan will get his red pencil out! The reason is that the car gave so little trouble and I was just left thoroughly enjoying the experience. The precise steering, the stick-like-glue roadholding which makes the only uncertainty in getting round a corner at speed how much pull you can exert on the large diameter steering wheel, the oh so smooth ride! Even the brakes, after a lot of work over many months now give a degree of confidence and not much judder. The view down the long bonnet and sticking-up headlights which reflect the passing scenery add to the enjoyment. In a ninety year old design! Our avoid-motorways routes took us through many towns. The French seem to have gone for mini and full-sized roundabouts with enthusiasm



When cornering I move both hands together on the wheel on the relevant side and heave. I have considered getting power assistance but don't like to change the car too much. The main non-original parts are the Peacock Engineering driveshafts fitted decades ago. A stainless steel exhaust again fitted decades ago by John Gillard was another great idea. The last engine rebuild (1996 by Jonathan Howard since when 40,000 miles have been added) included D conrods and shell big end bearings; I hope the benefit of these never needs to be proved!

An unexpected problem was finding light lunches travelling on minor roads. Sundays and Mondays were especially difficult as many of the roadside eateries were closed and on other days, the owners seemed to knock off for lunch when we wanted to eat. Quality very variable.

Alison held the phone with the directions, making sure I took the correct turns (nearly always successful but I did manage a turn off a roundabout onto a motorway with 12 miles to the next exit! During quieter periods of less complicated navigation, she knitted.

Would we do it again? Definitely! We are contemplating Germany (Black Forest and possibly a steam train ride in the former East Germany) this year despite neither of us knowing any German. Might Google translate get us by? Unfortunately Alison is awaiting an urgently-needed hip replacement and so we cannot yet plan to be away for any length of time; the waiting list is 3 – 6 months but she has made it clear she can take a short-notice cancellation. Despite my brushing up my schoolboy French for this trip, there were very few occasions when it was needed, though some people, mainly waiters, indulged me for a bit before switching on immaculate English.

Consumptions:

Oil: I took 5 litres in case classic mineral 20/50 oil was hard to find. I did not need to top up and even worried about the lack of consumption; I once had a porous cylinder head which leaked water into the oil which had I noticed as the oil level went up and the water down. 1 pint of oil consumed.

Water: 3 pints

Petrol: about 27mpg which I find is comparable with some figures I calculated in 1998. At one filling station I found myself filling with 85% ethanol petrol and stopped quickly, filling the rest of the tank with 5%. The car did not seem to mind.

Thanks for all the advice and encouragement and many thanks to Andrew Galt for his careful preparation of the car; the two breakdowns were not the sort of thing one expects or prepares to avoid. I'm happy to supply any more details anyone might require.

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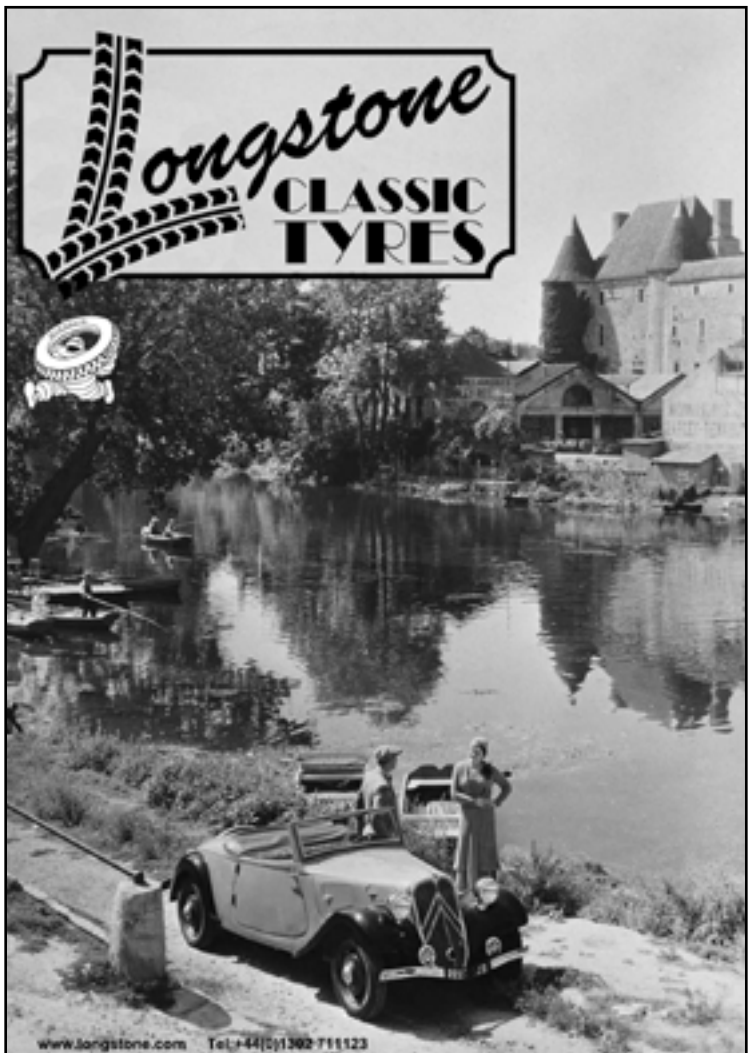
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Getting Back At It By L. Lewis

Larry's garage in Canada has at last thawed out and he is getting on with his Challenger Traction.



I guess you are wondering how I am getting on with my 37 Challenger Traction. So far, the engine is still at the machine shop having various work done but should be done "next week", since the guy was "on vacation." Heard it all before.

Now that warmer weather is here I am busy taking the front end apart. Yesterday I took the left side totally to pieces and am now cleaning up 88 years of crusted-on road filth. Stuff sticks like glue. Scraper, wide-blade screwdriver, folding knife, wire brushes and lots of petrol-soaked rags. It's coming along but is a nasty process since my garage is such a s*** hole. The only redeeming feature about my garage is that it has electricity and the fact that my apartment came with it, but I digress.

Taking the brake drum off was hell. Likely not fully tightened the last time it went together. No split pin in it either. The brake cylinder had stuck pistons but that's not hard to put right. The outer bearing ring nut just slipped right off with no trouble at all. The upper ball joint adjusting thing with its lock nut came right off after I was prepared for a major fight. But, naturally the adjuster and lock nut are fused together so new ones are on order. The upper ball joint nut came off easily after hammering a 26 MM socket on it. I got lucky. The upper control arm moves properly and the silent blocks seem to be OK. A relief and that is a fact.

The lower ball joint nut was easy too. The tie rod end seemed to fall out as soon as I put the puller on it after taking the nut off. I'm almost suspicious at how easy it all is. But now the drive shaft and hub assembly is sitting on the ground awaiting cleaning and new outer U-joint boots. The U-joints are in good shape and don't need replacing right now. I will paint everything that I work on, because why not?

Now it's cleaning everything until a shipment of parts arrive.

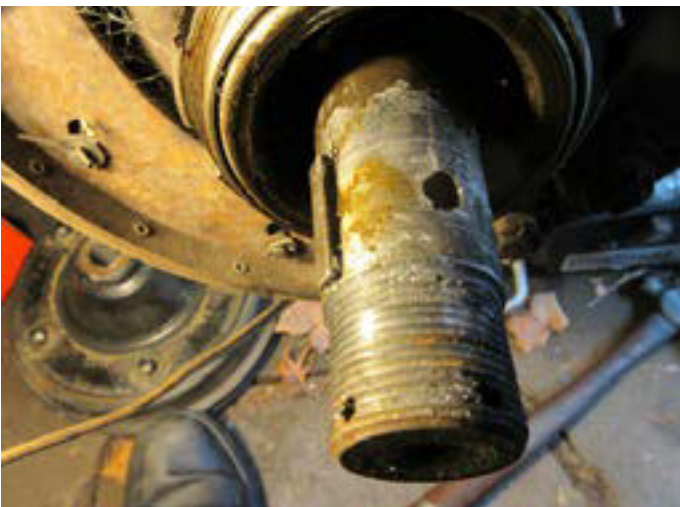
The upper and lower control arms and drive shaft with the hub took a few hours. I'm not going to get more involved than that. Not going to go nuts here. But it's a lot of scraping of Arizona and California desert dirt and sand. Looking all over, the car is pretty solid except for the front floor, which will need to be replaced, otherwise it's decent. I have no plans to restore the body except for that front floor piece and the only trouble now is finding a shop who is willing to do it.

I had thought that it didn't need tyres, but looking at the fronts after I removed them, shows a lot of small cracks at the base of the treads. I can't imagine that there are a lot of miles on these but I may not bother with new rubber for a while. They will still pass an Ontario safety inspection when its ready to be driven, which again is hopefully this summer.

I know I've said that before.

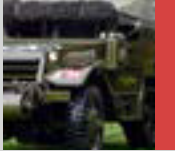
Hi Bryan - Have a look at these. Someone drilled right through the taper and installed a pin. And the upper ball joint is the only one with an intact cover but no grease fitting. I guess I need a new drive shaft, but I plan to re-use the drive shaft as none are available from the usual parts suppliers and when one is available I will change it. I don't plan to drive the car much more than 50MPH and probably only on local roads. The other side is OK, thankfully.

Oh well. regards-Larry



I have come across other examples of 'bodgery' in cars that have spent their latter days in a museum or similar collection and, although they looked superbly shiny, proved to be a complete nightmare mechanically, since either they are not intended as anything other than a static exhibit, or they haven't moved for years and have simply seized up. Possibly this car has previously been in the hands of someone who had no specialist knowledge of the type and has just improvised. I wonder if they drove it like that!

Our nearest sizeable car museum is up in Cumbria, on the edge of the Lake District. They have a beautiful black Light 15, that is bodily immaculate, but it looks almost impossible to move without emptying loads of other exhibits and is on axle stands, presumably to preserve the tyres. I often wonder what that is like mechanically. Such a shame. I am a great believer that old classics should be out there and driven, not just polished and put on show as a curiosity. Yours could have been something of a potential killer on the road, I would guess, if left like that. Editor



Kégresse

We have published several articles over the years about the Citroën Kégresse, and the Kégresse system, in particular its pioneering expeditions across Africa in the inter war years. This is a further expansion of an earlier article, which explores how the Citroën Kégresse concept was further developed as an all purpose off road vehicle, both in and out of military service.

Adolphe Kégresse, born 1879, in Héricourt, Haute-Saône was a French military engineer who invented the half-track and dual clutch transmission. Unlike the heavier articulated metal systems latterly used on tanks, the Kégresse system was a rubber belt track which could be retro fitted to a standard vehicle to enable it to perform on snow or other loose or soft surfaces.

Educated in Montbéliard, he moved in 1905 to Saint Petersburg, Russia to work for the Russian Tsar Nicholas II. To improve the mobility of the imperial car park, he used the Kégresse track to modify normal motor vehicles including Rolls Royce and Packard cars, into half-tracks. He was also a personal chauffeur of Tsar Nicholas II and the Head of the Mechanical Department of the Russian Imperial Garage at Tsarskoye Selo.[1]



After World War I and the upheavals in Russia, Kégresse was forced to return to his home country,

In 1920 André Citroën acquired the rights for the invention and created a separate company to allow Kégresse to further develop and market his ideas for the Autochenille, or caterpillar car. Much publicity was generated using Citroën Kégresse vehicles on a series of ambitious overland expeditions across Africa and Asia. Production vehicles proved popular with some militaries and, in particular, found use throughout Europe in farming and forestry roles.

In the UK, the Citroën Kégresse became a popular choice for transport on the grouse moors of Scotland and Northern England. The National Motor Museum's example originally served with the French Army before passing into the ownership of the Duke of Buccleuch and used on his estate at Drumlanrig Castle in Dumfriesshire. It changed hands a number of times between the 1930s and 1950s, eventually coming to Beaulieu in 1959. Since then, it has been displayed at various locations and may now be seen at its former home at Drumlanrig.

Not all Kégressees were Citroens . The British War Office issued a specification for half-tracked vehicles in 1923 and ran a competition in 1925. Crossley signed a licensing agreement with Citroen-Kégresse on 19 January 1925 and entered a BGT with Kégresse tracks at the trials which were held in February. Crossley came out best in the trials and orders were placed for 15-20 cwt and 3 ton chassis. 115 in total were ordered by the British Army and RAF, 55 of which were for the 15-20 cwt models. An unknown but small number were also sold privately. Only a couple of these vehicles actually survive. One is currently under restoration at the Norfolk Tank Museum



The Crossley was powered by a 4.5 litre four-cylinder, water-cooled petrol engine producing 65hp, with a 4-speed gearbox and a 2-speed transfer box and weighed approximately 5 tons. It is believed that three versions were produced, a general service vehicle, a staff car, and an artillery tractor. There were, however, issues with breakdowns with the system, the rubber tracks having a limited life if used on paved surfaces and the Crossleys therefore only had a limited service life before being retired. However the French Army still had a large number of Kégresse vehicles in service at the outbreak of WW2, particularly in use as artillery tractors and some of these were taken over by the German occupiers during WW2, and put to use.



Amongst their many more unusual roles , Citroën Kegresse flatbeds were used to tow aircraft at Croydon airport in the 1930's, being the ideal vehicle to move heavy commercial aeroplanes about on a wet grass aerodrome.

In the late 1920s the US army purchased several Citroen-Kegresse vehicles along with a licence. This resulted in the Army Ordnance Department building a prototype in 1939, and developing their own M3 and M4 halftracks which were then used during WW2.

The United States eventually produced more than 41,000 vehicles in over 70 versions between 1940 and 1944.

The Germans also developed their own range of halftracks using the Kegresse system as a basis.



The Citroën Kegresse itself was trialled by a number of European armies. This one (left) is a Danish Army vehicle, intended as support for an armoured unit.

It performed well off road, but on the road, it was said to be unable to keep up with the rest of the unit due to its limited maximum speed. This would seem odd, given the limited performance of most armoured vehicles at the time.

What amounted to a rival design, the Roadless Track, had earlier appeared in Britain, being promoted by a Lt-Col. Johnson, who had designed a Medium Mk D tank in 1919.

Johnson retired from the Army and formed the Roadless Traction Co. These units for tractors, trucks, or cars, were, rather like the Kegresse system, designed to replace the rear wheels on almost any vehicle. The tracks were of flexibly articulated steel shoes and the large rear sprocket wheel fitted directly on the live rear axle. Small bogies were carried on cantilever arms from the idler axle. The roadless track was fitted on Morris, Guy, and Ford trucks for military service, though it did not enjoy the same international fame as the Kegresse track. The system was, post war, fitted to Fordson tractors and latterly the company became four wheel drive conversion specialists.

The Citroën-Kégresse partnership came to an end when Citroën went bankrupt in 1934 and was taken over by Michelin. Kégresse then established SEK (Société d'Exploitation Kégresse), where he worked on automatic gearboxes developing in 1935 the AutoServe gearbox-transmission system, and dealt with American clients, no doubt assisting with the development of the US M3 half tracks. When he died, he had over 200 patents to his name, but had destroyed many of his plans to prevent them falling into enemy hands during the German occupation of France. In 1939 he pioneered the development of modern small guided tracked bombs.

Kégresse died in 1943 at Croissy-sur-Seine, in France. There is an excellent website about the Citroën Kegresse on <https://kegresse.dk/index.html>, well worth a look if you are interested in the Kegresse vehicles.

Editor

Your Letters

DiD Traction

Hello Bryan, in the magazine there was a picture on the last page of a couple of TA's and you were asking where it was taken. The burgundy car is my 1954 Normale and the black car is Peter Simper's 1951 rhd Paris build Normale. It was taken at the Beaconsfield Services where we stopped for a coffee break on our way to the Chiltern Open Air Museum in Chalfont St. Giles on Drive it Day, 2024

All the best,
Andrew York



MOONSTRIKE

Morning Bryan

A picture taken at the Shuttleworth Collection at their recent Military Air Display.

At sunset they staged a spy pick up using Debbie Land's immaculate '38 car - or they would have if it hadn't got stuck in reverse on the far side of the Airfield! This group -with the two Slough post war imposter (?) cars, was joined by Philip Meeson's French car a little later.

The Shuttleworth collection were delighted with the tableau (3 days notice!) and are hoping for a mass turn out next year. I'll push them for which date and let everyone know.

Cheers Jonathan Marten-Hale



pah....Traction gearboxes!! But very nice Lysander. Editor



Lysander



An image from the recent Shuttleworth Collection Airshow, with their Westland Lysander in central place, between a trio of Tractions. Although originally conceived as an army cooperation aircraft, the Lysander found its true vocation as a STOL aircraft used for inserting and extracting agents and vital supplies for the French Resistance in WW2, landing in fields in occupied France after dark, its landing ground often lit only by a pair of car headlights. There are two of these aircraft in airworthy condition in the UK, this one, and another at IWM Duxford, who also have a further example on static display. This one is V9552 – Airworthy as of 2019 as part of The Shuttleworth Collection, Old Warden, Bedfordshire in the UK. It is currently painted in the all black scheme of the clandestine Special Duties aircraft of No.161 Squadron RAF, bearing the serial V9367.

See the letters page opposite for an explanation of the origins of the photograph.

Contraction!

Nothing to do with Tractions, but an interesting contraption that is an amalgamation of a Gipsy caravan and a nineteen forties Ford truck. Seen at a breakfast meet in Northern Section territory in the Spring, it was fully fitted out inside with all of the trappings of a modern camper van, although the truck itself was definitely ‘rat look’.





Bailey's Banter

Despite my assertion that my Normale is my Go-To car, I've hardly driven it since then. Nevertheless, or maybe as a consequence, I noticed that the engine was becoming less willing to start, requiring more cranking of the motor than previously and even a squirt from the Cold Start can. The cranking speed was slower than before and that is not good. Possibly the battery



was getting low due to non-use? Hand priming the fuel pump helped but, as the priming lever had long ago lost its spring, I tend to keep it tied up to stop it forever bouncing up and down. Hand priming was therefore undesirable, hence the Cold Start.

I may be a little over-protective of my starter motor – the saga of multiple failures last Summer may have induced some paranoia in me – but they do say only the paranoid survive. And so, I investigated.

The slow cranking speed was soon diagnosed as a poor connection in the battery isolator that I had fitted to the battery terminal. So poor in fact that it had started to melt. That was easily fixed by throwing it in the bin. Would faster cranking improve the fuel pump priming? Not greatly. And so I ordered a fuel pump rebuild kit. I really can't remember if I have rebuilt this pump before. If I had it would have been decades ago – long before ethanol became a topic in the UK.

The diaphragm looked a little sorry for itself but was not actually holed. If it had been the pump would not have worked at all. It was probably quite porous though. The diaphragm comprised multiple layers – mine seemed to have just three although the parts manual states five is the correct number, which is what the kit contained, along with the new valves, springs and seals.



My pump is the SEV type. The top cover is metal, although some seem to be glass. Both types are held in place with a central bolt. Removing this reveals a gauze strainer which had done a sterling job of filtering out dirt over many years. This is not visible until the gauze is removed. Several teaspoons of dirt, were removed. I assume this was rust.



You can rebuild the pump without removing it from the engine but I also wanted to fit a new spring to the priming lever and thought this would be easier with the pump on the bench.

The exact spring you need depends on whether the lever is on the right or the left as you look at it on the engine. Mine is on the right. There was no sign of the old spring – and the post against which I believe the spring should work was also absent. This post is a feature that is cast into the pump body. Whilst it was present on the left side, it appeared to have broken off the right side – with a very clean break. My solution was to drill a hole and fit an M5 bolt.

I took the opportunity to reposition the pump top so that the inlet and outlet pipes run a little more smoothly. So, after a little preventative maintenance all is well.



After a few weeks of not using the Normale much, we planned a small excursion – a two hour round trip. About five minutes into it I noticed the ignition warning lights were on. My car has two such lights – if you want to know why you will have to read on. What to do? We stopped and had a look under the bonnet. The fanbelt was still there so that was not the problem. I had a fiddle with the connections on the back of the alternator and that made no difference. I once drove my Chrysler New Yorker from Sussex to Bremen without the dynamo working – that's over 500 miles and we were only going 50 – but I didn't know how much charge the battery had in it to begin with, and we also had to get back. Waiting for the AA on the M25 is no fun (that's another Chrysler story). And so, we turned around and headed for home. Before we got there, I noticed that the ignition warning lights had gone out. We stopped again,

switched off and restarted. The lights came on and went out as they should so we turned round again and resumed the journey which was completed without further trouble. However, something was wrong.

A normal Normale would be 6 volts with a dynamo and be devoid of a warning light. More than a decade ago I decided to convert to 12 volts, powered by an alternator. Many people have done this and there are several ways to do it.



Franssen will sell you a 6V alternator kit for 380 euros or a 12 volt on for 411 euros. The kit includes the mounting bracket and the alternator is fitted with the correct pulley for the wide V-belt that the Traction uses. To be honest, I am not sure if Franssen's alternator also needs an external regulator. Pat2D offer what look like the same alternators and they do have internal regulators – but they include neither the bracket nor the pulley.

The above alternators look like items you would find in a relatively modern car. If you want an alternator with the look of a dynamo you can choose a 6-volt or 12-volt job that looks and fits like the original dynamo for a shade over 1100 euros with no bracket or regulator required.

I don't recall as many options being available when I fitted my alternator. I do remember that someone at least offered a bracket to fit an alternator but I chose a cheaper, more DIY approach.

A long time ago I converted my Triumph Herald from dynamo to alternator and had used the Lucas 17ACR. A big attraction was that it has an internal regulator. I found someone selling pulleys for wider belts and cobbled up the bracketry from bits of metal I had in the garage. The trick is to make sure the belts is in line with the other two pulleys and that it can be tensioned. I see from the photos that I have still not got around to painting those bits of metal.





The 17ACR needs an ignition light to excite the windings (if the bulb fails, it will not charge). On a Traction, the pulley that drives the belt is driven by the camshaft which runs at half engine speed. On a normal engine (as opposed to a Normale engine) the alternator would be driven from the crankshaft at full engine speed. Even though the Traction's pulley is quite large, it is not large enough to compensate with the result that the alternator runs too slow at idle to make the light go out. A smaller pulley on the alternator is not really an option and there is certainly no chance of a bigger driving pulley (there's hardly enough room to fit the belt as it is) – my solution was to increase the excitation current by connecting two lights in parallel. Hence, I have two lights on my dashboard. This has worked well enough for over a decade and maybe 50,000 miles but it is probably not going to extend the alternator's life. Whether it shortened it is an open question.

As my alternator was clearly unhappy in some way, I did consider just buying a kit to replace the brushes, bearings and regulator. But what if something else was failing? I didn't want to spend hours replacing parts without getting a guaranteed fix so I bought a new alternator for about £70 and fitted that. My original one was from WOSP but this time I bought from CA Auto Electrics in Castleford because they had it in stock. Most vendors only had the right-hand mounting version, but the Traction needs a left hand mount because it fits on the right side of the engine.

At some point I may well buy a kit and refurbish the old one – or at least have a good look inside to see if there's evidence of physical wear to the sliprings or brushes or a fried diode.



If you choose to convert a French 6-volt car to 12 volts you need to change all the bulbs and think about the other electrical devices. Fortunately that's not many on a Traction. I discovered last year that the 6-volt starter may not like 12 volts. The wiper motor most definitely will not like it at all. It can probably be rewound or replaced with a 12-volt motor, or, as I did, you could choose to reduce the 12 volts to 6 just for the wipers. A simple way to do this is to use a resistor in the feed to the motor. VW Beetle specialists sell them for exactly this purpose but I chose not to do that. Instead, I opted for a solid state 12V to 6V converter which I powered via a relay triggered by the ignition switch. The reason to wire it through the ignition switch is to avoid battery drain and the reason for the relay is to protect the ignition switch. I think the converter cost about £20 at the time – not much more than the resistor but a considerably more complex solution.

I have spent a little time playing with the rear-view camera. It came with sticky pads to mount the screen to the dash and the camera to the outside body. The screen fell off the dash after just one day in the sun and before I had a chance for a road test. I have now made a bracket to fix to the dash using a couple of holes that were already there – I think these holes would originally have been for the supplying dealer's nameplate. I stuck the rear facing camera to a metal



plate which I have attached just above the bumper on the offside. It's fairly discrete – at least as discrete as the indicators anyway. My first impressions, without a decent road test, are that the image is quite good and will be helpful in filling in the blind spot. So far, I think I only want the camera and screen to be active when I need it, so I will wire it through a switch on the dashboard. There are a couple of unused switches which could be repurposed, meanwhile, the wiring is a bit temporary. I'll make a better job of it before the TOC Rally in Malvern.

Simon Saint who is masterminding this event wisely reminded participants to check our handbrakes as there some steep hills to contend with.

Some years ago we were on another rally – I really can't remember where but I do remember a challenging hill. It was so steep, and my handbrake so poor, that in the time it took to move my foot from brake to accelerator I rolled back two feet and I didn't have many feet behind me. A handy chock-shaped rock saved the day and I kept it in the boot for years after that. I never needed it again because I fixed the handbrake. Lubrication of the mechanism is one task and adjustment is the other one. I will attend to both before the event.



Meanwhile I do carry a pair of Halfords folding wheel chocks in the car – they are very compact and useful when wheel changing. And, of course, I'll give the car a clean and polish, keeping in mind that the car will be having its bodywork fixed soon after the rally.

I have made little progress on the bodywork repairs and made no decisions about colour. I still favour the idea of the car being less black.

My car, being a 1951 Normale, was only available in black with cream coloured wheels. Contemporary Slough cars were also offered in metallic green, red, grey, blue as well as black. Old English White, which now adorns several cars was not a standard colour – neither was pink.



I have never seen a pink Traction, neither Slough nor French. But I bring you pictures of a pastel pink (or pale lilac?) Light 15 which, the owner **Stuart Davies** tells me, is how it came out of the Slough factory in 1954. Stuart has owned it for over 50 years and it featured at his wedding to Regina. It has been renovated and resprayed in the original colour and, to my mind, looks very nice indeed. Stuart tells me that the time has now come for someone else to look after it. If you are interested it will be for sale on Carandclassic.com or if you prefer, I can pass on details. Maybe I should consider a pale pastel lilac pink for the sides of my car.

However, inspection has showed that, as well as the accident damage to my car, there is work required to repair the sills which have become a bit crusty. To avoid this becoming a huge restoration project I have revised my ambitions to just the essentials and will defer any kind of full respray and colour change to a later date.

To get a bit of colour onto the car, my rusty enjoliveurs (hub caps to you) which were shiny chrome when I bought the car, may well now take on a bright orange hue.

We attended the French Car Drivers event at Blackbushe, organised by Jim Gibson. We took the DS. My Normale wasn't missed as there were 6 Tractions there already whereas my DS was the only one.



One of the Tractions was **Tom Schwartz's** big boot Commercial. I have long been intrigued by the hole that Commerciales are supposed to have in the floor to allow the interior to be hosed out after you have delivered your cattle or sheep. I asked Tom about it and he had neither heard of it nor seen it. I had a look underneath and could not see it. Was this only on the pre-war small boot Commercial? Or was it just a nice story? Another Traction I had not seen before was **Alan Dearing's** light blue big-boot Light 15. I doubt it left the factory in this exact shade but who cares? It was very nice. (The other cars were all nice too).

I have been fiddling with my DS gearbox – replacing the 5th speed gear set. It caused me to wonder if anyone has fitted a 5-speed box to a Traction. 4-speed conversions are fairly

common. The 5-speed box is a couple of inches longer at the front than the 4-speed, but I don't think that would be a big problem. But how would you arrange the gear change? Maybe that is just too hard? Does anyone know any of any 5-speed Tractions out there? Not that I'm planning to make one – I'm very happy with just the 3 cogs in mine.

Chris

Our news pages in this edition are mainly dedicated to the current situation with both new and second hand spares.

TRACTION SPARES

As reported in the May/June issue, all new spares are now held by classic Citroën specialists, Citroën Classics, who have taken over current stocks and who will be topping up and re-ordering as the existing stocks are depleted. A members discount will be applied to all club purchasers using the following Code for July and August, **TOC7436**. For the moment, order using the references on the spares list that can be found on the club website.



Citroën Classics spares dept is at:

Unit 14, the Metro Centre, Wokingham, RG41 1QW

Tel 01784 462217

email: parts@Citroenclassics.co.uk

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

In future there will be a red box in the body of the magazine, containing contacts for Citroën Classics and the current discount code.

Please can we ask members not to contact Chris Treagust with Spares enquiries as he has retired from the operation. Instead, please direct the usual servicing and maintenance requests you have, directly to Citroen Classics, contact details above.

CLUB SHOP

The club shop still has some stocks of regalia and as indicated by the President in the May/June edition, we are looking to commission some Golden Anniversary items for 2026, which will be offered via the club shop in due course. Any ideas for a logo? Please submit any suggestions either to myself (Editor) or to the Chairman at chairman@traction-owners.co.uk.

As previously noted, the club shop will remain under TOC direct control. There will be targeted advertising in future editions of Floating Power, but for now, if you can make enquiries using the email address, shop@traction-owners.co.uk, we will respond and advise on the availability of current stocks.

EYE TESTS

Have you had an eye test in the last couple of years? At the moment, apart from a very cursory test when you go for your driving test, there is no formal process for reviewing eyesight over the lifetime of a driver, beyond a discretionary self certification at age seventy.



After a couple of accidents involving elderly drivers, there are increasing calls in the media for compulsory eye testing as part of the process of renewing Driving Licenses after age 70. At the moment this hasn't hit the statutes just yet, but it seems a not unreasonable step, and some of the insurance companies will shortly be seizing on this as a relevant question when applying for cover. This may well not just be peculiar to Historic Vehicles, incidentally, but to all vehicle insurances. We feel that in the interests of road safety generally, it is time for us all to be honest about our physical condition, be it about eyesight, or indeed any other issue that affects our ability to drive safely.

A TREASURE TROVE of S/H TRACTION SPARES (Ian Harvey)

As you are aware from the last Chairman's Chat, the Spares Sub-Group are actively taking stock of the various second-hand and obscure parts that have been acquired by the Club over the years and we are eager to make them available to the membership at large.

It is proving a rather slow and laborious task to identify and assess the worthiness of such a variety of different items. At the same time, we have facilitated the take-over of the TOC Spares Operation by Citroen Classics and the transfer of the existing stock of new parts has been undertaken.

Much of the second-hand stock comes from Slough-built Traction, so if you are restoring or just improving a Light 15 or a Big 15 and need something specific, we may well have it so contact me directly (secretary@traction-owners.co.uk) and I will check.

Furthermore, most of the parts retrieved from Switzerland comprises items for 6 cylinder cars, both Slough and Paris-built, including many new or reconditioned items, including water pumps, carburettors, rocker covers and a variety of more obscure parts. Again, if there is something you need or would quite like, do contact me directly and I'll see if we have it.

While we tackle the annotation and collation of this hoard, here are some of the more notable and significant items:

2 no. 12v Dynalite units RAC039 (alternators within a period dynamo casing).

A reconditioned and completely rebuilt gearbox for a 6, currently set up for a rhd car but can be changed to lhd

2 no. sets of 72mm diameter pistons for an early H van

A set of 3 tapered-front suitcases to fit a large boot Big 15, Normale or 15/6 brand new, with keys

Various other items including radiators for a 6, spare wheel covers, driveshafts, etc.

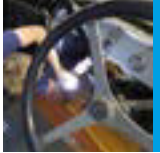
There are 2 no. Light 15 grilles and 1 no. Big 15 grille in chrome and 1 no. black Normale grille, at least 10 no. chrome centre hub caps for French cars and a selection of chrome pairs of headlights in very good condition.

We hope to have a more definitive list with guide prices, but as with many second-hand and unusual items a lot depends on how badly someone wants something, so in many cases we would be open to offers.

There is still some finalising and listing of stocks of second hand parts to take place, especially since there has been a further influx from a member in Europe, so please be patient when making an enquiry. Look also in the Floating Power classifieds where members sometimes sell their own surplus items.

Please send secondhand and unusual requests to me Ian Harvey, on **09796705871** Email: **secretary@traction-owners.co.uk**.





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 list a lot of 5hp parts. There are often listings on Leboncoin and adverts published in Pre War Car magazine in this country.

I also 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 search for the missing collar to fit around the filler neck of my car I have made some new friends both in France and further afield. This did turn into a truly global quest. I came across a French forum for the 5hp, Amicale 5HP. This didn't yield the missing item but I now have contacts with spares. Also I found out about RetroPieces, a business near Bordeaux. Their website is a feast of Rwd parts. Imagine my joy when I found that one of my French pals suggested I try them and even included their part number and a link to their website. My stubby little fingers couldn't fly across the keyboard fast enough. Duly within 24 hours I got a response apologising that they no longer stocked that particular part. Thrown back into the pit of despond again!

I contacted a local engineering company. We have quite a few around these parts what with the local history of iron, steel and heavy engineering. Their name contained the alluring word steam. So interested in historical items then? The well spoken chap on the phone was indeed sympathetic to my quest. From my dimensions and description he was confident it could be done. However you know what's coming next - the potential cost. An estimated £100 to £150.

At this point I thought, well if that's the only way then so be it.

However. Reaching out further afield, I had come across a link to Aussiefrogs. An Australian forum started in the 1990s I believe. I joined and made an appeal. Now thus far a collar hasn't surfaced. However a member did offer to machine one "at moderate cost".



Continuing the conversation and with images and dimensions supplied Bob in New South Wales had fired up his lathe and voila! Total including postage a more than reasonable £40.

Thanks must go to David Boyd who was kind enough to remove the collar from his own car and supply measurements and images.

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".

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 time I looked....

As you will observe from the following images, not only has my antipodean spacer arrived, but both the spacer and the petrol tank are sitting pretty just as they should be. I can take little credit from this, as Bill Dirks crafted the spacer from an old piston and my son Harvey did the majority of the installation. At 24 he is much the bendier of both of us.

Bill described his work and provided a couple of pictures in response to interest from members of the AussieFrogs forum, as follows:.

'I spent 2 days dreaming up fancy brackets and fixtures.....

Then:



- Part the lower skirt of the piston so it's not too long in the chuck.
- Turn up the outside shape to 80mm diameter ('cos the sloping face will reduce it down to the desired 78mm).
- Polish the outside.
- Mount the piston off centre by 1.5mm.
- Bore the hole through at 51.5.
- Step the bore out by 3mm radius inside, leaving 3mm at the nose at 51.5.
- Part it off at 16mm.
- Turn it round and grip inside the 51.5 ring.
- Turn the bore out to the same taper as the outside.

Now for the tricky bit

Tilt it on the inside jaws of the chuck, checking the tilt to give 5 mm difference across the diameter.

Because of the rather precarious setup with a tiny grip area and the tilt (probably unstable) go very gently. With a very sharp tool taking very small cuts (0.4mm per pass) face off the sloping surface.

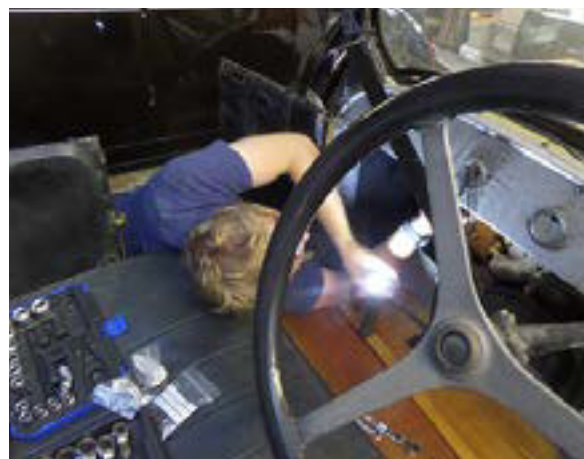
Clean up the edges, check the measurements.

Done!

No brackets, no jigs, no fixtures.

A bit of planning and a bit of luck!

I think a little Australian understatement creeps between those last lines.



Next task was to remove the undertray. Strange how early vehicles were so often fitted with a tray beneath the engine. To catch the almost guaranteed drips of lubricant and possibly the odd stray component making a bid for freedom. Today I think undertrays have made a massive comeback. What's next? Someone with a red flag warning of the imminent arrival of a vehicle powered by anything other than electricity?

The 5hp has a tray held handily by what seem to be studs, where the slackening of four small nuts permits the tray to be withdrawn and lowered down. When I examined the car it was obvious that all but one of these had been loosened leaving the tray hanging by just one. No prizes for guessing why that was. We had to drill the nut to free the tray. Which reminds me I must buy Harvey a new 4mm drill....

So on to dropping the sump, only no. Kate had booked a weekend away which is where will leave things for now. After all, a good husband always says yes, doesn't he?

At last Stan Platts has had contact from a rwd owner. Roger Messenger has owned his Rosalie since 1983.

Over a protracted period, Roger restored what looked like a lost cause Rosalie 10hp which had been assembled new at Slough and breathed new life in to what has now become quite a rare vehicle in the UK. It is thus Right Hand Drive.



It is some 13 years since the car returned to the road and featured in the Citroenian, looking resplendent in Red with Black Wings and Running boards and wire wheels and a tan leather interior. The car has led a lucky 13 years and a charmed life, being used by Roger on a regular basis, but not in an excessive way.

With a view to longevity the fuel tank has been replaced by a facsimile stainless steel one and the mechanical pump has been replaced by an electric one for the sake of reliability. These features complement the engine which has had a crank grind and the white metal bearings renewed. The 1398cc engine, which is side valve, runs strong and by design is flexible, mated to a 4 speed box with a sprung clutch pressure plate. At the rear is a banjo differential and an exterior luggage rack.

The car is suspended on semi elliptical leaf springs all round and has tube shock absorbers. 12 volts supply all the lighting requirements including semaphores. The bright work is German Silver, otherwise known as nickel.

Of course the body is all steel: no ash framing to worry about. Roger has let me know that he feels he is of an age to let the car go to a younger Citroen Enthusiast who will benefit from a turn key vehicle at a very reasonable price.

Horse traders need not apply!

If you feel you are able to do all the servicing at scheduled intervals and maintain the very high standard that Roger set all those years ago, then somebody is going to be a very lucky new custodian.

Contact me Stan Platts before July & August when I shall be in France or September onward when I can provide you with Roger's telephone and Email address.

You can contact me on 01274 683848 or email me on: stan.hazel.platts@btinternet.com and you can do the Deal Direct with the owner.

To avoid disappointment, be at the front of the queue!

Good Luck to you both from **Stan Platts**.

I haven't mentioned Drive it day, as I didn't. Struck by a Covid related virus I hadn't the energy.

I attended a show which I hadn't visited before, a few weeks afterwards. Held at Hurworth near Darlington in lovely weather, it was very well attended. With eight French cars present too! A 2Cv, Ami and a DS joined my Traction. The owner of an immaculate Renault Caravelle had a Traction at home into the bargain. Very enjoyable company for the day.

Andrew Peel

Fuel Availability (Verbatim Extract from HISTORIC, The Magazine of the Federation of British Historic Vehicle Clubs Issue 6 – June 2025)



The Government has decided to stick to the 2030 date for the phasing out of internal combustion engines with a 5-year reprieve for hybrids and ICE vans to 2035.

There is also an exemption of all micro vehicle manufacturers (MVMs), small vehicle manufacturers (SVMs), special purpose and kit vehicles from the requirement to end the sale of pure ICE cars by 2030, however SVMs will need to apply for a bespoke derogation to reduce their emissions across their fleets on the pathway to 2035. After 2035 all new cars and vans must be zero emission.

It now remains to be seen if the Governments plans can be delivered without destroying what is left of UK car manufacturing. Alan Johnson, a senior Nissan executive, has warned MP's that the UK is "not a competitive place to be building cars" due to high energy costs and other factors. He highlighted that the Sunderland factory "pays more for its electricity than any other Nissan plant in the world". The warning comes just weeks after the manufacturer reduced operations at its Wearside plant, which could be a further blow to the UK automotive sector.

For historic and classic vehicle owners, petrol and diesel will continue to be available for the foreseeable future, however UK refining will have to adjust to meet market demand. The UK will also still require large volumes of jet fuel as there is no viable high-volume alternative as Sustainable Aviation Fuel (SAF) is limited by the availability of waste cooking oil feedstock. The danger is that with high energy costs and anti-fossil fuel policies, that refineries become unprofitable and are shut down and turned into import terminals thus endangering UK security of supply. The future is certainly going to be interesting.

Events

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 of organising 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 as soon as possible. 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.

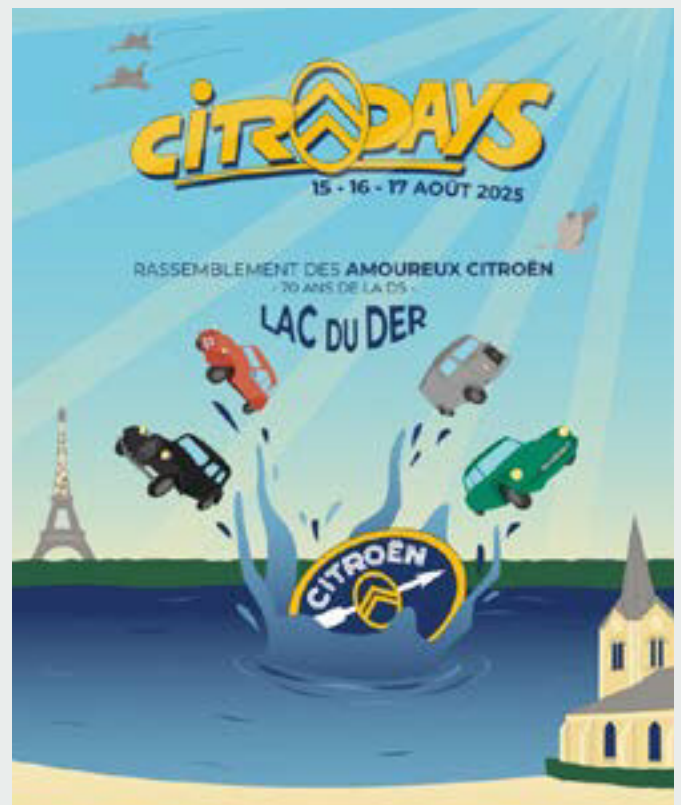
During this event the Club will be selling 50th Anniversary merchandising and would welcome any creative design ideas from the TOC members to support this.



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

Getting a bit close now. For those who are interested to join this year's Brittany Rally, 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

Header image: Citroëns at Blackbushe (Chris Bailey)



More Legroom

Andrew Tweed needs more legroom for his passengers.

The Normale is renowned as a roomy car and indeed ours has accommodated brides and bridesmaids in the rear seats with very favourable comments on the space available .

When I first put the car on the road however, I found I needed more legroom in the driving position in order to be comfortable . I built modified seat mountings for the drivers seat resulting in the seat ending up about 3 inches further back with a much better relationship between my long legs and the pedals .

What I failed to realise was that the front seat passenger might also find the legroom restricted . The wooden dashboard of the Slough car means that my long legged passenger finds too little space to be comfortable on a journey .

In the interest of fairness and a quiet life I recently modified the passenger seat mountings in the same way. Bear in mind that the car is Paris built having been converted to RHD upon importation so the seat mountings we're dealing with are French pattern.

Here's a bit about the modification in case anyone would like to do something similar .

The forward mounting bracket was straightened out and moved aft using existing tapped holes in the cross member . The rear bracket was mounted on a new support fabricated from 3mm steel sheet as shown in the photos . The seat mounts just as before only 3in further back . Result, happy passenger .

Other types of modified seat mountings are available , as they say . My big 6 has, at some time in the past , been given a subframe for the drivers seat which does the job in a different way as shown in the other photos .



The Polish count depicted on p67 of Jon Pressnell's book must have had modified seat mountings, or else a real struggle folding his legs in.



I can sympathise with this, being 6ft 5 inches tall myself and not as bendy as I used to be!

I didn't get any captions with the images, but I assume that image 1 (left) shows the driver's seat mount in the Big 6 as previously modified, and the other two images show the author's modification to the passenger side in his Normale to achieve a similar effect. If you have any queries on this, then please contact Andrew Tweed at wales@traction-owners.co.uk. (Editor)

Classified Adverts

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Please note

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

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



CARS FOR SALE

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**



FOR SALE:

Citroen Traction 11BL 1954 - For Sale
My latest insurance renewal for my small collection of old cars, tractors and motorcycles has convinced me that something(s), will sadly have to go. This is a 1954 Paris car one French family owned (Rochet) until it came to UK in 1999, I'm second UK registered owner. Restored just prior to import and still in very solid condition with no evidence of any welding or floor repairs which is quite rare. Since owned, I have replaced exhaust manifold, petrol tank, carburettor, fuel pump, starter motor, electronic ignition, coil, battery, regulator, and other smaller items. Tyres and exhaust are all very good. Speedometer

is erratic, possibly just needs new cable, and there is a small tear in passenger side front wing. There are a few other very small grazes and scratches. Overall very good condition, 34000miles (61000km), which ties in with historic documents, this may rise as I still like to drive the car. **Offers over £8000.**

Car is near Bury St Edmunds. Email for details/ photographs: tony.waddams@btinternet.com

FOR SALE:

For Sale 1956 Legere. The car will require some work as it has been stored a number of years. The car is running - Body and upholstery in good condition, master cylinder and wheel cylinders replaced, 11d engine. Loss of storage reason for sale. Have owned this car for 30 plus years and will be sorry to see it go. **£6500 or very near offer. Based in West London.** **Contact John Cresswell on 07540 426451.**

FOR SALE:

Due to bereavement, late Northern member, Bill Dyke's 1953 Légère.

This car is extremely solid, and is in good condition mechanically, Bill having been an engineer. A decent looking car but not concours. It would certainly benefit from a good machine polish at least, not due to rust, or accident damage, but rather as a result of decades of the original white paintwork having faded somewhat. Interior is good and the car has had a number of upgrades including LED lighting and has been well maintained, but due to the owner's ongoing health problems, it has not seen much use in the last year or so, and some minor recommissioning might be needed.

This is an excellent chance to get a foothold into Traction ownership with a decent, usable car, without spending a fortune. **Offers around £6500.** Car is in Southport area. For more details, contact Paul Studdart on **01704531221/ 07908005076**, or by email at **studdart@taltalk.net**



CAR WANTED

Wanted: Slough built RHD only Traction Avant. Fully restored and roadworthy. Preferably 'Big boot' but others considered. So 1952-1955 if possible. Will be well cared for."

Email: **colin6820@gmail.com**

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:

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

PARTS FOR SALE:

For sale: Miscellaneous parts. Having a bit of a clear out of spares, largely arising because my car is now fitted with an SU carburettor.

2 no standard (Light 15) inlet manifolds.
£30 each.

2 no manifold overflow tubes, I brand new and unused (still in wrapper) £10 each

I no French style air filter box: £25

I no tropical type air filter box, (as per South African spec) good condition, but no rubber elbow, etc. £30

I gearbox, thought to be okay and usable, but probably more suitable as raw material for an overhaul. £250

All plus postage. Gearbox, collection only please (From Lancashire)

Contact Editor for more details

PARTS WANTED

Wanted: Fuel tank in decent condition for Light 15, preferably with fittings. Contact Editor

WANTED

Wanted: Pilote Wheels required many thanks Gavin Davey 07803174001



Wanted: one of the two top Supless Boot Rack baguettes. Contact denhewitt1@outlook.com

MEMBER SERVICES

Classic Citroën Specialist.
Mark Harding, Devon Traction
For servicing, repairs and restorations.
Contact: **fb.me/DevonTraction** or ring **Mark on 07973 192 198**

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

Citroen Classics

Tel: 01784 452299

Owned and operated by Darrin and Kristina Brownhill, Darrin has been repairing Traction and other classic Citroens since 1987.

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

Call us Today!

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

www.citroenclassics.co.uk

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

