

A vintage car, possibly a 1930s model, is shown in a workshop. The car has a large, prominent chrome grille with a vertical 'C' emblem and a license plate that reads 'X 318'. The car is dark-colored, and its bodywork is highly polished, reflecting the workshop lights. The background shows various workshop items, including a large white tank, a bicycle, and other tools.

# *Floating Power*

September - October 2025

Official magazine of the Traction Owners Club Limited

## Honorary Life Members of the Traction Owners Club

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

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## Missing Magazine?

Please contact John Oates

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## Be a part of Floating Power...

The closing date for input for the November/December *Floating Power* will be

**Sunday 19th October 2025**

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

**Bryan Pullan on:**

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

## Cover Image

*Chris Bailey's car  
emerging from surgery  
(see Bailey's Banter)*



## Editor's Epistle

Here I am in high Summer in yet another so called heatwave, and I can't believe that I am already writing the preface to a magazine that will come out in Autumn when the nights are drawing in, trees dropping leaves and temperatures (hopefully) dropping a tad.

I hope that you have been out and enjoyed the season and that the ongoing fine weather permits an extension of activities into the Autumn. If anyone has attended a memorable show or other event, or visited somewhere interesting, then let's hear about it.

There have, of course, been various car shows around the country, many of them now charging more than a token amount for exhibitors, and here in the North West, a couple who have totally lost the plot and charged exhibitors and allowed the public in free! The large show local to me wanted £7 to exhibit a car and another £7 if you had a passenger. £14! All on top of a similarly steep charge to the general public to come in and have a look around. No charitable donation, just wringing out as much money as possible into the pocket of the organiser and the owner of the land. No thanks! Many local (to me) HV owners are increasingly boycotting the more expensive commercial shows on the basis that it is putting the cart before the horse, charging exhibitors, who are after all, providing the show by bringing their cars in. It isn't the cost as much as the principle. A few shows are more enlightened, I believe Tatton down in Cheshire, is still free, for example, and the very large Heskin Steam show closer at hand here in Lancashire, offers a rural three day show with cars, commercials, steam engines, etc, etc. with no charges to private exhibitors. I have no problem giving a modest voluntary donation per car to a valid charitable organisation, such as (in my case) the local hospice, but I wonder if some of the greedier commercial events will soon start to see a serious reduction in attendees, and in fact I note that as I write this, that has just happened at a large international Mini gathering which was cancelled due to lack of interest, which many felt was down to excessive admission costs.

Inside, we have the next instalment of Larry Lewis's Challenger restoration, hopefully to be completed before Arctic temperatures or Trumpian annexation, drive him back out of his garage again. We also have more details about where the spares operation stands at the moment, in terms of both new items and used, and can I suggest that, given the amount of second hand spares that the club now holds, if you need something for your car, start your journey with a telephone call or email to Ian Harvey, who may be able to help, particularly with the more obscure items that are less likely to be available new. His contact details are available in the pages of this magazine.

Elsewhere, we have the report and a picture gallery on a very successful National Rally in Malvern, by all accounts, an enjoyable event.

Julian Pratt also regales us with the final instalment of his Big 6 engine overhaul, partly carried out under the auspices of specialist, James Geddes. We don't have a great number of blow-by-blow articles in the bag actually showing members how to overhaul an engine, four or six cylinder. I have overhauled a few (non Traction) engines over the years but the prospect of a wet liner rebuild does give me a few Heebie Jeebies. Similarly, a gearbox. The latter may be solved shortly since Martin de Little has promised me something on the practicalities of a gearbox overhaul, but it is some time since we had an actual hands on tale of engine overhaul in sufficient detail to inspire members to have a go themselves. Buying a reconditioned engine /gearbox from a specialist is an obvious answer, but also a potentially very expensive one.

If you have recent experience, let's hear from you.

In fact, if you have anything interesting to say on any Traction related topic, let's hear from you.

Finally, my apologies to those of you who have sent in articles that haven't yet appeared. Rest assured, they will as space permits.





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## Committee

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

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**See News page for details**

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# President's Ponderings

First of all, an apology. In the last issue I stated that all our stock of new spares had been relocated to Citroën Classics but, unfortunately, I had misunderstood the situation, sorry.

The task entailed removal of all stock to an interim location for assessment and valuation before it could be transferred to CC. Although the stock had all been relocated, the next steps proved to be more complicated than anticipated and were therefore taking longer than expected. However, they are now well in hand thanks to the efforts of a very few volunteers. In addition, Citroën Classics are having to accommodate a large volume of new part numbers both physically and on their computerised stock system. That also impacts on the time before transferred parts can be made available.

Please be assured that every effort is being made to return to the level of Spares Service we enjoyed when the TOC was responsible. In the meantime, on behalf of all parties, I apologise for any disruption as we go through this difficult handover period and ask anybody who has a problem with respect to the new system to contact me by email so we may investigate and resolve issues with minimum delay.

Since last writing, I have had the pleasure of attending the CTAB (Brittany) Rally and the Gloucester Vintage Extravaganza in South Cerney, both in the "6" which is still behaving perfectly. Brittany was, as ever, Brittany and I am leaving the detail to those who kindly "volunteered" to write the report for FP.

South Cerney was a magnificent weekend with transport of all types from steam to modern classics, as well as commercial, military, public transport, motorcycles, and push bikes. There were regular arena parades with knowledgeable commentary on the vehicles, demonstrations of steam-powered sawmilling and metal working, and countless pumps and generators powered by stationary engines

chugging merrily away. As well as a huge number of stands offering everything from new tools and clothing to bric-a-bac and second hand items (were they mine, most would have been scrapped long ago), there was an extensive food area and beer tent with live entertainment.

The weather was good to us and the TOC showed 4 cars over the weekend. Our display, coordinated by Philippe Allison, was alongside a well populated 2CV presence. I also spotted another Traction and two RWD commercials amongst the thousands of other exhibits. I thoroughly recommend this event as either an entrant or simply a visitor.

Looking forward, Adeline and Gavin are making good progress with arrangements for the TOC's 50th Anniversary Rally, next year. Please help them by registering your interest as soon as possible – for more information see the Events page. A 50th logo has now been democratically selected from the countless suggestions received from more members than can be counted on the thumbs of one foot and details of branded items, for direct purchase from the supplier, will be available shortly.

The TOC will have a stand at the Lancaster Insurance Classic Motor Show in November. There is more detail on the events page and, if you would like to help with stand duty, please contact Ian Harvey - [secretary@traction-owners.co.uk](mailto:secretary@traction-owners.co.uk).

In the meantime, still to come, the Lac du Der "Citrodays" event is in mid-August making it too late for a report in this issue. Don't panic, I shall bore you with my experience of that in the next FP.

And a final date for your diary ... Sunday 26th October .... TOC AGM at Steventon Village Hall. More information on page 5.

## TRACTION SPARES

**All new spares are now held by classic Citroën specialists, Citroën Classics.  
A members discount will be applied to all club member purchases using the following Code for September and October **TOC7436**. For the moment, order using the parts 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](mailto:parts@citroenclassics.co.uk)**

**Website: [www.citroenclassics.co.uk/parts-shop.php](http://www.citroenclassics.co.uk/parts-shop.php)**

**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 parts requests that you have, directly to Citroen Classics, contact details above.**



## Chairman's Chat

I have decided not to write too much about Spares this time as it is well covered in the President's Ponderings so please contact Bernie if you have any comments to make.

In our recent Zoom Committee meeting we chose a new logo for our 50th Birthday year so why not treat yourself and all the family to a nice, new polo shirt or sweatshirt for 2026. We can all wear them at the annual rally in Dorset. By the way have you contacted Adeline and Gavin to let them know you are interested in attending? Please do so asap.

A date for your diary – **Sunday October 26th** – we will be holding an open Committee meeting so do come along and have your say. Please contact me nearer the time for venue and time – this will be held in Steventon Village hall as mentioned below. It would be great to see lots of members there as it is your TOC. You might even feel encouraged to join the Committee and take the TOC forward beyond 2026....

John and I enjoy getting involved in local car events – a chance to see other lovely motors and meet new people. Neither of us like the Show events where you just sit behind your car and hope people talk to you. Our favourite is a day out driving as we always seem to visit new places and go down roads, even locally, that we have never driven on before. I was flattered when Tony, from Crooked Spires, asked if he could use a photo of our Traction for the 2026 Run – I didn't realise it would be a caricature of me!! Hopefully not many people know me!

*Bev*



## AGM Notice

**The Committee invite all members to attend an Open Meeting on Sunday October 26th at Steventon Village Hall, OX13 6RR.**

**This will be a chance to discuss where the TOC is currently and to make plans for our future so do come along and have your say.**

**Coffee and tea will be available at 10.30. The meeting will start at 11.00.**

**Please bring a packed lunch if you wish to stay on and chat after the meeting.**

# Traction Owners Club: Section Details

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

## Northern Scotland

**ANDY BURNETT**

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

See section report for coming meetings/events.

## Southern Scotland

**JOHN WHITE**

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

See section report for coming meetings/events.

## Ireland

**DAVID SELFRIDGE**

**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:** kembru@btinternet.com

See section report for coming meetings/events.

## Northern, Lakes and Borders

**BRYAN PULLAN**

**T:** 07513 362202

**E:** tocnorthern@gmail.com

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

## North East

**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**

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**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, Littley Green, Chelmsford CM3 1BU

## Kent/East Sussex

**ADRIAN PHILLIPS**

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**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 ADELINE**

**T:** 07803174001

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

See section report for coming meetings/events.

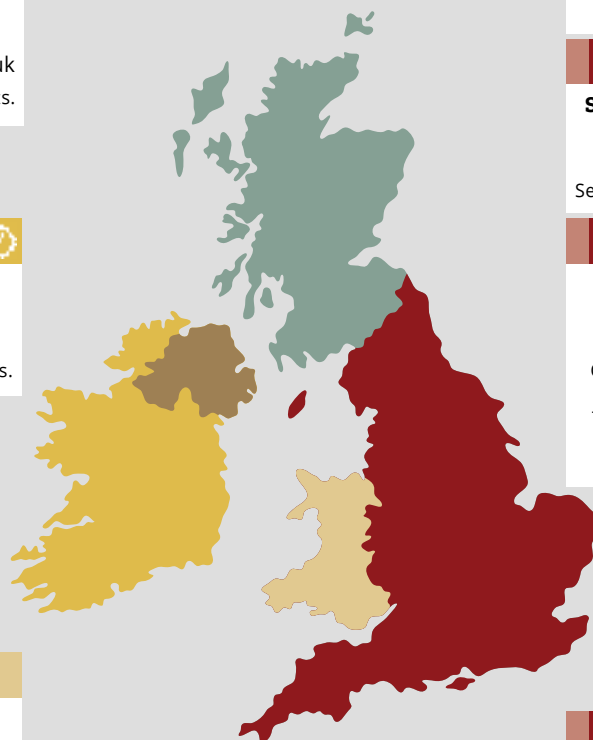
## Surrey/Hants/Sussex

**JIM GIBSON**

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See section report for coming meetings/events.



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



## TOOLS

Club tools  
available for loan:



## Southern Scotland



Show season almost over and done with!

Only one local show still to attend but there has been an uplift in the attendance at shows which is encouraging and helps to spread the word of the classic movement in general.

Probably much of it down to the decent summer this year?

Main event for us was once again the Glamis Extravaganza, Scotland's largest classic event.

That said we were the only Traction there for both days despite appeals for more to attend.

The DS guys put on a decent show of half a dozen cars but it's looking like the TA side of things is dead in the water in Scotland.

Nice to know the Club put on a decent showing at Farnborough though the quality of cars have made my mind up.....definitely having Celine resprayed come the autumn!



Leaving you with a snap of a perfect summers day at Glamis, just wish there were more Tractions to see!

Bonne route,

**John White**

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

## Northern, Lakes and Borders



Summer is well on now as I write this (as the picture shows). Weather has alternated between Mediterranean heat and sunshine, and torrential monsoon rain! The sky looks threatening on the image at the top of the page, but that particular day 'turned out quite nice,' as George Formby would have said.

Ian Gardner and I took his Traction out on the July mid week



run with Preston and District VCC, and were also joined on the run by Vic Lupton and wife in his Normale, alongside an eclectic mix of old cars, pre and post war. The route started just outside Clitheroe and covered almost 40 miles of the picturesque upper Ribble valley, overlapping into North Yorkshire and then returning to Sawley for lunch. The day was fine and sunny in contrast to the near apocalyptic conditions of the previous day and the car ran well apart from a slight drop in power on hills, which Ian hasn't yet got to the bottom of. We got around the route, a bit of a marathon for Ian in that start and finish are thirty or more miles from his home in Southport, meaning that his total day's mileage was around the hundred mile mark.

Colin Lea's car still has a few gremlins. The front shock



# Section News

absorbers don't seem to be working properly and seemed to have seized solid by the time that he arrived at Charity Farm in early July. His clutch release bearing is indeed far noisier than it ought to be, but alas, although the shock absorber replacement is relatively straightforward, (those fitted appearing to be the wrong items which are too long and hence fully compressed on installation) the release bearing requires a complete engine out. Not what you want at this stage of a complete rebuild.

Mike McDonald has also been out and about at shows. He attended the Performance and Classic Car Show, Tatton Park, Knutsford on the 7th and 8th and was joined by Steve Wright on the 8th. It was, apparently, very wet! (see picture)



Mike says: 'I spoke with dozens of people about the TA, showing them round my car and letting them sit inside. There was a lot of interest generally and one visitor seemed keen enough to try and buy one. I sent him photos of the classifieds in FP and a link to a website. He lives in Knutsford so quite close to me.'

Mike also took part in another show, a charity event in Didsbury, Manchester, supporting various charities and which attracts annually up to 400 cars.

In contrast to Tatton, the day was red hot and again the car attracted much interest.

We managed two Tractionses at Heskin Hall in August.



Regular events are as per usual: 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, although Charity Farm's café is temporarily out of action due to a fire. It seems likely that until the café is back in use, that they will invite various food traders to come onto site with vans, etc. St Catherines are now 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 is 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. Enjoy what is left of the season.

**Bryan Pullan**

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

## Eastern



**Coffee & Classics** Garnham's Coffee Company, Badley Hill, Needham Market, Ipswich Suffolk IP6 8RJ. For latest information you can join Coffee and Classics Needham Market on Facebook or email the organiser emma.chinnery@btinternet.com All meet ups are on a Monday 10am to 12 unless stated other wise. The last time we attended a field full of very interesting vehicles', we had a chase to the field in hot pursuit of a Riley that turned out to have a Rover V8 under the bonnet, pleased to say we stayed with it (sorry I must add in a DS). Full facilities at the field plus bacon butties and jolly good coffee. Thank you Emma for organising this.



## Regular Meet Ups plus additional events

- **1st September**, Coffee & Classics, Needham Market, Suffolk
- **2nd September**, The Angel Inn, Larling, Norfolk
- **23rd September**, The Compasses, Little Green, Essex
- **6th October**, Coffee & Classics, Needham Market, Suffolk
- **14th October**, The Angel Inn, Larling, Norfolk
- **4th November** The Compasses, Little Green, Essex

*Jasmin has also sent in a story relating to the original purchase of her Traction, see the next edition of FP, Editor.*

**Jasmin Gagen**

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

## Avon/Dorset/Somerset

Mid year update :- Various car meets have been attended by the ADS

section members during the past months :

- Classics and Coffee, Bridgewater April,
- Mendip Tour May,
- Lime Kiln car meet June,
- Gloster Extravaganza Aug.

We have several more meetings planned for the section including : Wings and Wheels Henstridge Airfield August 23rd along with the Evercreech Car Show September 6th and Sturminster New car meet Oct 1st.

It has been great getting out and meeting up with section members (new and old) over the last few months. Hoping to catch a few more over the remaining summer months.

Picture is from the recent Exmouth Classic Car Show (10th Aug.)

**Gavin Davey**

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



## Surrey/Hants/Sussex



The sun set tonight Sunday 16th August signalling the close of the joint Citroen Clubs stand @ the British Motor Show at the International Exhibition Centre in Farnborough. A total of 8 Tractions graced the stand over the course of the weekend where we also celebrated 70 years of that young whipper snapper the DS!

A full report on the event will follow in due course.

**James Gibson**

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

## Kent/East Sussex

Peak summer has brought the usual crop of all marques shows and the section has done its bit to represent the Traction.

The Patina show at Lullingstone Castle proudly flags itself as not being a concours event and is aimed at well-loved and used cars which have never been restored. We were only truly in the running for the "most in need of a polish category" but the competition was too stiff. Even our bid for the "most elaborate picnic" prize lost out to an entry wearing Lederhosen, although our Veuve Clicquot reboam repurposed as a candelabrum drew favourable comment. The event describes itself as the "Festival of the Unpresentable" which some exhibitors took to extremes.



One sported the trademark tracksuit and long bleach blond hair of a TV personality whose reputation has rather faded. A Jaguar done up as a wedding car featured a bride in full attire on the back seat; the mannequin used seemed to have been manufactured for a rather different purpose.

In the East of the region the regular meet at Solley's Farm (renowned ice-cream manufacturer) in Ripple, gave us the opportunity to head a small parade of French marques. The well attended meeting is held on the last Sunday morning of each month and all are welcome. This is a great get together and it would be good to see cars from the West of the region (and more from the East as well) in attendance.

# Section News

The Penshurst show is well on the way to re-establishing itself as Kent's biggest. A couple of exhibitors thought it was even better supported than last year. Excellent weather contributed to a friendly atmosphere and we relished the admiration directed at the aesthetic of the Traction from numerous quarters. There was also some surprise that so many should still be on the road. At least two former owners shared their sadness at having parted company with their Tractions.

**Adrian Philipps**

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

## Wales

Of course, the National Rally is the big item for this report. Many thanks to Simon and his team for organising such a smooth running event and particularly to Tony and his family for what was for me the highlight of the rally, namely the picnic in their garden, so convivial and appropriate to gather Tractions and Tractionists in a lovely rural setting, not to mention the exceptional food. Brilliant. For those of us with a technical bent, Tony's Kegresse project provided a fascinating diversion and of course chatting to all those lovely people made a great day out.

Later, the Aston on Clun show on the 29th was once again well attended by exhibitors but rather short on public visitors. Fine for us but a bit of a worry for the organisers, I guess. Lots of different cars, tractors and stationary engines and one or two interesting stalls.

Always a good one, the Longden show took place on 13th July in hot sunshine with a lovely cooling breeze. My fishing

umbrella tethered to my chair which in turn was pegged to the ground provided perfect shelter. The beautiful black Traction belongs to Eric and George Bunning from Bridgenorth who may make it to Elan Valley on Saturday and may also re-join the club.

I couldn't close without welcoming my sister Helen to the fold of Traction owners. At my suggestion she visited Jasmine Gagen and fell for the charms of Dixie so the pretty light 15 has a new owner. Welcome Helen and don't forget to join the club. *(She has joined, Ed)*

Regular monthly coffee meets at the Horseshoes, Berriew, breakfasts available if desired.

**Stop Press:** As it happens our Elan valley visit has taken place in time to catch the copy date for FP. Four Tractions attended together with several members of the Mid Wales Classic Vehicle Club who had been invited along as a pop up event. Although a touch breezy the sun shone (occasionally) and everyone had a good time. Tractions present belonged to me, Tim Newing, Pete Griffiths and Eric Bunning. All beautifully turned out and more than equal to the drive round the lakes which culminated in a photo op part way round before dispersing for home. This really was just what it's all about, nice cars, great people and chatting, eating and driving together.

There's a great photo of Pete and Tim kneeling in apparent supplication to one or both of their Tractions. Hopefully it worked and they made it home!

All the best,

**Andrew Tweed**

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





# Big 6 Engine Rebuild

*The final episode of Julian Pratt's six-cylinder saga, in more ways than one, since Julian tells me that he is moving on to pastures new in terms of Historic Cars and hence his Six is for sale. So, this is farewell both in terms of this series of articles, and also Julian's long-term involvement with the Traction Owners Club. I am sure that you will join me in wishing him well for his future involvement with the Classic Car movement.*

*Now read on:*

Some of you will have been following over the last two years, the sometimes difficult rebuild of my Big 6 engine. At the time of last writing I had experienced some pick up problems, and after closer examination I found an issue with the pump jets in the carburettor. Once that was sorted out, that car was transformed, and I could at last relax and just drive it.

I am enclosing some pictures of the finished article really just to show that after all this time, a finished car actually exists!



A stupid self inflicted problem arose when the indicators suddenly failed completely and insisted on working on one side only, but showing the wrong colours. I had previously fitted a LED conversion that worked beautifully by converting the existing white front sidelight to a flashing yellow if I wanted to turn left or right.

To my great embarrassment and after about 24 hours of trying various solutions without success, it took a farmer friend of mine about 10 minutes to query if the battery was connected the right way round! It was not, and when corrected everything returned to normal. A lesson for all of us to take loads of pictures before taking anything apart!

There are several lessons that I have absorbed over the last few years. The biggest problem is that there is a real shortage of knowledge about these cars. Because I have been a member of TOC for the last 30 years (on and off!) I have at some time or other met or at least talked to those who do have that priceless knowledge and experience to fix or know where to fix virtually any problem.

For a brand-new member, because of the shortage of specialists, this would be a daunting task.



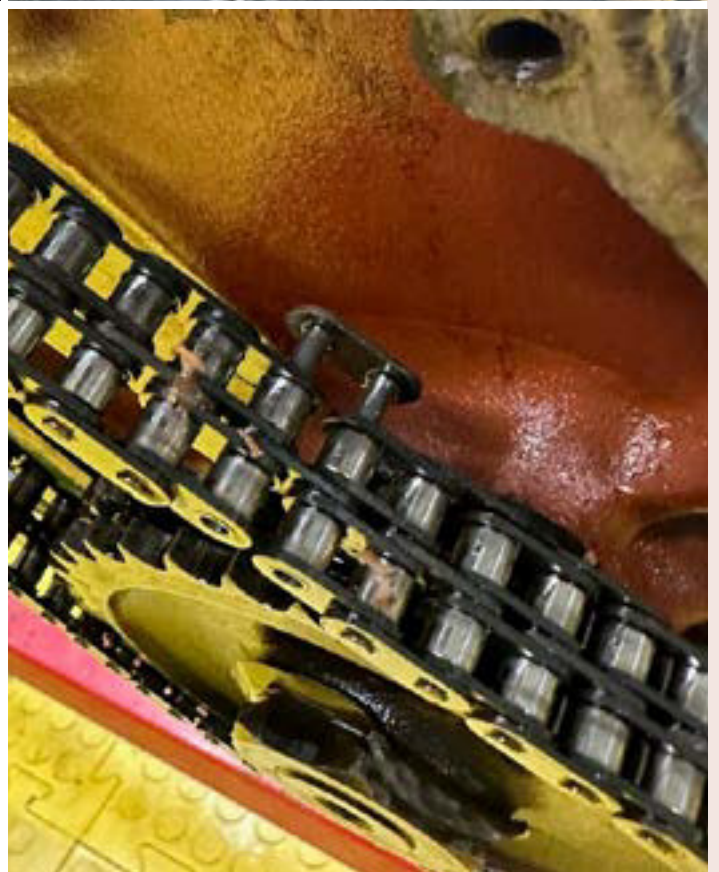
## Big 6 Engine Rebuild



For some reason, some owners feel that they should be able to do any of this work themselves. This is probably true for routine work, but for more complicated jobs, the knowledge and experience of a specialist is vital to ensure a good outcome. A perfect example was the original reason for my engine rebuild. There was a "tap" at camshaft speed. When I stripped it down it was clear that the retaining circlip had gone and the timing chain was about to fall apart. (see picture)

I took the timing cover off, grabbed my phone and took this picture! If the link had fallen out the damage could possibly have been catastrophic.

When I talked to James Geddes about this, he explained that the original engines had a one-piece chain but now many people fitted this part with a circlip link. The problem is that the link just touches part of the timing cover and knocks the circlip out. A quick touch with a file solves the problem. He had seen this happen before. The important lesson is that I would have probably replaced the chain (just in case) and added a new circlip, put the engine together, spent hours putting it back in the car, and almost certainly have the same thing happen again!







Those of us who know their way around the internet know that it is possible to get almost any normal part for a Traction Avant. Parts like bodywork can be more difficult including some of the British parts for the Slough built cars. Much more significant is the sheer volume of Traction's that turn out for French Rallies. 700 or more is not unusual. To keep that number of cars running (and there are probably another 1,500 that felt the distance was too far to travel) means that there is a substantial spares base and more importantly many specialist garages that have the knowledge and experience to keep these cars running.

I am delighted with the performance of this car. Over the years I have had two Light 15 Traction's, and had a lot of fun with both of them. Interestingly both cars never let me down and one had been to France three times and one to West Ireland as well as several British rallies. However, I always thought the Light 15 was seriously underpowered. Not so much on the level road, but when confronted with a hill! The Big 6, if anything is over powered! Top gear is really all that is needed, and it has the most incredible torque with an ability to accelerate from say 30mph to 70 mph in just a few seconds.

However, I have now made the decision to sell the car, and I am hopeful that my advert will be in the back if this issue!

*Julian makes a fair point in that we don't, in FP, generally have much to say about the Sixes, especially in terms of technical articles. Why is this? Well, I suspect that only a smallish percentage of UK members have much 'hands on' experience of the Six, and many of those who have one, may now simply entrust repairs to a specialist. The buyers' guide on the website only mentions in passing a couple of possible issues with the engine, which don't exactly encourage ownership and doesn't counter this with an account of some of the finer points of the Six, such as performance, hill climbing ability and the generally relaxed driving experience.*

*Maybe a Six owner would like to come forward with a separate Buyer's Guide for Sixes, that gives a more balanced appraisal.*  
Editor



# Events

*The season is almost over now, just a few local meets remaining plus the big November event at the NEC which usually closes the main show season for the year.*



Contact your local rep for information on events local to you.

**The next big event of 2025 is the Lancaster Insurance Classic Motor Show at the NEC, on the 7-9th November (see below)**

TOC will be having a stand there and as always, we hope to see plenty of interest in our cars over the weekend. Club members can secure a discount (£4 on adult tickets, £2 on children, family and multiday) by purchasing tickets online and using the code in the flyer above.

## Next Year: National 2026 Jurassic Coast Rally

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, Monday 18th May to Friday 22nd May 2026 based at 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 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](mailto: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.

**There is an application form for the rally on page 16**

Please note: we have now been advised that the hotel will accept dogs at a surcharge of **£15.00**. Add this to your total, if booking with a dog.





# Traction Spares

## Further news regarding Traction Spares

The bulk of the stock of maintenance and service parts has now been transferred to Citroen Classics and as such they are able to provide most of parts usually required by members servicing and refurbishing their cars. So please contact Citroen Classics quoting the current discount code (see page 4) for all your regular requirements.

However, we still have some of the new and reconditioned parts kindly donated by Hans Durr in store in St Albans and we are very keen to pass these on. As previously mentioned, many of these are for 6-cylinder cars and those for 4-cylinder cars are primarily for early pre-1939 cars.

Furthermore, we also have many boxes of assorted spare parts mainly for Slough-built cars at Watford, and we are still attempting to identify and list these so that they can be offered to members restoring or refurbishing their cars. But in the meantime, if there is anything you require, do contact me (secretary@traction-owners.co.uk) and I will see if we can help.

Here are some of the items that we are keen to pass on –

### Bumpers:

- New stainless steel curved front or rear 170cm for wide-bodied car (15/6, Normale, Familiale, Commerciale)
- New stainless steel straight front or rear 160cm
- New stainless steel straight front 162cm with holes for no. plate
- New stainless steel straight rear 153cm with rolled ends
- Second-hand stainless-steel curved rear 153cm with mounting bracket and over-riders



### Carburettors:

Solex – 1 no. 26 BCI (down-draught), 1 no. 30 DHT (side draught)

1 no. 30 FPAT, 1 no. 30 PARI plus several 30 PAAIs for 6's plus a vast selection of fuel pumps

We have an original Perfo-type air filter and two oil-bath DS-type air cleaners

We have two re-chromed and refurbished **Light 15 grilles** and a new black **Normale grille**

Also some **Steering wheels...**

There's a **reconditioned gearbox** and also an un-used bell-housing... and numerous other items, including a polished rocker cover for a Perfo engine and a selection of rocker covers for 6 cylinder engines. As far as costs go, we need to off-load all these things so make us an offer – we are not having to re-coup any purchase costs, but we have had to collect them and are paying to store them. We can arrange collection or possibly delivery or we can package and post them at cost.

And we still have the completely rebuilt gearbox for a 6 – surely someone would like it?

Finally, a reminder of contacts - servicing and maintenance requests: Citroen Classics (01784 462217 parts@citroenclassics.co.uk ) and second-hand and unusual requests: me (07976 705871 secretary@traction-owners.co.uk ). As we locate and identify other items, further items will be added, but again, if there's anything you've always craved, let me know and I'll see if we have one.

Ian Harvey, August 2025





# 2026 Jurassic Coast – 50TH Anniversary National Rally

## APPLICATION FORM

2026 Jurassic Coast – 50<sup>TH</sup> Anniversary National Rally

May 18<sup>th</sup> – 22<sup>nd</sup> 2026

Please return to: [adelinedavies171@gmail.com](mailto:adelinedavies171@gmail.com)



Driver's Name: \_\_\_\_\_ TOC Membership Number: \_\_\_\_\_

Passenger Names: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Post Code \_\_\_\_\_

Mobile Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Vehicle Details: Model: \_\_\_\_\_ Year: \_\_\_\_\_ Registration \_\_\_\_\_

### RALLY FEES

Please complete the tables as required:-

Description	EARLY BIRD Booking before 31/10/2025	REGULAR Booking from 01/11/2025	Number required	Price
<b>STANDARD for 2 people</b> (double or twin with Walk-in Shower)	£970	£1,010		
<b>SUPERIOR for 2 people</b> (larger room, with garden views, double with shower over bath)	£1,010	£1,050		
<b>EXECUTIVE for 2 people</b> (large bedroom with sitting area coffee table double balcony with bath and separate shower)	£1,030	£1,070		
<b>STANDARD for 1 person</b> (double or twin with Walk-in Shower)	£625	£665		
<b>SUPERIOR ROOM for 1 person</b> (larger room, with garden views, double with shower over bath)	£665	£705		
<b>EXECUTIVE for 1 person</b> (large bedroom with sitting area coffee table double balcony with bath and separate shower)	£685	£725		
<b>RALLY FEE per car</b> Rally plaque, Booklet and goody bag	£45	£45		
<b>GROUP ENTRY TICKETS for 1 person</b> Day 2 (The Etches Collection Museum and Swanage Railway)	£25	£25		
<b>NON-MEMBERS SUPPLEMENT</b> (TOC membership fees currently £45 per annum)	£50	£50		
<b><u>TOTAL</u></b>				



### **RALLY EVENING MEALS ONLY (for those who are not staying at the hotel)**

There is limited availability for local members and non-members to join us at the hotel for evening meals. If you are interested please complete the table below, confirming which day(s) and number of people required.

Description	Price per person	Number Of People	Price
<b>EVENING DINNER</b> - Monday 18 May 2026	<b>£39.00</b>		
<b>EVENING DINNER</b> - Tuesday 19 May 2026	<b>£39.00</b>		
<b>EVENING DINNER</b> - Wednesday 20 May 2026	<b>£39.00</b>		
<b>GALA DINNER</b> - Thursday 21 May 2026	<b>£50.00</b>		
			<b><u>Total</u></b>

### **Rally Terms & Conditions:**

Above pricing includes:- Full English breakfast, 3 course dinner and use of the Leisure Club & Spa (excluding treatments).

#### **IMPORTANT:**

- Rooms will be allocated on arrival on a First Come First Served basis, subject to availability.
- Should you wish to secure a room upgrade, please select the appropriate price as shown above.

☐ Please tick to authorise data sharing and consent to join the rally WhatsApp group which will be used for all rally communications upon receipt of your application form.

☐ Please tick if you have any dietary and or any other specific requirements - please provide details below:

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☐ Please tick if you can assist with goodie bag and raffle prizes, and specify below:

---

Payment of deposit: £100 per person required with this application form by 31st October 2025 in order to secure the Early Bird price.

Payment by BACS transfer to: Traction Owners Club Ltd, Sort Code: 20-20-62, Account Number: 40617679

Please quote as ref: your membership No "xxxx\*" and "rally 2026".

The balance is payable by 28th February 2026 or pay full amount now please.

Any cancellations on or after 31<sup>st</sup> March 2026 will be charged in full for each night cancelled.

If you wish to book extra nights, please contact the hotel directly.

**Springfield Country Hotel Leisure Club & Spa** - Grange Road, Wareham, Dorset, BH20 5AL

E-mail: [enquiries@thespringfield.co.uk](mailto:enquiries@thespringfield.co.uk) Tel: 01929 552177

☐ I confirm that I hold a valid driving licence and my rally vehicle is in roadworthy condition, taxed and insured.

☐ I have read and agree to the conditions of this Rally.

Signature \_\_\_\_\_ Date \_\_\_\_\_



# Your Letters

## National Rally

Hi Simon

Just a small note but a big thank you to you and everyone for making this weekend's Rally such a success. It is never easy to please everyone but you seemed to get the balance just right and everyone I spoke to really enjoyed the weekend with its fabulous warm weather.

Aruna and Tony together with Olivia did a super spread for lunch and it was nice to see the huge amount of work that they put into renovating the house since they took on the enormous challenge all those years ago.

But most of all it was really nice to meet so many friends again and remember the old days. The numbers may be falling but the enthusiasm is as bright as ever and long may it continue ...I'm sure it will.

You can all now enjoy a well-earned rest! Well done my friends.

Best as ever, David.Boyd

## OIL

Not strictly speaking a letter to the editor, ( more one from the editor) but I have been following a thread on one of the Traction forums about engine oil and felt that it would be worthwhile mentioning here..

A member of the forum asked if he should change his oil for a synthetic Mobil grade, Mobile 1 synthetic oil 0w-30, 5w-30 or 10w-30.

Replies came through fairly thick and fast with most saying don't do it!

The upshot is that the Traction's engine has no means of filtration and was designed for use with a monograde oil which, being non detergent, allowed any sediment arising from wear and tear, etc. to sink to the bottom of the sump undisturbed, and most of which would hopefully come out of the sump plug hole when the car was given a regular (hot) oil change.

A synthetic, or semi synthetic will have detergent properties, designed to put all particles in suspension,

whereby they are taken out of the oil by the filter, which is replaced at service intervals. If you use such an oil in an older engine with no free flow filter, then the particles will be reintroduced to bearings, oilways etc. with harmful results and you may find that this process is aggravated by the detergent oil also stirring up old deposits as well as those currently being produced as the engine runs.

So stick with a mineral, non or low detergent oil, either 30 monograde or 20/50 multigrade. Castrol, Penrite, Comma and a number of others all do suitable grades of oil, with additional zinc and in some cases additives which increase the 'stick' of oil to engine components during layup periods.

These probably won't be on display in your local petrol station and you may need to buy online, or from a local motor factor.

Bryan Pullan

## New Members

Welcome to the Traction Owners Club to the following..

3014	Jamie Flinton	Malton	North Yorkshire	3024	Richard French	Norwich	Norfolk
3015	Gary Hart	Witney	Oxfordshire	3025	Julian Redfern	Derby	Derbys
3016	Pat Cook	Calne	Wiltshire	3026	David Horsley	Ryde	Kent
3017	Paul Anderson	Mechanicsburg	York USA	3027	Paul Goldsworthy	Broxbourne	Herts
3018	Christopher Turner	Dunmow	Essex	3028	Andrew Hassam	Bucknell	Shropshire
3019	Andrew Varrall	Louth	Lincolnshire	3029	Simon Farrer	Canterbury	Kent
3020	Ger-Jan. van der Maten	Beckenham	Kent	3030	Steve Nash	Norfolk	
3021	Kevin Jones	Upton	Chester	3031	Jack Hopf	Bern	SWITZERLAND
3022	Neil Woodcock	Bracknell	Berkshire	3032	Helen Tweed	Weeley	Essex
3023	Russell Cook	Bridgenorth	Shropshire				



## VE Day

Hi Bryan

Here are some photographs of the Traction in action at the North Petherton, 8th May, VE80 day celebrations.

I was unable to come to Malvern because of a back injury.

Best wishes



Julian Taylor

*Good photos. Hope that you are recovered now. Editor*







# TOC Annual Rally 2025, Malvern



I have owned my Normale for 18 years and this is the first TOC event that we have attended. As we only attended part of the event, Chris Bailey kindly helped to fill in the areas that we missed. We decided to join the event for two reasons, one the location and two the organiser, Simon, has been a great friend and a constant through our Citroen ownership as we also have a DS23 and 2CV. We cross paths with Simon regularly and most recently in May at Citro- Classica in Holland.

I am sure you will all agree that the pre-planning by Simon delivered a great base in Malvern with a varied itinerary to cover most interests.

We joined the rally on Saturday, so Chris has kindly made notes for the Friday elements.

Friday's kick off was the tour of the Morgan car facility. The tour was optional and there were plenty of other options, as many had previously visited the factory.

Cars assembled in the car park for the 11 o'clock tour. Due to the numbers, the group

was split into white and blue groups. Guides were happy to answer questions and talk about Morgan's history and manufacturing process, as well as car models on offer. Morgan no longer offers 4-seaters because of the regulations demand that rear seats be fitted with ISO-fix child seat fittings. The wooden dashboard has gone because of the risk of splinters in a crash.

The body frame is still wood which is skilfully hand crafted, on the other hand the chassis are all made in Italy, being mainly bonded and riveted. Something that was not mentioned on the tour is that whilst Morgan is still partly owned by the Morgan family, the majority of shares are owned by an Italian investment company. Chris Bailey managed to attract attention by toppling over due to dehydration halfway round. The Morgan staff responded fantastically and took care of Chris who was able to rejoin the tour without missing a thing.





The tour exited through the gift shop to the café where some had booked afternoon tea, and thence onto the hotel.

Chris then attracted further attention when his Normale would not start in the Morgan car park. Given the heat on the day, it may have been fuel vaporisation, and it did seem more inclined to start after having water thrown over the pump and carb. After helpful advice from those who were left, and some assistance fiddling with the carburettor and jettisoning the air filter, the car started and ran.

The evening event was dinner in the air-conditioned dining room. Jim Rogers played his accordion in the dining room from 7 but nobody arrived until 7.30. The dinner menu was good with plenty of choice and like the Saturday evening, the service was very good.

We arrived on Saturday at Weston's Cider Mill at 10.30, closely followed by Ian Butler and his family, who like us are local, living about an hour away. Simon's advice was to arrive a good 20 minutes early for the 11 o'clock tour and as planned, very quickly the car park had a neat line of Tractions.

The group was marshalled into the shop before being split into two groups of around 17. Due to the numbers, the two group tours were guided in opposite directions and our group started at the end of the process, so maybe a little disjointed. The factory was not working at the weekend, which was a shame, but the scale of the operation of this family firm was evident.

Most of the plant was made up with storage vats, some oak and many more modern, but there are hundreds. At the end of the tour there was a tasting of the many varieties of ciders that Westons produce, and this led into the shop, where purchases were made by many members of the tour.

Part of the site is the café restaurant area, and we headed there for lunch.

The staff on the whole tour and restaurant were excellent.



We sat with Simon Saint and were joined by Steve Southgate. For me it was nice to meet people that I have read about for many years and in fact after lots of chat, we were the last to leave with Simon and Steve. The carpark was now empty, so we headed to Malvern to check-in at the hotel. The car was running well but 5 miles from the hotel we lost all power on a rather long hill. The engine was running but there was no power, so my guess was fuel, I did the normal wiggle of everything just as Simon pulled in front to help. We were both drawing a blank and I was reaching for the recovery numbers when another couple of cars pulled in and one being James Geddes, who I didn't know, but Simon said he's the man! James quickly diagnosed the air filter and removed the old foam element that had collapsed, I presume due to age. I had checked levels etc prior to leaving that morning but never thought to check the air filter! Filter less we were on our way again with James and Simon bringing up the rear just in case!

## TOC Annual Rally 2025, Malvern

We arrived at the hotel and found a parking space ,which was lucky as most spaces were pretty much filled.

Once checked in and after a short yomp to our room we headed into town for an ice cream. The hotel location was brilliant with great views and only a short walk to the high street.

This being our first attendance at a TOC rally we really didn't know what to expect in the evening apart from a dinner. We met at the bar and chatted to a few faces that we knew, and I even managed to buy James a pint as a thank you.

The dining room was air conditioned, which was great as it was a very warm evening. I believe that the format was similar to the previous rallies.

Menu choices were good and service and quality of food considering the numbers in the room was excellent.

My evening was slightly spoilt by being given no choice about writing this report and some would say 'bullied' into it!

I do not object to helping but there are ways to ask and as first-time attendees, we were not impressed.

Towards the end of the evening there was a raffle and by luck James Geddes won the tyre, which I am led to believe is the main prize and following his flat on the M5 there must be some karma!

Simon briefed everybody in readiness for Sunday's trip to Eastnor Castle and the evening ended with most at the bar.

Sunday began with a very nice breakfast and then we departed for the assembly point at the café opposite Eastnor Castle's main entrance. We were again early, but this made it easier to chat to members as they arrived and to get to know about some of their cars.

Once the car park was full to bursting with Tractions, Simon led a convoy through the castle grounds and marshalled the parking in the courtyard.

A few rain showers meant brollies to hand but nothing meaningful and the morning was spent chatting in the café, admiring the fantastic trees and gardens or visiting the castle, which I must say was impressive and much better than I expected.



Cars moved off at 12.0 clock, en route to lunch at Tony and Aruna Buxton's farm which was just outside of Malvern. We headed home at this point so again thank you to Chris for notes.

Chris said that most just followed the Traction in front which worked out well but had he followed the DS in front he would have witnessed Mr and Mrs Pridmore asking if the owners of Moat Farm were expecting us all for lunch. They were not! Tony and Aruna Buxton live seven miles away at Moat Court



which is a lovely 16th /17th century house with parts dating back to the 14th century. It made Eastnor look positively modern.

The Traction all parked up in a field. In the house Tony and Aruna had laid on a wonderful lunch which we ate seated on the various hay bales and benches scattered around the gardens. Clouds threatened rain but none came. Tony showed us the "best view in the house" which was a view up the staircase. Another contender for best view might be the Kegresse- or most of a Kegresse in the garage, a labour of love which will be finished in 5 years.....maybe.

And that was a marvellous way to end the 2025 TOC Malvern Rally.

Thank you Chris for helping with the notes and thank you Simon for a great job in planning and organising the rally with great location, venue and content.

Richard Smart

*Looks like a good do, I like the Kegresse and look forwards to seeing it out and about in a few years....see Gallery pages for pictures. Editor*





# Malvern Rally Gallery

Miscellaneous images taken at the 2025 National Rally by Mike Tebbet, Richard Smart, Chris Bailey and Barry Plant



Kegresse under restoration at Moat Court, with Hippo friend. Nice bonnet mascot.





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# TRACTION



# REPAIRS

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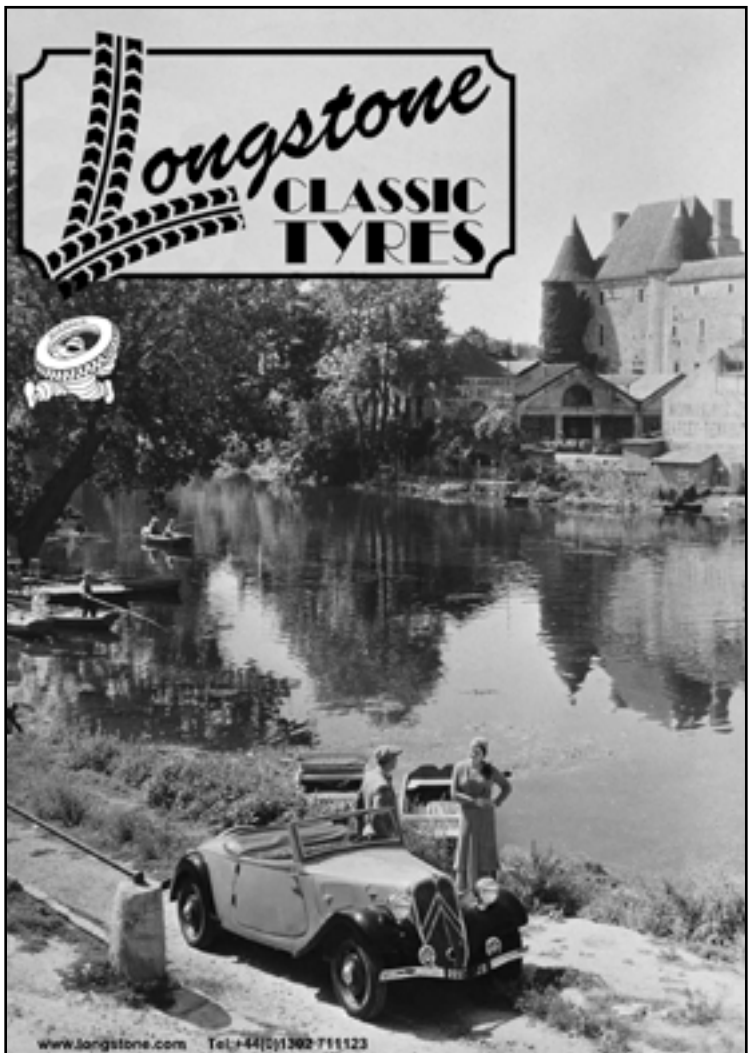
Visit us on Facebook – Traction Repairs

**James Geddes**

Morpeth, Northumberland.

**07783259874**

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



[www.longstone.com](http://www.longstone.com) Tel: +44(0)1362 711123



A few shots of the Morgan works at Malvern, courtesy of Chris Bailey.











## Bailey's Banter

As the TOC rally in Malvern approached, I found myself doing almost anything other than preparing my Traction. Maybe since it was only the Midlands, I was a bit blasé? To get to the Midlands, by definition, you must only have to cross half the country whereas the last few rallies have required crossing at least one country and maybe more.

However, I did finally manage to change the oil, grease all the grease points and adjust the brakes. Most importantly, as instructed by Simon Saint, I adjusted the hand brake. This involved lying under the car to reach the cables and, as I was there, I realised that I couldn't remember when I had last done this job. I know I had done it but maybe not in this millennium. The cables were quite slack, although not quite dragging on the road. A good case for taking old cars in for an MOT whether they need it or not, you may say. And you may be right. The handbrake now works on the third click just as the book says it should. Previously the handle came out a long way. I mentioned this to **James Geddes** who pointed out that this can result in a bent handbrake handle. I had a lucky escape.

You may remember that I had recently rebuilt the fuel pump and replaced the alternator and drive belt. Things I did not check were the plugs and air filter. Why not? I forgot.



The night before we left, I did do a most important thing. I painted the enjolivers orange. Enjolivers are the outer part of the hubcaps which are often painted the same cream colour as wheels. Those on my car were chromed. I think they were new shortly before I bought the car but after 28 or so years there was almost as much rust as chrome. And so I painted them orange which I rather like. Some don't. I used one coat of Rustoleum covers up the rust well. Two coats would be better.

The run up to Malvern was smooth, albeit hot. We broke the journey with an overnight stop in Cheltenham which is just one hour from our planned rendezvous at the Morgan factory on the Friday morning. That was an

interesting tour - well worth it if you are in the area. It's a mix of traditional and modern; they put on a very good show and look after their guests well.

My Traction enjoyed being there so much it didn't want to leave. After sitting in the car park for probably 4 hours, it would not start. I assumed it was the dreaded fuel vapourization again and poured cold water over the fuel system - it would then start, run for a few seconds and then stop. Clearly, we had sparks and some fuel getting through, but not for long. I took the top of the pump to see if there was anything nasty in there. Nothing to see there; its valves were working, and it was pumping. I took the air filter off and then the top off the carb. The float was moving ok as was the needle valve. A small group of onlookers and helpers had gathered, attracted by a raised bonnet in a car park and we blew the jets out - they also seemed ok. Back on went the top of the carb and I tried starting it - it ran fine. Had I dislodged some dirt from somewhere? Or was it that the air filter that was still sitting on the ground had been the problem? I put the air filter in the boot and drove off to the hotel. Next morning I took the filter element out of the housing - it was pretty grubby, especially the part right above the carburetor inlet. Naturally, I put the element back in the other way up and fitted it to the car. All was well. I have ordered a new element. My car gave no other trouble and, apart from one other Traction that also struggled to start on its way to Malvern, there were no other "failures to proceed".

Did we need the handbrake? Yes, we did. In Great Malvern (by the way, there is no such place as Malvern) we had to do one of the nastiest hill starts that I can remember to get across a junction. I think that would have been impossible without a good handbrake - or a chock. I was grateful that I also have a decent clutch as well as a functional handbrake.



As well as the Morgan factory tour, the rally included a visit to the Westons Cider Mill and then, on the Sunday, a photo shoot at Eastnor Castle where we were joined by **David Boyd** in his lovely yellow 5CV. The castle's front yard provided a perfect setting for **Mike Wilcock** to clean part of my car while **Tim Gregg** changed a punctured wheel for Mike. That seemed like a fair bargain, although I was hoping Mike would clean the whole car. However, we must be thankful for what we get. And thence to Moat Court, **Tony and Aruna Buxton's** ancient pile, for a magnificent lunch and a look at Tony's Kegresse (one of a pair). **Stephen and Tina Prigmore** tried to have lunch at Moat Farm a few miles away but found the owners unprepared for visitors so decided to join us at Moat Court after all.

The Rally is reported on elsewhere in this issue but many thanks to **Simon Saint** and **Tony Buxton** for arranging the rally and for everyone who took part making it good fun.

We took the long way home with an overnight stop in the fine town of Ludlow and then had a nice drive back to Sussex avoiding motorways.

Almost every variant of Traction was represented on the rally – Commerciales, Familiales and Roadsters and 6-cylinder models were all present at some point, and one 5CV. There were no 6H and no Coupe and no other rear wheel drive cars. Next year's rally will celebrate the TOC's 50th anniversary. I wonder if we can get the full set there?



I didn't have time to wire the rear-view camera and screen through a switch. They are plugged into a socket that is powered by the ignition switch, hence operating all the time the ignition is on. This is very convenient, but I found the screen less helpful than I was hoping for. Whilst it eliminates the blind spot, the image is not as bright as the image in the mirror which tends to draw the eye. I will spend more time playing with the brightness when I get some time. Immediately following the rally my Normale went to **Darrin** at Citroën Classics for bodywork. The scope of work was to fix the damage to the offside door and wings from the accident before Christmas and attending to the sills which had become a little crunchy.

As well as being dent free with some shiny new paint, it now has more metal in the sills where the holes used to be. I knew about a couple of the holes but not all of them. To be honest, given that I have never applied any form of rust prevention, either within cavities or externally, the amount of corrosion exposed by Darrin's sand blaster was surprisingly little. Now the holes (and a couple of cracks) are gone.

Darrin kindly sent me some photographs and it's fascinating to see how the sills are constructed.

This was more assuredly not a full strip down and rebuild, just a pragmatic and opportunist mission to fix what needs fixing given that the accident damage needed to be repaired. The roof is still a scabby mess and one rear wing still needs attention behind the number plate – and the floor will need attention at some point. I will heed Darrin's advice and pay more attention to keeping the water out of the car. I have mentioned before the problem of condensation which Darrin and his bodyman Paul say is the cause of some of the roof's problems. The join around the infill panel that all Traction's have is filled and condensation on the underside of the roof panel can cause the filler material to swell. I'll be spending some quality time fitting the door seals that I bought a couple of years ago. You'll notice from the photos that the upholstery needs some attention too.



'I am very pleased with the work done by Darren on the cills in particular and the illustrations on this page are quite interesting in that they show the extent of the work carried out at Citroën Classics.

*(Traction cill construction is quite complex and consists of three layers of construction, the main longitudinal strength of the body being in the perforated girder format of the inner cill.*

*Any signs of rusting in the outer layer is a sign that attention is required and may also be compromising the inner structure. It also means that it is difficult to get any rust proofing into the cavity to make a comprehensive coverage of the entire area, and due to the absence of drain holes in the cill structure, it is not easy to see how far penetration has been achieved either.*

*The absence of drain holes also means that the cill structure is a potential water trap, especially in Slough cars, which have a slot in the B Pillar for the trafficators, which is not sealed and admits rainwater.' Editor)*





It's insurance renewal time for the Traction's multicar policy. I was not happy with the way my insurer dealt with my claim. The broker quickly passed my claim to the insurer who, after asking me the same set of questions three times over a six-month period did not bother to do anything with the information and decided to settle this on a 50:50 basis. Apparently, this settlement, which results in me losing my excess is "in my best interests". I think not - it's the outcome that requires the least effort by them. I believe that my best interests are served by not renewing with any broker who uses the Aegis insurance company. After more than 30 years with Footman James I have renewed with another company and saved £400 in the process. I think you can only tell how good an insurance company is – whether the broker or the actual insurer – when you have a claim. I hope not to find out how good the new insurer is. Meanwhile vengeance is sweet and £400 is sweeter and being back behind the wheel of the unbent Traction will be sweeter still.

Last month I asked if anyone knew if a Traction had been given a 5-speed gearbox. I am grateful to **Andrew Tweed** for pointing me in the direction of where he saw such a car about 10 years ago. I'm interested to see how it was done, although I have no intention of converting my own car. And thank you to **Terence McCauley** for giving me further information. I'll let you know what I find out.

The CCC recently held their D Rally, celebrating the 70th anniversary of the launch of the Goddess. We were asked if we could provide a Traction or two to "bookend" the DS, with the CX representing the other end. I couldn't go, being in Devon (with my DS) but some fine people took theirs. There were more Traction at the CCC D Rally than there were at the mid-July Citroen Festival where there were precisely none. Not even my own as it was still with Darrin. The Festival always clashes with the ever-growing Brittany Rally which attracts a high proportion of Traction owners who are in both clubs.



We went to vintage car show held at the Coultershaw Beam Pump near Petworth where **Tony Hodgekiss** displayed his Light 15 to mark the entrance and draw the crowds. This was a small show with a number of interesting cars, as well as the beam pump which dates from 1782 and is still pumping water from the River Rother to Petworth House. Being a bit nerdy I took an interest in the door hinges on a 1949 Vauxhall Velox. Like the Traction, it has rear hinged suicide front doors. And like the Traction the rear doors are front hinged. Cost conscious Citroen used one hinge pin to support both front and rear doors. Vauxhall used a separate pin for each door – surely a more costly way to achieve the same function. My interest may have been piqued by learning from Darrin that one of my door hinges was broken. I had not noticed – all 4 doors being fully functional. Maybe the over-engineered Vauxhall design would have survived better? Or maybe one broken hinge would result in the door malfunctioning? Who knows – or even cares?

Like the Traction, the Vauxhall was available with 4- and 6-cylinder engines. The Wyvern had 4 cylinders and the Velox had 6. Introduced in 1948 the body had headlamps in the wings and a proper boot and, unlike

the Traction, looked decidedly post-war. If you looked underneath, you would find a separate chassis. Even so, it was replaced after only 3 years by an even more modern body style, this time a monocoque with front hinged front doors. In some areas the competition was catching up and in aesthetics was way ahead of the Traction Avant.

**Derek Barraclough** sent some photographs taken in the 50's. Derek identified the location as the Star and Garter pub in Putney. This is not to be confused with the Star and Garter Hotel at the top of Richmond Hill. The pub is right by the Thames at the end of Putney Bridge and is the starting point for the Oxford-Cambridge Boat race. It is a local landmark although it has been closed as a pub for a while now.



The photos show a Big Boot Light 15, registration MOR 75, taking part in some event that involves clip boards. One suggestion was the shooting of a movie. On the other hand, it seems to me that there are indications that the car was taking part in some kind of motoring event – the CCC's **Brian Drummond** suggested a Navigation Rally. A "Dunlop" arrow is partially seen in one photo suggesting a route is being followed. The Light 15, and a Rover P4 parked across the street, both have numbers in the windscreen which could be their entry numbers. Furthermore, the Citroen appears to be owned by an enthusiast who has fitted auxiliary lamps, a radio and a windscreen demister (I must fit one of those). The Citroen would have been new when the photo was taken and an enthusiastic owner of a Slough Citroen in the 50's would, I expect, be just the type to take part in motoring events and the pub would be an obvious choice for a checkpoint.

At this point the Light 15 and Traction Avant were in that odd situation of still being technically advanced yet looking terribly old fashioned having not changed in appearance from their launch 20 years previously. 3 speed gearboxes, suicide doors and headlamps on stalks contrasted with the car's invisible qualities of superb handling resulting from the low slung monocoque, radial tyres and rack and pinion steering.

I may be imagining it but I think I see a hint of a DS in one of the photos which would make everything look obsolete, including the American inspired designs of the Rover P4 and Ford 100E Prefect – and of course the Vauxhall Wyvern. If that is a DS the photo is unlikely to be earlier than 1956. The registration, MOR75 is quite memorable but appears to be no longer in use. Does anyone know anything about this Light 15?





## Zoom meeting held on 27th July 2025



- **Treasurer**

- the annual report will be published in the next Floating Power. Generally the Club is in a healthy financial state.

- **Editor**

- Bryan always needs technical articles – even small jobs done on Tractions can be helpful information for newer members.

Section reports seem very spasmodic so a plea for more articles and photographs.

Bryan queried if there had been any comments with regards the quality of the paper used for Floating Power. The feeling was generally members understood the reasons for the change – Subs would have needed to increase a lot more to cover rises in paper costs and postage.

- **Spares**

- all the useable new parts are now with Citroen Classics. Darrin at CC and Cleve are working out final payments to be made. Initially there had been teething problems ordering parts from CC but this now seems to be settled. **Any member having any issues at all please let Bernie, our President, know.** Bev thanked the small team who carried out the work and also Chris and Vanessa for all their service to the TOC. Chris told the meeting he was enjoying getting out and gardening again.

- **Second hand spares**

- the list is gradually getting sorted and the hope is to move all the spares into the lock up in Watford. Members are urged to contact Ian, our Secretary, if they need any parts. The plan is to have an open day next Spring.

Bernie also has books from the Swiss collection which he hopes to catalogue over the winter ready to sell. Bernie is hoping to collect the Floating Power Binders from Chichester soon.

- **Membership**

- we currently have 524. We are doing well this year for new members which is encouraging.

- **Website**

- thanks to Simon for updating the site and ensuring the changes to the Spares situation is correct.

- **AOB**

The Committee decided on a logo for our 50th anniversary next year. Plans are to use a Company to print polo shirts, sweatshirts on an individual order basis. We will also look into a new keyring.

We need new Committee members to take the TOC beyond its 50th Birthday – all are encouraged to approach members who attend local and national events to try and persuade new people to join us.

**Next Meeting will be a face to face one on October 26th at Steventon Village Hall, OX13 6RR. This will be an open meeting and all members are welcome.**

## R.W.D. Andrew Peel's look at the world of RWD Citroens

I never imagined that this would be the column to discuss electric propulsion. However, here we are.



Here you see a delightfully aged 5hp van. The coachwork looks to have been professionally built. It was purchased in France without an engine.



However rather than fit an appropriate replacement the new owner decided on a different path. Removing both axles and whatever remained of the powertrain an electric motor was installed. New axles including front disc brakes and a modern steering unit were fitted. Perhaps in a nod to the original design the motor still drives the rear wheels. The wheels being the first

obvious giveaway. So was this done to provide a unique advertising platform? Was this to ease the social conscience of an enthusiast? Bizarrely, no. The poor thing is not even road legal. The vendor was quoted as saying "I don't drive it, I just like to look at it".

So why bother to ruin its originality in the first place. Can you sense my frustration?

The poor little thing was auctioned by Mathewsons and fetched just £1,900. Cheap enough to purchase and put it all to rights....





My opinion, as you didn't ask, is that electrical power has its place in our future transportation solutions. Sadly we are instead being led along a blinkered path by political forces. If an equivalent amount of resources were dedicated to the progress of synthetic fuels which can be used across the world's current fleet of ICE vehicles, I feel it would be better spent. Other opinions are of course available....

*I agree completely, Editor, Pictures of van courtesy of Mathewsons*

The cylinder head of my own 5hp had been painted a very fetching shade of silver. As you can see from the picture. I dropped into the same chap who cleaned the petrol tank. When I picked it up, there it was, still all bright and silver. This was now bare metal of course. This was going to look very out of place in my grubby engine compartment. I took a brush and some water, and feeling a little like the fellow who turned out fake "old masters" back in the seventies, I applied the H2O. Instant



results. Bright orange! Hmmm. Not quite the desired finish I thought, so rubbed engine oil in and voila! Not a uniform finish but at least it no longer appears to have been cast yesterday. How well my fakery will look once the engine is hot may be another story.

A tip off from a friend has me bidding on an early

Rwd radiator shell. Someone had brazed a pair of opening doors to the aperture, and four lugs to enable it to attach to a fire. An automotive fireguard, really quite unique. Age had taken its toll, and the radiator filler was partially torn away.

A little time with my blasting chum, still going strong at 80, and it has been transformed. Another one for the garage wall.

Lot 150  
A vintage Citroen brass car grill.



Estimate  
£10 - £20



Mike Tebbett was kind enough to send me a very well composed picture taken at the TOC Malvern Rally. The subject matter is the 5hp belonging to David Boyd. (See *Malvern report*)



Just to spoil you here is another picture of the same 5hp celebrating its centenary! Great idea. Somebody in the Boyd household is clearly a whiz at cake decorating. I missed the chance with my car as it turned 100 not long before I bought it. He also included pictures of the Kegresse which Tony Buxton is restoring. He owns two of these ingenious vehicles. (Again, see *Malvern Report*) Andrew.





## Larry is progressing further with his Challenger Traction project.

It's proceeding apace. The right front is back together finally after some severe bumps and hiccups.

A rebuilt original-type drive shaft that I acquired from a guy who had a pair sitting on a shelf for over 40 years has come to hand. Trying to install the inner cardan on the shaft and the slip yoke would not go on without hammering it.

Not good.

I had an old slip yoke with no U-joint that moves easily so that one will go onto the shaft after removing the cross and the flange yoke from the unusable one. Interestingly, the bad slip yoke has the words “Hardy Spicer” cast into it. An English company, correct?

A cleaned and painted brake backing plate, relined shoes, re-rubbered cylinder, new brake hose. Cleaned up the ball joints with a new adjuster on the top ball joint and the new-type adjustable for the lower. New rubber boots for them, too.

New shock absorber and it's time for the left side. The original drive shaft is in good shape and the inner cardan moves nicely on the splines. I'm going to need a whole tube of grease on all the fittings as I put it all together dry but I don't see that as a problem.

Once that side is finished it's time to remove that filthy, crusted rack and take care of what it needs.

Cleaning, that's for sure. I will send some before-and-after photos of it. It's nasty and I'm not looking forward to it, but I got to do what I got to do!



*Hardy Spicer was originally a UK company that was eventually absorbed into the GKN conglomerate. I understand that they now have factories all over the world, including Canada. In the UK, the term, Hardy Spicer joint has become a type description regardless of manufacture, rather like Hoover is for a vacuum cleaner.*  
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](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

### 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](mailto: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 Original white paintwork has faded somewhat and would benefit from a respray, but car is usable as is. Interior 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. **Offers around £6500. Car is in Southport area. For more details, contact Paul Studdart on 01704531221/ 07908005076, or by email at [studdart@taltalk.net](mailto:studdart@taltalk.net)**

### FOR SALE:

**1952 11BN**  
Sold new in Switzerland then bought by



an Englishman who imported the car with him when he returned to the UK years later. Fully restored by John Gillard in 1982. This included a bare metal respray, retrimming, rewiring, a rebuild of the engine and conversion to 12 volts. Latterly the gearbox was rebuilt and both the dynamo and starter were replaced.

I purchased it following the owner's passing. It had been inactive for about five years so I had James Geddes recommission it which included a rebuild of the brakes. I fitted a new set of Michelin tyres and tubes and a new exhaust two years ago. The Chinese Solex was later replaced by James Geddes with a reconditioned genuine Solex item. It fires immediately and runs beautifully. I can't see any evidence of welding anywhere and I have had some stone chips professionally repaired recently. The odometer shows 65,000, but I have no proof that it is correct. Another member with Traction experience who has driven it remarked that it, "drove far better than his".

**Offers based on £14,995. Andrew Peel [RWD@traction-owners.co.uk](mailto:RWD@traction-owners.co.uk) Contact number is 07860 952683 and car location is in Middlesbrough.**

### FOR SALE:

#### 1953 BL

Good running condition Owned for 23 years.



Resprayed 10 years ago. New headlining, door cards and seat upholstery 3 years ago. Rebuilt gearbox by Jonathan Howard with new parts and crown wheel. Recent new plugs, 6 volt coil and leads, distributor cap, rotor and condenser, New brake master cylinder, shoes and cylinders fitted 2 years ago. New exhaust box and tail pipe. Car in West Sussex. **£9000**

**Please call/text Christopher Rabson 07714244750 or Email [c.rabson@btinternet.com](mailto:c.rabson@btinternet.com)**

### FOR SALE:

#### 1951 French

**11BL for sale, UK registered, in very good condition inside and out**



This lovely Traction has had 4 owners, 2 of them being ourselves. We bought the vehicle from a doctor in Lytham St Annes in 2006, previously from the Loire Valley, Large service and restoration history for the while in UK. Updated to 12 volt, reconditioned gearbox fitted, and interior sympathetically reupholstered in wool material with leather trim. Engine has been looked after and renewed where necessary, the brakes completely overhauled in 2023, as a precursor to a trip to France for the 80th anniversary of the D-Day landings, a journey the car has repeated four times for D-Day celebrations. This car would be a lovely addition to any classic car enthusiast, with its history both in France and the UK. Car is in Wallington, Surrey. **£11,000 ono. Email [phifield56@gmail.com](mailto:phifield56@gmail.com), there are lots more photos and information.**



## FOR SALE:

Time has come to pass on my beloved **Citroen Light Fifteen, small boot 1946**, approximately 85,000 on the clock. Slough built with leather seats, wood dashboard and door cappings, Sunroof, ashtrays in the rear of the front seats, cord mechanism for rear window blind. Alloy wing spats on each wing. This car has had a huge amount of work carried out on it since bought in 2000 from John Gillard. Mike Harding the Traction specialist removed the engine, fitted new clutch, water pump, bearings in front hubs, new half shafts, recored radiator, stainless steel exhaust, new carburettor and corrected all sorts of things. The car has been completely stripped and repainted in recent years, put back together with gallons of wax oil in the body shell, doors etc, Hammerite painted entirely inside before the refitting of the interior and new headlining and carpets. Everything works as it should, starts on the button. Car comes with spares including a refurbished half shaft, three unused tyres and other items. Located in County Down, car can be taken over to GB on ferry at cost if that is required **Modest asking price £12,500.** For Further information please email **Dan at danuprichard@gmail.com** Phone **07831548803**



## FOR SALE:

**1952 Big 6 (small boot)** Recently completed extensive engine rebuild, documented in FP Vol: 48 Issue 3 & 4 and Vol: 49 Issue 1. The car has only had two owners in the last 30 years and is in show room condition. It has been reupholstered in a light beige colour. Additional features are front seat belts, electric cooling fan, two new tyres and a new battery. Many photos and a much more detailed description can be found on <https://www.carandclassic.com/l/C1897994>. Some spares - **£30,000 ovno** Contact **Julian Pratt on 07824 313541 or julianpratt@gmail.com**



## 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:

**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 1953 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.**



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