

Floating Power

November - December 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**

**Published bi-monthly since 1976
Floating Power is the official magazine
of the Traction Owners Club Limited.**

Registered Office:

Registered in England No 2920390
VAT Registration No. 993 2444 92

The opinions expressed by contributors are not necessarily those of *Floating Power* or the TOC. The TOC is not responsible for the results of following contributors' advice, nor does it necessarily endorse the products or services of any advertiser.

The submission of material for publication either in *Floating Power* or on the Club Forum is deemed to include permission for it to be presented in other formats and media such as a scanned image on the TOC website.

The editor reserves the right to subedit submitted material as deemed necessary. This publication may not be reproduced in any form or part without the written permission of the editor.

Missing Magazine?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the January/February *Floating Power* will be

Sunday 7th December 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

*Trio of cars in a suitably
Autumnal setting at the
2024 National in the
North East.*



Editor's Epistle

Hi everyone. Winter is upon us, although as I write this, things are unseasonably bright and sunny and just becoming full Autumn.

I had to renew my driving licence the other week. It was surprisingly easy to do it online via the DVLA website, the questionnaire on health issues (I am over seventy) was more detailed than I remembered, but still relied on the applicant's honesty to fill it out accurately. Fortunately, none of it was relevant to me, and my new card arrived in just a few days, but, oh goodness, some of the items in the media at the moment are giving out all sorts of alarming misinformation on OAP renewals, much of it totally inaccurate or misleading. Several 'news' websites are stating that all OAP's now have to undergo compulsory tests to ensure that their reactions are adequate, etc. Well, DVLA don't seem aware of this and in logistical terms, with applications for first time Driving Tests having incredibly long waiting lists, one wonders if this could ever be feasible. I can imagine that if you tick the box for some of the conditions listed on the form, that a note from your GP/Optician might be needed to confirm that you are fit to drive, but otherwise, as Mr Trump would say, fake news!

Elsewhere in this magazine, is an article on an interesting conversion of a Traction to diesel power. I had heard of this some time ago, but this is the first time that I have actually come across one. The only other conversion that I have seen was to modern petrol, using Renault 16 power. This prompted me to research whether anyone had got around to converting a Traction to electric. I have heard of one being so modified but couldn't find anything online. I did however find a Dutch company, EV Europe, who had converted one for wedding use back in 2021. Range was fairly limited by current EV standards at 200KM (roughly 125 miles), albeit probably quite adequate for local use. It appears to retain the original gearbox and to have a massive battery compartment filling the upper part of the engine bay. It has a 90KW drive for those of you who understand matters electrical, and a 44KWh battery capacity.



Outwardly, it looks like a standard Legere, apart, presumably, for the absence of an exhaust tailpipe. There is no information on costs, which are likely to be considerable especially if this was tied in with some restoration work to the basic car, but ideal if it was being used in a low emissions zone. I wonder how the notoriously fragile transmission will stand up to the spectacular acceleration torque

available from an electric drive? (Picture from EV Europe website)

So, what do you think? Is this a travesty that totally defeats the object of owning a Classic car, or is it a sensible bit of future proofing. Letters to the Editor please.

Finally, hopefully you are all sporting up to date antifreeze in your car radiators. I have AAA lifetime coolant in my system, courtesy from a few years ago, of Citroen Classics. Alas this stuff is no longer available. The substitute by Penrite is only available as far as I can see in a massive 20 litre container at a cost of circa £150. So, when searching for some traditional Bluecol for one of my other classics, I embarked on a fairly fruitless search locally around the various motor spares emporia for a silicate fluid.

Halfords (as expected) hadn't a clue what I was talking about and most of the other shops tried to flog me 5-year OAT coolant that would by repute, have eaten the soldered joints in my radiator!

At last, wearying of the search, I went into a motor factor in Leyland, home of the HGV, and said to the man behind the counter. I don't suppose that you have any traditional Bluecol anti-freeze do you? He pointed to an enormous rack almost covering the wall, full of 5 litre containers of the blue stuff.

Use your eyes, Bryan!

Have a good end of year, Christmas and all that. See you in 2026.



Contents

Editor's Epistle	2	Books For Sale	19
Contents / Committee	3	Fatal! A Traction	20
President's Ponderings	4	What else do you have in your garage?	23
Chairman's Chat	5	Heavy Oil	24
Section Details	6	Display Advertisements	25
Nice Rack!	9	Bailey's Banter	28
The Subtleties of the Traction's Synchromesh	10	50th Anniversary Clothing & S/H Spares	33
A Grand Day Out	13	My Traction Avant.	34
Events	14	Beat the Freeze	36
39th CTAB Rally 2025	15	Classified Advertisements	38
Your Letters	18		

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.

PRESIDENT

Bernie Shaw

T: 01933 274382 **E:** president@traction-owners.co.uk

CHAIRMAN

Bev Oates

T: 01629 582154 **E:** chairman@traction-owners.co.uk

SECRETARY

Ian Harvey

T: 01462 711248 **E:** secretary@traction-owners.co.uk

TREASURER

Cleve Belcher

E: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY

John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP

T: 01629 582154 **E:** membership@traction-owners.co.uk

SOCIAL SECRETARY

Please contact President/Chairman if you would like to fulfil this role

HELPLINE - VALUATIONS AND AUTHENTICATION

Steve Reed

T: 07557 312078

E: helpline@traction-owners.co.uk

CLUB SPARES

See page 5 for details

CLUB SHOP

E: shop@traction-owners.co.uk

EDITOR FLOATING POWER

Bryan Pullan

T: 07513 362202 **E:** editor@traction-owners.co.uk

MARKETING & PUBLICITY

Chris Bailey

T: 07768 325924 **E:** marketing@traction-owners.co.uk

WEBMASTER

Simon Scotland

E: Web@traction-owners.co.uk

NON-DESIGNATED

Peter Riggs, Tim Newing, Chris Treagust & Vanessa Plumpton

OTHER VOLUNTEER ROLES (NON COMMITTEE)

PHOTOGRAPHY

Martin de Little

T: 07951 417148

REAR WHEEL DRIVE

Andrew Peel

E: rwd@traction-owners.co.uk

SOCIAL MEDIA

Andrew York

E: social-media@traction-owners.co.uk

Floating Power Deadline

Please note that the deadline for January/February's FP is earlier than usual on December 7th. This is due to the publisher's Christmas break.



President's Ponderings

Another year, another load of (outgoing) dollars ... but it's all been worth it as, following last winter's major refettlement of the crankshaft and starter-ring/damper assembly, the 6 has run like a dream this season. To add to the driving pleasure, fuel consumption was also vastly improved following the acquisition of an "original" air filter element, a new item now available through the parts programme of Citroën Heritage.

The 6 has not covered as many miles as last year with only two trips to France, the most recent of which was to attend the Citrodays event held at the Lac du Der in the Champagne region. I threatened to bore readers with my experience of that sortie in the last FP but, having found somebody else to do that in detail, I shall limit myself to saying, despite sky-high temperatures, there were none of the overheating problems to which the 6 is reputed to be susceptible ... and the cloth seats were the envy of Mr Prigmore and passengers in his D Super 5 with black Targa upholstery. All the same, Mr P. was in his element as the event was dominated by D models celebrating their 70th anniversary. Despite the plethora of Ds, it was a very enjoyable event culminating in a fabulous Gala Dinner executed in the best tradition of French catering.

Second Hand Spares – yes, again! We have already sold a number of the items of hardware collected from Switzerland earlier this year so the initial collection costs have been recovered. While Ian and Cleve continue sorting and cataloguing the rest of the Swiss items (as well as the many second-hand parts we were already holding) I am tackling the large collection of publications also donated by Hans. I have started with the various original Citroën Workshop Manuals and Parts Books and there is a list of these elsewhere in this issue. Condition does vary but they are all very useable as well as, perhaps more importantly, collectible and interesting to own. Examples of these publications can be found online at prices ranging from £75 to well over £100 but we received them on the undertaking that they should benefit members and we wish to pass them on at affordable prices. We shall therefore accept reasonable offers.

On a different note, the Spares Team believe the Club ideally needs somebody to collate and

maintain a register of cross reference and sources for otherwise hard-to-find components. Such a record would undoubtedly be beneficial to all members - but probably more so for Slough car owners. We do have some historic information to start the project and an appeal to members will surely highlight other possibilities. Volunteers for this task can probably avoid joining a queue by sending an email to the Chairman or President please.

The main season is over for 2025 but the TOC will have a stand at the Lancaster Insurance Classic Motor Show in November. Please come and say "Hello" to us on stand 5-680 - detail of reduced admission charge for Club members can be found on the events page.

And so to next year Adeline advises there has been a positive start with an encouraging number of bookings for the 50th Anniversary rally. The application form published in the previous Floating Power Edition can still be used but please remember the "Early Bird" deadline has now passed. For any queries, please contact: adelinedavies171@gmail.com.

And finally, on page 33 is a link to a dedicated TOC "web shop", where clothing sporting the 50th anniversary logo can be ordered direct from Logo That Polo Ltd. This system allows members to choose from a full choice of their styles, colours, and sizes without the TOC incurring initial purchasing/stocking costs and then facing the risk of items remaining unsold.

Even more finally, October 3rd saw the 100th anniversary of YP's first registration still. A lesson in reliability.





Chairman's Chat

By the time that you read this in November, we will have held our AGM/open meeting. I am hoping lots of you did attend and have your say. Optimistically I hope we will be welcoming 'new' members to the Committee. A report of the meeting will appear in the January/February issue of Floating Power.

I also hope that members visit the NEC Classic Car Show on 7-9 November and come along and help on the TOC Stand.

Have you booked for the annual rally yet? When I asked Adeline we had 25 cars booked on the Rally, so if you wish to join us book NOW as there are a limited number of rooms allocated to us at the Venue.

The President and Chairman have sorted out Christmas shopping for you this year. As you may know by now next year is the 50th Anniversary of the Traction Owners Club. Bernie has sourced a supplier for anniversary clothing which you can purchase on an individual basis. I have the TOC's lovely new keyring for you – these can be bought direct from me.

So please shop for your family and friends OR pass hints to them of what you would like!! More information is on page 33, and below.

I hope you all still get out and about in your Tractions and RWDs during the winter months – when the weather is fine and not too much salt on the road.

Happy Christmas and love and Best Wishes for the New Year to you all. *Bev*



50th Anniversary Keyrings

Treat yourself, family and friends to a keyring to celebrate 50 years of the Traction Owners Club.

Cost is £7 each plus £1 to cover postage. This price is for UK Members only.

If you wish to order more than one please email me so I can calculate postage.

Any overseas members wishing to buy a keyring please contact me before ordering as Postage costs vary so much.

Payment can be made by Bank Transfer to

"The Traction Owners Club Limited"

Sort Code 20-20-62 Account No 40617679

TRACTION SPARES

All new spares are now held by classic Citroën specialists, Citroën Classics.

A member's discount will be applied to all club member purchases using the following Code for November and December **TOC2658** 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

Website 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.

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: 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

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, Littley 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 ADELINE

T: 07803174001

E: ads@traction-owners.co.uk

See section report for coming meetings/events.

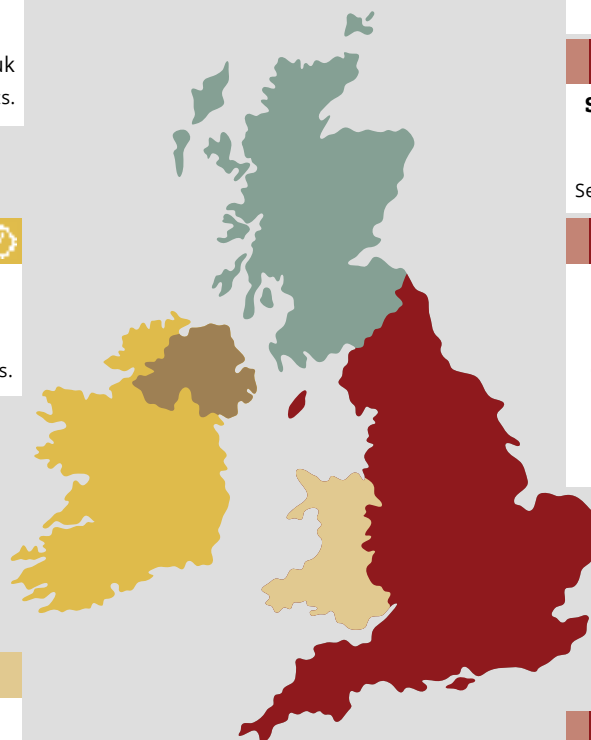
Surrey/Hants/Sussex

JIM GIBSON

T: 07594232602

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

See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Northern Scotland

Very little to report this time round- still traction-less at the moment. Have attended most of the local car shows and concours events, but no tractions on display. A great pity really as there are two light 15's, fairly local to me, either of which, if entered would almost certainly come away with the top prize, as both cars are in really fantastic condition. There are still a couple of big shows to come yet, obviously we will be attending them, and who knows what will be found to buy there. No need to buy any more spare parts really but Citroenitis is a disease that is very long-lasting and not easily cured.

Hope to meet up again with some of you with your tractions before long, but for the moment, take care!!

Andy Burnett

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

Northern, Lakes and Borders

Winter is upon us now, although as I write this the weather is still fairly mild after some apocalyptic rain which has rapidly regreened the land after a hot, dry summer.

Most of the breakfast meet venues are ongoing, Charity Farm has survived a kitchen fire which has wiped out the café for a while, but they are still managing to serve snacks and the meets are continuing. St Catherines is still on during the second Sunday of the month, but Heskin Hall has had its final meet of the year in October and will presumably resume again in April.

In the void that follows over winter, subject to weather, a small group of us (together with a couple of Tractions) meet for coffee on a Sunday morning at Tastebuds, a café next to the canal marina in Rufford, so all is not lost.

At St Catherines in September, we had a bumper crop of four Tractions, Colin Lea ventured forth in his recently reassembled car, now with new front shock absorbers. Transformed, he says, in terms of ride and handling. He is still pondering a noisy clutch release bearing. A little lubrication down the oiler on the bellhousing has improved matters, but he is still contemplating pulling the gearbox and replacing it.

Adam Czutkowna was out in his Normale, originally purchased from Steve Wright some time ago. We haven't seen him for a while so it was good to see both him and another Traction in the lineup that so often only has one or two Citroens on show. The meet itself was not as well populated as usual due to another show in nearby Leyland taking some cars away and, unlike most Sundays, the carpark was almost empty by midday. However, it poured with rain after lunch over Leyland, so a few will probably have wondered whether they had made the right decision.

My own car has had a strange irregular rattle from the very front of the car on tickover for some time, which doesn't seem to relate to the engine or gearbox internals as such, but which I have now (I think) tracked down to the gearbox casing just catching the mesh on the grille when the engine wobbles, this being betrayed by a small bright patch on the gearbox casing itself where the rub takes place and a slightly buckled piece of mesh.. This is probably as a result of the car being extensively dismantled when the last gearbox change took place and the grille having become slightly misaligned. I have had a fiddle with it to improve matters, but probably we are looking at grille removal and some work to allow it to pull forward slightly at the bottom.

One event which nearly passed me by in early October was the Autos de France event at Oulton Park which was in effect a car show tied in with 2CV racing and some heats of Britcar and Junior Saloon Car racing. It was a pleasant sunny day and the display areas were quite full of classic French cars, particularly Renaults with a very rare selection of Alpines. The CCC display had DS, CX, 2CV and GS models on display, but nary a Traction or RWD was to be seen. The 2CV races were great fun, however.



So now is the time for repairs and servicing. I am still trying to use my car as the weather permits and will no doubt be dusting it off for an outing somewhere at Christmas/ New Year.

So, see you all in 2026. Happy Christmas.

Bryan Pullan

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

Section News

Peak



Our last meeting for this year was at the Bentley Brook Inn on Sunday 5th October. There were only 5 of us there but we did have 3 Traction which was pretty amazing. Charles came in his newly painted Traction which looks beautiful.

Charles is planning to write an article on how he came to own it and why these colours were chosen for the respray.

We will not meet now until Drive It Day next April.

However, we would like "local" members to send us details of Classic car events in their area so maybe we can turn up en- masse – easier for us than always trying to arrange a venue for so few people.

Hopefully the Great British Car Museum will organise another French day in 2026 and we can all go along and show off our beloved Traction.

Until next April, Happy Christmas to all Peak Members - keep driving your Traction.

Bev Oates

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

Avon/Dorset/Somerset



With the dry weather and sunny spells continuing the ADS section have ventured out albeit not in great numbers but have recently attended the following shows/events: - Frome Wings and Wheels August 23rd and the Evercreech show 6th September as per the photos attached. With the fine weather continuing, I should think many Traction will be wondering when they are going to be rested for the winter!" In addition, there have been many local events attended by section members, although I don't have photos or details of dates etc.



Gavin Davey

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



Nice Rack!

by L. Lewis

Larry's restoration continues.



Not much to tell here except for how filthy it was and how clean it now is. There was no trace of the old rack gaiters and everything was embedded with the crud that you see here. Took it all apart and cleaned it up and there you have it. A new inner sheet metal sleeve and I turned the inner pins 90 degrees for a fresh wearing surface with lots of grease. I'm sure glad I bought the tool for taking the inner thing out (don't know what to call it but it's part 601850 on the Jose Franssen web catalogue.) Nothing like having the proper tools even though it's unlikely that I'll ever use it again.

The curved sheet metal doo-dad that goes around the pins was twisted beyond usability so John Gillard gave me a good one on my last visit there in September. It slid together with the rear part (which he also gave me late last year) without much fuss. He said that the one he gave me isn't a proper pre-war brass item, like anyone is going to notice. New leather gaiters held on with hose clamps as my two friends who both have the Ligarex tool are not available for many weeks. So it's not original? It works and that's what I care about. I will install it in the car this week and then it's back on its wheels. Still waiting for the machinist to finish my engine block. Any day now!





The Subtleties of the Traction's Synchromesh

Martin de Little explains how the synchromesh works (or doesn't) in your Citroën.

Readers with a memory long enough, may remember a piece that I authored some five or six years ago when a group of us rebuilt our gearboxes? I have recently had occasion to attend to the gearbox on our Traction, for the second time in 15 years. (Is that all? I am on my third box in ten years!!!! Editor)

The story so far.

The gearbox was making slightly odd sounds (again) and, the synchro into 2nd from 3rd down, and 1st into 2nd up, would always crunch. Occasional "snicking" is common enough, but not with every change and or double de clutching as well. Taken together it was reason enough to pull the box out for a look see. At the same time I installed the box that I had restored (one I made earlier as they say) some 5/6 years ago, thereby barely missing a beat in Traction roadworthiness.

What are we looking at then?

With an older car the gearwheels are physically moved around to engage with one another. This is also the case with 1st/Reverse on your Traction – hence the grating and crunching you hear.

In the Traction there was a leap forwards in the gear change technology. The gearwheels for 2nd and 3rd run on bronze bushes. They are not keyed to a shaft in any way. As will be seen later, when changing gear these free running gears are locked to a synchro unit (which is splined to the main shaft) for the purposes of engaging a gear.

In the first instance the phos bronze bush in 3rd gear (above right) had worn away and much of the former bush had been reduced to fairy dust, and held in suspension in the oil (non EP SAE80/90 oil). All very loose and wobbly on the shaft and I have no idea why.



Secondly, all should become clear as I work through the synchromesh principles and failings. Left : are two gear wheels with shiny conical surfaces sitting opposite each other.

The l/h gearwheel is (principally) second gear and the right hand gear wheel is third gear. You will notice the large helical teeth; they are permanently meshed with their opposite number. The very small teeth on each gear wheel are the actual teeth engaged when going into either 2nd or 3rd.

Bottom left is the synchromesh assembly. The device will last for very many years but should you ever need to replace it with a brand new one, it will cost you deep in the purse. The assembly is splined to the shaft, but free to slide 4 or 5 millimetres to the left and right on it.

Notice for the moment the inverted bronze cone located within the unit – and also below right. Such a cone can be found on each side of this assembly and unsurprisingly, the shiny cones on the gear wheels are each an exact fit in these bronze cones.



How then does the synchro work?

Above left/right, the assembly is made up from two discrete parts. There is an outer ring with a groove in it for the selector fork i.e. as the driver chooses to engage/disengage 2nd/3rd this outer ring is moved – left or right over the inner component.

There is a ring of small “teeth” on the inside of the outer ring and located around the inside are holes with small steel balls - 6 altogether. When assembled, each of the steel balls has a very powerful spring positioned behind them.

Opposite page above right is the inner component also has a series of grooves and raised elements. So it is that these two components have a close sliding fit as per the **bottom left** image but constrained by the 6 steel balls and their spring loading. The outer ring cannot move in relation to the inner component until it has been forced to overcome the resistance of the six steel balls. In the same image (**bottom previous page**) you see the outer ring slightly displaced in relation to the inner component.

In operation, when the driver selects, say, 3rd gear the outer ring is moved –via the selector fork - by the gearlever. The resistance encountered by the driver through the gearlever is the outer ring forcing the 6 ball bearings down and into their holes. The outer part of the synchro rides over the steel balls, the two components are held firm and as one by the sprung steel balls. The entire assembly is slid towards the chosen gear, inner section of the synchro, with the phosphor bronze cone meets the shiny cone on the gear wheel. A litre of thick oil in the gearbox notwithstanding, the bronze cone brakes (i.e. brings) itself and the spinning gearwheel to the same rotational speed. Those differing speeds will mean one of the components slows while the other is caused to accelerate according to whether the driver is changing up or down. The two units now rotating at the same speed mean that the outer ring can continue (via the movement of the gear lever) to effortlessly slide over the small teeth on the adjacent gear wheel and so, the synchro gear has silently engaged with an adjacent gearwheel and that gearwheel has been locked to the shaft. Et voila!!



In the image (**above**) you see the synchro inner component and the two gearwheels simply pushed together in a perfect fit. A word to the wise; should you have cause to separate the outer unit from the inner one do so with the assembly inside, e.g. a large plastic bag. The speed and distance through which those 6 balls can fly is truly astonishing. Ask me how I know! When assembling the synchro unit, the centre “tooth” of the 3x raised “teeth” should be aligned with the sprung balls in the outer ring. Easier said than done I might add.

So what was wrong with our gearbox?

Simply put, the phos bronze selector cone for 2nd gear was worn out. There was so little of it left that it could not brake the 2nd gearwheel as and when required hence, mild crunching with each gear change up or down because gearwheel and synchro were not at the same rotational speed..



Above left: our 2nd gear synchro cone badly worn unlike the 3rd gear synchro cone **above right** still in good condition.

Below left: Pink arrow, 2nd gear sits very close to the synchro, no space available to brake the gearwheel.

Below Right: 3rd gear (green arrow) sits a little proud of the synchro unit giving plenty of space to brake the gear wheels to the same speed.



MdeL

A Grand Day Out

If, like me, you get tired of static classic car shows where you have to be in place by 10.00 am and not allowed to move or leave until 4.00pm at the earliest (Health and Safety!), then mobile, touring events are just the solution.

The V.S.C.C. has organised "Tours" in recent years, possibly under pressure from members who are less interested in trials, hill-climbs and other "mud-plugging" events.

Sunday, 5th October saw the VSCC Somerset Tour with 40+ cars arriving at the starting point, North Down Orchard, a cider farm near Crewkerne. Participants ranged from a 1914 Prince Henry Vauxhall to a 1955 Morris Minor with all manner of Bentleys, Alvis's, Austin 7s etc. in between. Most number of cylinders? ---a 1940 Lincoln Continental. Least number of cylinders---a 1934 Jowett saloon. Altogether, a remarkable example of automotive "diversity and inclusion"!

My 1939 "Twelve" Roadster was the only Citroen present; the other French entrants were a brace of Bugattis.

Walford Bruen

Yes, I also tire of static shows and much prefer a run. You would have thought that they would have cut the grass for you though!
Editor



Events

The season is almost over now, with only the big November event at the NEC which usually closes the main show season for the year, -and will also probably be history by the time that you are reading this.

Contact your local rep for information on events local to you over the festive season.



New Year's Day Classic Gathering, Brooklands.



Don't miss our largest annual event, with a vast number of classics on display plus sports cars! Enjoy music, a winter BBQ plus breakfast and lunch stalls, there's something for the whole family.

This event is always extremely popular, pre-booking is recommended. Enjoy all of Brooklands Museum for the day. Discover classic cars, motorcycles and historic aircraft. Board buses in the London Bus Museum. Explore simulators and over 100 years of history at the world's first purpose-built race track.

Full details at <https://www.brooklandsmuseum.com/whats-on/calendar/new-years-day-classic-gathering/>

Practical Classics Classic Car & Restoration Show



Practical Classics Classic Car & Restoration Show is where the beloved magazine bursts into life – loving cars in all conditions, live restoration demos, and a place where ideas and advice are shared. Whether you're mid-project or just love the smell of fresh paint and old engines, this is your show.

Tickets on sale **Wednesday 22 October**

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** 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 has been an application form for the rally and full details of the venue in the September/October edition of Floating Power. If you cannot lay your hands on that, then please contact Adeline directly.



39th CTAB Rally 2025

The rally was held from 11th to 14th July 2025 between Upper Brittany and Lower Normandy. As first timers to the rally Grahame & Sally, James & Sara and Jim & Liz, it is always tradition for a 'First Timer' to write this article for the magazine, you got me, so here goes! With Traction leaving the UK on various sailings we all headed off to France. Sally Cluley



Friday 11th July

We were all asked to meet at Dol-de-Bretagne dressed as Sailors for the theme of the day. After a welcome from the French Club, coffee and presentation of badges we all meandered along the coast road to Saint-Méloir-des-Ondes to an Oyster farm where we could taste and enjoy our picnic. We then continued for another scenic drive and headed for Saint-Coulomb for a loop around Saint-Méloir and Cancale. In the evening we

met at Gîte de la ferme Saint-Louis for an evening meal with beer and wine flowing.

Total distance for day 1: 67 km



Saturday 12th July

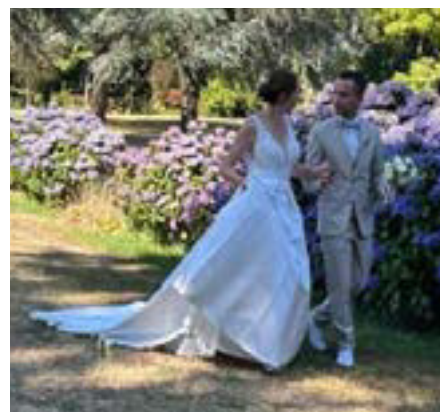
This was a free morning which enabled us to visit Mont Saint-Michel. We then all met up again for lunch.

After lunch we had a drive from Mont Saint-Michel to Saint-Rémy-du-Plain for which we were told a surprise awaited at Château de la Haie d'Irée.

It was only the wedding of the son of Noël Langouët, one of the motard outriders who would normally help with our rally. As he

couldn't join us he wanted us to join him and his family at his son's wedding party for Champagne and snacks. After another scenic drive it was then back to be ready for another evening meal with beer and wine flowing yet again.

Total distance for day 2: 98 km





Sunday 13 July

We departed from Gîte de la ferme Saint-Louis to visit Vains Ecomuseum of Mont-Michel-Bay at Vains/Saint-Léonard, a magical landscape, a listed UNESCO World Heritage site. From here we moved onto Circuit du Parc Karting for yet again, by now you will have guessed, more food & wine (for the non-drivers)!! We were then invited to drive around the circuit in our Citroens. Once again a meander along scenic roads back to base to get ready for another evening at Gite de la ferme and a very interesting meal was served, liked by some but not others!! It was pig intestines known as Chitterlings in the UK.

Total distance for day 3: 116 km

Monday 14th July

I would think by now you're getting the theme of the rally, plenty of good food and drink, beautiful scenery, meeting up with old friends and making new ones. Still there's more!!

Another scenic meander to Château de Chantore in Bacilly



Putting the world to rights in the shade



Here we were welcomed with an aperitif followed by a picnic in the grounds of the Château.

Sadly, after all the hot weather it rained but it didn't dampen our spirits.



Total distance for day 4: 65 km



Many thanks to the French Traction Club and especially our UK representative Adeline Davies for keeping us well informed before and during the rally, a huge thank you from us all.

Maybe see you in 2026!

Sally Cluley



Presentations were made then sadly it was time to depart our separate ways, some continuing their holiday in France and others heading for home. From seeing this from a 'First Timers' rally perspective, it was excellent.

WORKSHOP INTRIGUE

That was a dramatic photo of Chris Bailey's traction on the last FP cover.

It reminded me of your occasional feature of 'What else is in your Garage?', which normally includes other cars.

Chris's garage has beaten me though....I could see what looks like an old hot water tank, half a steering wheel, a few spray cans and not much else identifiable.

Perhaps he could provide a contents list, so that we could share the garage experience with him too!

Best Wishes

Tony Hodgekiss

I think that it may actually be Darrin's workshop at Citroen Classics in Staines rather than Chris's garage.

If you want to have fun cataloguing a garage workshop, then you could start with mine!

Even after a mega clear out, it still looks a mess. Editor



Original Slough Workshop Manuals and Parts Books for sale

In addition to the reprints previously advertised, we now have the following ORIGINAL Slough publications for sale. Conditions vary from "useable" to "very good"

4 Cylinder Repair Manual with illustrations, 1938 to 1950

4 sets individually bound (all printed 1950)

4 Cylinder Repair Manual with illustrations, From 1938 to 1950

4 sets bound as a pair Printed 1954/1954/1955/1956

4 Cylinder Repair Manual with illustrations, From 1938, (printed 1958).

2 sets bound as a pair Printed 1958/1961

1 paperback version printed by Brooklands with illustrations cleverly placed within the text to "facilitate easy reference.

4 Cylinder Spare Parts Books

1 only, dated 1950.

We also have a number of original French Spare Parts books, ref 420, covering ..
1934-1947, 1934-1955, 1934-1957

Plus 2 French repair manuals And one German language reprint.



6 Cylinder Repair Manual with illustrations, 1938 to 1950

2 sets, dated 1950 and 1957

6 Cylinder Repair Manual with illustrations, 1948 to 1949

3 copies

We also have 2 French 6 Cylinder repair manual plus two "Supplements" to cover the differences of 6H vehicles.

Finally there are a number of French Spare Parts books for 6 Cylinder cars.

Unlike the reprints, these publications are now rare. If interested in any of the above, please contact Bernie Shaw (detail on page 3) with a sensible offer.



Fatal! A Traction

Jasmin had always hankered after tractions. "Proper gangster cars", "cute", "stylish", any number of yearning adjectives had been applied on encounters at Citroën Club events over the years. At D Rallies, she would be distracted from what we all know is the best-looking car ever produced, ever. Alright I'm biased, Delilah, a left-hand drive D Super 5, rescued from France a few years ago, is MY dream car. We never really went looking for a Traction, we never really went looking for a D either, come to think of it! Like every other CCC club member the first pages of the Citroënian I turn to each month is the members classified advert, "only to look", apart from that bargain 2CV which will come in handy one day.

On that fatal fateful day, I said casually over breakfast in bed one Sunday morning – 'There's a Traction in the free ads'. The Citroënian was no longer mine. "Got to be worth a phone call" she says, "Might be local", "We could have a look" she says, "I've got a name already, she'll be Dixi".

Dixi who had spent the last 45 years being 'La Traction' lived happily with Jack and Pat between Manchester and Liverpool. We are in deepest Suffolk, hardly local. I have got someone coming to look at her on Friday says Jack when we phoned. I could email you some details if you like. Could you post us the details? We're Luddites and proud of it (do you think this e-mail stuff will catch on). When a letter arrived with a potted history of a 1955 Slough built Light 15 and a picture looking as cute, stylish and gangster like as you could wish for, our hearts sank. "She's sold", said Jasmin throwing the picture to the wind. Well, when I phoned to thank Jack for his trouble, and confirm that the first viewer had indeed become the new owner, listening in Jasmin went a bit quiet. "So she's still for sale" "Could we come and have a look, "Saturday". Oh Dear!

The next three nights were spent dashing into town and raiding every account's cash machine. We couldn't turn up without a decent deposit. Next thing is, if someone has owned a car for 45 years you don't have to just turn up with the money. You have to convince them that you are a worthy custodian of a huge part of their life. The quickest way to cover 200 plus miles is by motorbike, probably not a good look. So Delilah it was. "We can stop for breakfast half-way". We set off so early that we got to the services on the M26, our pre-arranged meeting point, in time for breakfast. Sitting in bright sunshine on the decking overlooking the car park we scanned the entrance for Jack's arrival. Jasmin wasn't nervous at all. The sun glinted off the newly chromed hubcaps as La Traction pulled into view.

We had never even sat in a Traction, let alone driven one, so I thought that it would be a good idea for Jasmin to sit beside Jack to see how it should be done before we set her loose behind the wheel. Dixi Jack and Jasmin followed by a green DS, went in convoy to chez Jack for a proper look around the car. Jack had fitted an ID 19 engine with a four-speed gearbox when he put the car back on the road in 1998 after a fifteen-year lay-up. In 45 years of ownership a lot had happened, Dixi was never going to be concours. Fortunately this is how we like our cars, preferring character and patina to polish and worry. I had a little drive, Jasmin had a drive no problem. You already know the deal was done. Jack's eyes nearly popped out of his head when Jasmin's reply to how we were going to get her home was "drive her". She hasn't been more than 25 miles from here in ten years, you live 231 miles away, I Googled you!! Jasmin promised to be gentle with her and that she would be fine.

The small convoy of D and Dixi left Jack in the slip road to the services where we had first met and hooting and waving for all they were worth disappearing onto the M62. We started off at fifty-ish, crept up to fifty-five and then got slower. Letting Jasmin set the pace I had a lovely view in the mirrors, Tractions were growing on me. I could tell that all was not well; our speed was dropping, so pulled into services after 100 odd miles. We needed a coffee anyway. The temperature gauge had been edging past 98 and the funny noise (a technical term, honest) from the front of the engine had been getting louder. After a cooling off, we continued at a slower pace, I could hear the clatter from the engine from in front, one more stop, this time for fuel as well. She would make it home! The last eighty miles were done below forty and it was getting dark. A celebration dinner was in order, we had an invite from friends in the village that evening and turned up late, in a noisy, hot, cute, stylish, gangster car with Jasmin beaming from ear to ear. I think she had earned the bottle of fizz!!!

The next day I poked a prodded a few things but did no more than tighten the alternator pulley on its shaft to stop the “funny noise”. Our hosts from the night before joined us in a short trip to pose outside one of our favourite pubs that evening.

So. Alternator shaft worn by the loose aluminium pulley chanking (I’m sure it’s a word) for 231 miles. Radiator the most obvious cause of overheating, that will do for now. Alternator replacement, easy, a Lucas unit on the shelf at my local specialist. The pulley was not so straight forward. Dixi originally had a dynamo and to get the alternator to spin fast enough from the camshaft driven belt, requires a very small pulley. The belt is also a very wide section. A local engineering company made us one within a few days, this time out of steel as no-one had heard of using aluminium for this job before. The radiator was taken over to Anglia Radiators in Cambridge for a re-core. I can recommend them. They have previously repaired a very fragile Yamaha rad. and re-cored the D radiator as well. The week that the radiator was away was spent trying to clear the engine block drain. Awkward to remove due to the close proximity of the chassis rail, it was a little disappointing when nothing came out of the hole. We tried everything. Jasmin said coca-cola would dissolve anything without damage to gaskets.

Dixi drunk four litres. We both spent hours fiddling at the drain hole with drill bits and wire. Eventual success, and the blisters to prove it. With the block clear, newly cored rad. in situ and alternator refitted, it was time for a test run. Just around the next village would do.



Now, I had been tinkering with the gear linkage – lubricating the bits that were supposed to move and tightening those that weren’t, so I was a bit disappointed that Jasmin appeared to be struggling with the gears. They had been fine, in a modified four-speed Traction sort of way. Three miles down the road we heard a sort of clunk “She won’t come out of third”. Oops, never mind, we could have been halfway down the M6 when it happened. We now know that you can pull away in third! Reversing uphill into the workshop when we got home wasn’t so easy, it’s a good job we have

understanding friends good at pushing in the village. Midnight oil time. The top of the gearbox came off quite easily after removing the cross member, which sits under the radiator (I’m getting the hang of that bit). The third/forth selector sliders were very worn, the gearbox does leak oil so I guess that we finished it off on the way home. Darrin from Citroen Classics put me onto a Dutch company the rebuilds his gearboxes. Harry Martens Limmen – very helpful. With a non-Luddites help (thank you Neil) the parts were on my doorstep in days, ordered and paid for on the interweb (maybe it will catch on). With these fitted the gear change was the best we had experienced.

Mission, Goodwood Revival. I decided to leave well alone. If it ain’t broken don’t fix it! Dixi was used as much as possible in the two weeks or so before this next adventure. We packed a supply of gear oil, a spanner or two

Fatal! A Traction

and were ready for the off. Jack phoned me at work the day before we were due to leave. Jasmin had written to update him on our progress, he seemed more worried than we were. I reassured him the La Traction was in safe hands and promised to send him a postcard from the south coast. I was hoping to be able to sit with the trucks at sixty odd in the slow lane but Dixi had other ideas. We have a vibration issue, which, with mechanical sympathy, dictated a cruising speed of fifty-five. Very Civilised, half a litre of finest EP80 for breakfast.



We were starting to meet other cars heading for Goodwood, which I am sure spurred us all on. The circuit traffic wasn't bad by the time we arrived and Dixi settled into the pre-sixty-six car park close to one of her French built cousins. Another sip of eighty-weight oil set her up for the to-ing and fro-ing between circuit and hotel. We managed to meet several other traction owners, as well as several wannabees. They all had tales to tell and advice to offer. Suffice to say that a good time was had by all. Dixi didn't need her, newly purchased for the occasion, wiper blades. Some of our fifties outfits proved a bit warm for the prevailing weather, The only mechanical failure of the trip involved her headlights turning themselves on and off while at rest in the car park. We think that she just got a bit over excited, she hasn't done it once since we returned.

John Gagen

Fast forward to 2025, with much sadness I have taken the decision to let Dixi go to a new owner. We have had so much fun, much to do with the wonderful club we are part of and the super FP landing on our door step, thank you Bryan. As most of you know the FP is the way I keep you updated of our gatherings. We have had great fun with Dixi attending Goodwood, Prescott, La Ferte-Vidame , ICCCR and club rallies. Another member made contact to see if their sister (who was on the hunt for a interesting car) would like to take a look, so Dixi has a new owner and we wish them all the fun we have had beetling about. So thank you TOC, don't worry, not gone away, please keep reading the Eastern Section for updates. Happy Motoring All.

Jasmin

A good story, and as for the Coca Cola, it contains phosphoric acid and has also had a reputation in the past for unsticking seized pistons and all sorts of other gummed up car parts, goodness only knows what it does to your insides. Editor

What else do you have in your garage?

We haven't run this feature for a while, but if anyone has something interesting at the back of their garage, regardless of how many wheels it has, then let's have a look at it!

Hi Bryan

I don't know if you still want photos of "other things of interest in my garage" but in case you have some space in an upcoming edition here are a few photos!

The Traction is a small boot , Paris built 1951 that I have owned for 24 years. It's in regular use doing about 7,000 miles a year. The baby next to it is of course a Fiat 500, first registered in Sicily on January 1st 1971, which I have owned for just over one year.

Peter Adams





Heavy Oil

The current situation regarding modifications to Historic Vehicles, is still to my mind, unclear, especially in terms of how far you can go with non-original modifications before you end up with a Q plate. But in the closing years of the last century, things were a little more relaxed, and a number of specialists were substituting diesel engines for petrol in a range of vehicles, as the then trend for diesel cars was being encouraged by Government as it started to try and cut back on CO2 emissions. Not that many classics of the day were affected, but some of the cars of the time such as the now classic Volvo 240 series were targeted, well before Volvo themselves cottoned on and started producing their own diesel variants.

27

August 10, 1937.
53
Motor

1938 CARS—THE CITROËNS

A DIESEL-ENGINEED SALOON TO BE SOLD AT £375

Long range economy, smoothness and robustness features of the design



Existing front and rear wheel drive models continued, with modifications

The six-light oil-engined saloon which will sell at £375.



The compression-ignition engine is no larger than the normal petrol type. Four cylinders of 1,750 c.c. give 40 b.h.p. The engine is flexibly mounted in the frame.

Model and Specification

THE CITROËN DIESEL

Engine: Four cylinders, 75 by 100 mm., 1,750 c.c., maximum r.p.m. 3,500, minimum 350; Lavallette injection pump and Berni heater plugs for cold starting; three-bearing crankshaft, o.h.v., alloy pistons and steel con. rods. Weight, 450 lb. approximately.

Transmission: Three speeds, giving ratios of 5.3, 10.2 and 16.6 to 1. Synchronesh on top and second.

Chassis: Box-section frame, semi-elliptic springs.

Brakes: Lockheed hydraulic.

Equipment: 12-volt electric system, wire-spoke wheels, twin windscreen wipers, Triplex glass.

Price: Six-light all-steel saloon, £375.

Citroën in common with many European manufacturers had a legacy of diesel cars and so it would be logical, given a similar mechanical layout, that there would be experiments carried out converting Tractions to Diesel, or Heavy Oil as DVLA like to term it. RWD Rosalies were certainly offered in the late 1930's with a diesel engine. It is also believed that some experiments were undertaken by Citroën with a diesel powered Traction, but none ever found their way into production. (cont,d.)

PBIS PETER BEST
INSURANCE
SERVICES
EST. 1985

UP
TO **10% Discount**
for Car Club members

CLASSIC VEHICLE INSURANCE



A choice of the finest policies,
plus special discounts for
Car Club members



Approved Insurance
Provider

Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-vehicle cover discounts

Our best rates online, all the time

www.peterbestinsurance.co.uk

or call 01376 574000



Peter Best Insurance Services Ltd.

Authorised and Regulated by
the Financial Conduct Authority.
Registration No. 307045
Registered in England No. 2210270



TRACTION
OWNERS
CLUB

classicline*
INSURANCE

Discounted Insurance For Traction Owners Club Members

Cover Includes:

UK & Euro Breakdown Cover
Motor Legal Expenses
Unlimited Mileage
Salvage Retention
Foreign Use

01455 639 000

www.classiclineinsurance.co.uk

TRACTION



REPAIRS

All aspects of work undertaken from MOT to full restoration.

I am always happy to fully discuss your requirements.

All elements of work are photographed so you can see the detail of
the repair or restoration.

Transportation of vehicles can be arranged.

No job is too big or too small.

Visit us on Facebook – Traction Repairs

James Geddes

Morpeth, Northumberland.

07783259874

www.tractionrepairs.uk



www.longstone.com Tel: +44(0)1362 711123

Jonathan Howard wrote the following for the January 1999 edition of Floating Power about Malcolm Saggars early sortie into creating a Diesel Traction:

'Having had his 1953 Light 15 delivered on November 2nd he instantly set about it. Lurking under layers of filler and underseal was the usual quota of Nasty Body Rot.

This was cut out and fresh metal welded in. Next out came the engine and off came the ruined drive shafts and brake drums. A 1905cc Citroen (well Peugeot actually) Diesel engine was procured, and via an ingeniously modified bellhousing a Skoda 5-speed gearbox was attached to it. Engine mountings compatible to the ones in the car were fabricated. Driveshafts were made up using original taper fit stubs attached to modern constant velocity joints. The brakes have been completely overhauled, and the car rewired.

Within around eight weeks, the car was in a driveable state, and test flights round a yard had been made. So far so good. An MOT is scheduled for late February/early March. I cannot wait to get my hands on it for a road test.'



The black and white photograph, albeit not terribly clear, shows how the original layout worked back in 1999.

This 1953 Light 15, illustrated below, and right, is therefore one of a small number of cars subsequently converted by the late Malcolm Saggars in the 1990s, this one (I am informed) being originally made for Barry Joyce.

These cars were all fitted with Citroen BX diesel engine and a 5-speed gearbox, so it has no problem keeping up with modern traffic, or relatively relaxed motorway cruising.





The following images are taken by its present owner, who is currently looking to sell (see ads on back pages for more detail.)

The installation is snug, to say the least, but unlike some other installations that I have seen using Renault 16 mechanicals, which swap the dash mounted gearchange for a column gearshift, this car retains its dash mounted gearshift as per the pictures on this page. It must take a bit of experience and familiarity to get the right gear at the right time!

As can be seen, the car retains its original appearance, apart from a few parts of the clutch linkage that hide behind the front bumper.

Diesels do have a number of advantages. Bottom end torque is good, and obviously fuel consumption is vastly improved over an equivalent sized petrol engine. You do, however have a fairly complex fuel system to live with, but if kept in good condition, starting is no longer an issue with a modern diesel and if turbocharged, then lower end performance often feels superior and cars thus powered often feel more powerful than their specification would suggest..

Perhaps not one for the purist, but perhaps as time goes by, we will be obliged to contemplate other conversions that remove a large part of our cars' historic nature, such as electric or hydrogen power.

Editor





Bailey's Banter

It seems only five minutes ago that Summer began, now it's at an end. After many dry weeks the rain has come, and my Traction's wipers promptly forgot what to do.

Not to worry, I have the manual override knob – that thing that sticks out above the screen in line with the centre of your forehead. You just pull it towards you and operate the driver's side wiper yourself. Nope - mine had seized up. Attention was needed, both to get the motor to run and to free up the manual back-up function.

First to take the wiper arms off. Five years ago, I upgraded my wipers to '60s style flat blade arms with sprung wiper blades. They use a splined fitting which required adapters to be added to the Traction's standard spindles. I got the wiper arms off the adapters with little drama except one of the adapters was broken in two and the other one was cracked. The adapters are secured with a grub screw which was completely seized in the broken one. New adapters would be needed.



Naturally the rubber grommets which form the seal around the spindles broke – new grommets would also be needed.

So far so good – my main concern was whether the wiper motor and its gears were ok. A characteristic of my wipers has

been slowness when first turned on. This was noted when my car was featured on HubNut's YouTube channel although they would speed up as the motor warmed up. I was expecting to see hard lumpy grease in the gearbox. To take the motor off, you must remove the panel above the windscreen on which it is mounted. It is held on by two screws but requires the internal windscreen surround trim to be at least loosened. To completely free the panel, the wires to the motor need to be disconnected. The panel can then be removed with the motor, spindles and linkages. Reconnecting power and earth to the motor showed it to be working. I knew the positive connection had been good and tight when I undid it – but the earth connection was not. The motor is earthed by a wire that connects to the one of the screws fixing it to the panel. There are rubber grommets to minimize noise transmission from the motor. This means it will never be as tight as you might want for an electrical connection. I had noticed my wiper motor moving from side to side as it was operating and the rubber grommets were not in a good state. I think that thereason my wipers were not working was a poor earth connection as the grommets had failed, resulting in the screw losing its grip.



On opening the gearbox I was surprised to see that the grease looked quite good. Even so, I scooped out the old stuff and replaced it with new. I didn't open the motor itself – it wasn't broken and didn't need fixing.

And so to the manual override function – a squirt or six of PlusGas, some tapping with a hammer and a little twisting got it free. A lot of jiggling and lubrication with 3in1 oil made it work smoothly.

I ordered some new grommets for the spindles and looked for new splined adapters for the wiper arms. I could find no record of where I originally bought them in 2020 and could not find any for a 5mm spindle diameter. There are plenty of vendors offering 6 and 7mm diameter adapters. It needs to be a good fit if it is going to stay put. My thoughts returned to the slow operation and the side-to-side movement of the motor and the resulting poor earth connection. The newer style wiper blades were gripping the glass more than the original style which certainly resulted in good water clearance but also more load on the motor and linkages. Would it be better to go back to the original style which did not need unobtainable adapters and put less strain on the motor and its mounting? I decided it would and when the new grommets arrived that's what I did.

The old-style straight wiper blades do not bend to follow the curvature of the screen – but that should be ok because the Traction's screen is flat. The problem though, is that the blades are not always straight. I had to make some adjustments to mine to straighten them out. Maybe some vendors are better than others?



Anyway, I refitted the original wipers and, despite my best efforts, I could not make the straight blade wipe the flat screen – either they would wipe at the ends but not in the middle, or vice versa. An unsatisfactory position.

Ian McDermott in Australia reminded me that CAS sell the adaptors for splined wiper arms (how did I not find that myself?) and so I placed an order for a pair and some new blades as the old springy rubbers had started to split. A small problem was that one of my splined arms seems not to grip the adapter and so a new arm must be ordered. Meanwhile I could call my car a hybrid, with one original style arm on the passenger side and one splined in front of the driver. Or should it be called a mongrel? Either way it's just temporary - I can imagine how much you are looking forward to any updates on this matter.

That wasn't the only time wiper spindle grommets figured in my life recently. The Classic Citroen Owners Club of Australia (CCOCA to you) has found it difficult to source them for later Slough Traction. What's so special about

later Slough Traction? In 1946, six years before Paris, Slough changed the position of the wipers from the top of the screen to the bottom. This was because Lucas, who supplied the electrical systems for the Slough cars, had introduced the remote wiper motor that operated the wipers via a cable-type of rack with the pinions housed in wheel boxes. Whether it was Citroen or Lucas who drove the change I do not know, but Lucas was supplying the same kind of system to plenty of other British car manufacturers (remember when there were plenty of British car manufacturers?).

Lucas supplied the grommets along with all the other parts for the wiper system. Alas they are no longer interested, and New Old Stock parts are scarce. Hence the Aussies had some made using an original one as a pattern. In the northern hemisphere we have Vintage Supplies who supply a similar item which appears to be deemed acceptable by Slough owners. I may be a bit of a Luddite, but I prefer the wipers suspended from the top as this works best with the opening windscreen. We who drive the French cars, especially with wipers located where Andre Lefebvre originally put them, can order grommets from a variety of sources.

Along with new wiper spindle grommets I bought a new air filter to replace the rather filthy thing that may have caused my embarrassment at Malvern. It is now very clean.



My front floor is getting a little thin in places, so thin that there are a couple of pinholes. It is not bad enough to warrant replacing for a few years, especially if it is protected. I gave the top side a good wire brushing and clean with white spirit in preparation and then two good coats of black Rustoleum. It now looks a lot better. The underneath needs protecting too – I foresee a messy day under the car with a brush in the near future. Which product to use? There are so many to choose from and they all claim to be better than the others. Do I want a rust converter, or would that be a bad idea? I think I'll keep it simple and use Hammerite Underbody Seal. It comes in a tin for brushing on and also an aerosol can. The can sounds easier, but the instructions say you should keep it upright. How does that work when the surface you are coating is above you? I think I'll use a brush. Citroen Classics protected the inside of the new sills with cavity wax. That's one thing I don't have to worry about for a while.

There was just one Traction at the Simply French meeting at the Beaulieu Motor Museum in September. Not mine – we took the DS to make up the numbers in the 70th Anniversary display (making up number was not necessary; there were plenty there).

The Traction was **Simon Martel's** delightfully patinated Normale, still mud splattered from its visit to the Goodwood Revival earlier that weekend and with FFI (Forces Françaises

de l'Intérieur) hand painted on the sides it really stood out from the crowd.

Patinated it may be, but it's quite functional being bodily solid and with all the oily bits doing what they should do.

When I first saw it, I told Mrs B it was a year or two older than mine – deduced because the dashboard lacked the four strips known as baguettes that my 1951 car has. A true FFI car would of course be pre-war, and this one was clearly not that. James Walshe (he of Practical Classics fame) persuaded me to tell him how to distinguish a pre-war car from a post-war example. And I did, at some length.

It's interesting to see how long it takes before someone's eyes glaze over. James did well –



he's experienced quite a few Citroen enthusiasts, and I can't hold a candle to some of them. The most obvious, but not particularly reliable way to identify a car as pre-war, is to look at the bonnet. Pre-war cars had two ventilation flaps on each side whereas later cars had multiple fixed louvres. Of course, bonnets can be easily changed to make a later car look older. The profile around the rear window is more difficult to change so the real clue to look for is a line pressed into the metal around the opening which was deleted on post war cars.

Some time ago I did learn of a pre-war Traction that had been rear-ended after the war and repaired with a new panel. That's probably the exception that proves the rule.



Apart from the FFI markings, Simon's is a very honest post war car. In fact, from the documentation he thought it was made in 1952 – making it newer than mine (and making me an ignorant fool in the eyes of Mrs B). Was my recollection of dashboard developments letting me down. I remember when deciding which model of Traction to buy, I decided I wanted the dashboard with the four baguettes. This was, as far as I recalled the last type before the introduction of the big boot and two-tone dash with the bottom mounted wipers (none of which appealed to me). Had I got this wrong? When we got home, I hit the books and I was right. Having bought some books at the Circuit de Charades 90th celebration last year, I

could look up the chassis numbers and confirm that Simon's car was built in June or July 1950. And since the dashboard changed my car's four baguette style in July, this car was probably made in June 1950.

Does this matter? Not in the slightest – I am just pleased for my inner nerd.

As with all Tractions, Simon's car has evolved over the years acquiring an electric fuel pump, 12 volts and fog lights.

The brackets holding the fog lights caught my eye – I can't remember noticing this type of bracket before, although I've probably seen loads of them. This looks like a good way of solidly mounting a light without drilling or being restricted to using existing holes in the bumper irons which are probably not where you want them.

A little research revealed that these brackets are available at CAS and Pat2D amongst others. Not cheap though.

I recently mentioned the drain hole feature in the Commerciale's floor and my disappointment when I failed to find when I went looking for it under **Tom Schwartz's** car. I am, not for the first time, very grateful to **Olivier de Serres** for writing to me to explain that the hole was present on the first series (flat boot) Commerciales made up to 1940. When the model was reintroduced in 1954 it came without the



drain hole. Tom's car is a big boot car and hence it should have no hole. Tom had better not take any cattle for long rides in his car without letting them out for a comfort break.

My own car has had a very quiet time since it came back from Citroen Classics, partly because we've been away.

A diversion involved a visit to the J.K. Lilly III Automobile Gallery near Sandwich, Cape Cod, Massachusetts. This is a small but very well-presented car museum which contains precisely no Citroens. It does have a coffin-nosed Cord to represent the pioneering front-wheel innovations of the '30s but this was not on display when we visited. So – why do I mention this place? Amongst the Cadillacs, Packards and Fords and really early stuff there was a particularly striking 1930 Duesenberg. The marketing strap line at the time was that the only car that could pass a Duesenberg was another Duesenberg. They were referring to the supercharged SJ while this one was a humble normally aspirated Model J. This car was presented in its original colour scheme of bright yell with light green mudguards. I continue to think there are enough black Tractions around and mine could do with a bit of colour – and I found this car's paintjob quite inspiring.

You may recall that, on the night before the TOC Rally I decided to add a splash of orange to cover over the rusty chrome of my enjoliviers (hub caps to you). I only had time for one coat and they could do with another. I notice the wheels themselves are looking a bit scabby, especially where the balance weights used to be. In an effort to make some kind of gesture I did invest in the rubber trim to add to the enjoliviers and stop them scratching the wheels – or vice versa.

Small things...

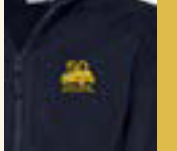
Chris Bailey



New Members

Welcome to the Traction Owners Club to the following..

3033	Jacek Maklakiewicz	Harwich	Essex
3034	Camilla Bateman	Windlesham	Surrey
3035	Robin Shepherd	Storrington	West Sussex
3036	Jakub Salata	Lodz	Poland
3037	Keith Fenwick	Malvern	Worcestershire
3038	Paul Bedingfield	Margate	Kent
3039	Alexander Keep	Daventry	Northants
3040	Chris Peryagh	Bognor Regis	W Sussex
3041	Chris Ward	Oradour-Saint-Genest	Nouvelle-Aquitaine
3042	Julian Russell	Cowes	Isle of Wight



50th Anniversary Clothing



50th ANNIVERSARY CLOTHING

An extensive range of garments with the Anniversary logo is now available from Logo That Polo Ltd.

All designs are available in a wide variety of colours and sizes.

Logo That Polo accepts members' orders on-line

and ships direct to home addresses within 14 days. The prices shown include delivery charges within the UK.

To view the full range and to place an order, please visit

<https://logothatpolo.co.uk/store/traoc/>



S/H Spares Update

The second-hand stock assessment is well under way and a list of parts will be available soon, but again, if there's anything you want or need, just ask and I'll see if we can help.

The re-furbished grilles that we had, have now been sold and most of the bumpers as well but we seem to have a lot of fuel pumps of all types, most either refurbished or in good working order.

We have 3 new Lt15/Legere rear doors, 2 L/H and 1 R/H in beige primer and 1 new front door in a hideous bright blue! However, with the exception of one or two metal and fibreglass front wings, some small boot spare wheel covers, and Big 6 bonnets, we have virtually no body parts.

We have a variety of headlight components and various horns both 6 and 12 volts.

Here are some photos of some of the parts available:

Ian Harvey, October 2025





My Traction Avant

It all started in 1966. I was parking my very first car, an ailing Ford Popular, when a work colleague arrived in a car like no other I had ever seen. It had huge sweeping wings, chrome headlights and grille, a long bonnet, and was, to me, the most beautiful car ever. It was love at first sight. "Wow!" I said, "I love your car." "Do you want to buy it?" he asked. After a second of thought, "Yes please." I said. We agreed a price and a week later I took possession of this beautiful machine.

It was a 1949 Citroen Light 15. At that time, I didn't know it was a Traction Avant. I loved it and loved driving it.

It was my every day car for nearly 2 years. To and from work, holidays, shopping, everywhere. I loved showing it off to my friends in Bromsgrove. After an evening there it was the 'in thing' to go to the only all night coffee shop around, Strensham Motorway Services on the M5. It is over 20 miles and my beautiful Light 15 used to overheat at sustained high speeds and, of course, I used to drive it at high speeds whenever possible. I would arrive on the car park to a round of cheering as I drove my steaming stallion in. A coffee and a top-up of water later and I was good to go home.



Out in my car one day there was a loud noise and it abruptly stopped. Whether it was my driving or something that was going to happen anyway, one of the valves broke and dropped into the cylinder. Of course, it chewed up the engine good and proper. The car was towed to a nearby garage. Repairs were very expensive and took weeks. To stay mobile, I had bought a minivan and so had no money to pay the garage. So they sold it!! From then on, my transport was company vans and cars for nearly all my working life.



Nearly 60 years, 2 wives, 2 daughters, and 4 grandchildren later I received an inheritance. "Wow! Thank you." I said. I can scratch this itch I've had all these years. I bought a Traction Avant from John Gillard. It was shiny maroon, (sorry, 'Rouge Delage'). I was in love again. I would have preferred another colour, but it ticked all the other boxes. I loved driving it and showing it off but I did have an everyday car this time and I was now a steady driver!

Last year a friend gave me a gift of a model Traction Avant. It's fabulous. 270 mm long, the bonnets open to reveal an engine, all the doors open to reveal a detailed interior, the steering works, and the, (big), boot opens to reveal a spare wheel. It's a really good model but it is LHD, has the French grey interior and, it's black and red. I love it. I especially love the livery.

Whilst I was looking for somewhere to service and carry out repairs, (I'm past doing all but minor tinkering), I found 'Ed Watson and Co. Ltd.' Another Wow! They must be top, or certainly one of the top, restorers in England. Look at their website <https://www.edward-watson.co.uk/>

I was very happy with the work they did so in November last year I asked them to re-spray my traction and I gave them the model as a template. It was a big job, dismantling, repairing the parts and bodywork. Several spray coats, reassembly, servicing and testing.

It was May this year before the work was complete. Again, another WOW! The bodywork is 'as new'. I couldn't afford to have the interior refurbished though, but it's OK. The mechanics are good and it drives well. I love it even more now. I drive it regularly. I take it to many local shows and TOC events. I love the admiration of people and telling the story of the model.

Charles (de Ville)



Beat the Freeze



It is perhaps getting a bit late for this, since you are reading this at the end of October/early November, but it is a fact that we tend to ignore the cooling system on the car until it starts to play up, and, if you topped your coolant up through the Summer with just water, and weakened it below a certain point, then it is not able to either prevent freezing, or inhibit corrosion in its dilute state.

Time for a change.

The old way was to lay up your car through the cold months and drain it down. That's fine, but that means that you have to go through the rigmarole of refilling, 'burping' and then draining again if you want to use your car in the interim. (New Years Day run?) And the innards of the cooling system will probably stay wet and corrode.

Adding anti freeze offers several benefits, as well as the obvious one. It reduces the likelihood of corrosion, raises the boiling point and so helps in hot weather. It also contains a few other additives that improve wetting, foaming etc. and also lubricate your pump.

Simples!

Not so fast, there are several kinds of antifreeze and I am handing you over to FBHVC for their advice on choices: (verbatim)

Coolant - what are the choices?

'Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. There are some alarming stories around with relation to the use of some of these in historic vehicles

which go beyond the well-known tendency of antifreeze to find the tiniest hole and cause leaks and in some cases lead to catastrophic engine problems.

Traditional blue-coloured ethylene-glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up.

Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Halfords also sells this type of anti-freeze with its own branding.

Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, has now discontinued it in favour of an ethylene-glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT).

More recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines.

Over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology (HOAT) in an ethylene-glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and is not recommended for use in historic vehicles.

Thus the FBHVC advice remains:

- Only use, IAT antifreeze usually coloured blue, but can be green in historic vehicles
- Only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer
- Never mix different types of antifreeze without thoroughly flushing out the system
- Always use the correct amount of anti-freeze for year-round protection and replace the coolant within the time scale specified by the antifreeze manufacturer, as the corrosion inhibitors deplete over time. Product labels state that the radiator should be drained and flushed, the hosepipe suffices rather than proprietary flushing liquids, every two years.

There does seem to be some confusion however over the colouring of antifreeze in that traditionally ethylene-glycol containing IAT corrosion inhibitors were dyed blue, but it seems that in the USA and some companies in Europe are dyeing the IAT antifreeze green."

So, you need an IAT composed antifreeze, and many old car owners will be running on Bluecol.

THE FBHVC ADVICE IS ALSO AS FOLLOWS: 'In (a previous) newsletter, we said 'Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars'. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics. Even more confusingly, there is also Bluecol U which marketed as a universal top up and not an antifreeze product with which you would fill the whole system. The manufacturer has assured us that this is suitable for historic vehicles.

It has also been brought to our attention that Halford's sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: 'Older vehicles can further benefit...' but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines.'

You should also be aware of the extremely poisonous nature of ethylene glycol, indeed the Cats' Protection League have gone so far as to start an on-line petition to highlight the danger to small animals accidentally ingesting tiny quantities of the product. It is sweet tasting and as little as 6ml can kill a cat. Some products now contain an additive that tastes bitter and deters drinking. Still, however, damage can be caused. This is another reason to sort out any coolant leaks immediately.

Propylene glycol is much safer but not as easy to find. As noted, Comma were a leading producer of this, but I am advised that production has been dropped in favour of a bitter additive to their normal products to render them safer.

So, it does remain a rather confused picture, but the important facts to remember for historic vehicle owners are to use only Inorganic Additive Technology (IAT) products according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol.

Finally, some of you, (myself included) may have AAA Classic Coolant in your system. This was extremely effective, but is alas no longer available. Citroën Classics are now marketing a substitute which is by Penrite, rather more expensive than the Bluecol, but with extended renewal periods between changes. PGXL Premixed Coolant comes in a 20 litre drum, so enough for a couple of cars.

Holden are also marketing 4Life Coolant, Anti-freeze and Preserver, their advertising says that this is a uniquely formulated aqueous solution which is suitable for all traditional ethylene glycol, IAT coolant systems. Suitable for pressurised coolant systems used in classic cars from 1945 to 1985.

This isn't a recommendation as such. I have no experience of using this particular coolant and the ad. does state that it is suitable for pressurised systems. Whether the Traction system fits that description is open to debate. It is pumped, as opposed to thermo-syphon, but is not pressurised by means of a pressure cap. Just to upset the applecart a little further, 4Life has a red dye!

If anyone has used this, please drop me a line and let me know.

Bryan Pullan

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:

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**

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 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

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, 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/I/C1897994>. Some spares - **£30,000 ovno**
Contact Julian Pratt on 07824 313541 or julianpratt@gmail.com



FOR SALE:

1953 Light 15 RHD

Slough built big boot, in generally very good condition. Two tone grey with superb blue leather interior, front seat belts, heater and Alpine stereo. Bodywork totally sound, but might benefit from minor paintwork improvements. Fitted with BX diesel engine and 5 speed box, so no problem keeping up with modern traffic. Starts first time, every time. Maintained by local classic Citroën specialist. Can be viewed near Holmfirth, West Yorkshire.



Priced to sell at £13,750.

clive@loweredge.com or ring me on 07867 527359.

FOR SALE:

For Sale 1956 11BL Traction.

This car has been in storage but due to loss of garage a reluctant sale. The car needs some tender loving care but is running and wouldn't take too much to get it back on the road. **Asking price £4500 or near offer.** Please contact me for further details.
John Cresswell, Mobile 07540 426451 or home tel 0208 560 3261.

FOR SALE:

1923 C2 5HP, £10,000 ono.

Body off restoration with many new panels, new running boards, mudguards, and luggage rack. Engine and gearbox rebuilt with new parts where necessary. In very good condition, drives well. New hood and Bedford cord seat. For further details/photos, please contact ...
Email - jnafoley@cwgsy.net Phone - 01481 265422
or spend a weekend and come and see it in sunny Guernsey!



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 **NOW SOLD** raw material for an overhaul. £250

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

Contact Editor for more details

PARTS WANTED

Wanted: Square ended fuel tank in decent condition for 1953 Light 15, preferably with fittings. Contact Editor

Wanted: Engine for Citroën Traction 11BL. Please contact Neil Cawley on **07779600161** or email neilcawley@aol.com
 Many thanks - Neil Cawley

MEMBER SERVICES

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

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



Citroën Classics

Tel: 01784 452299

Owned and operated by Darrin and Kristina Brownhill, Darrin has been repairing Tractions and other classic Citroëns 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, Timsbury, Staines-upon-Thames, Surrey TW18 3JY

