

Floating Powers

January - February 2026

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the March/April *Floating Power* will be

Sunday 15th February 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Traction at the Arctic Circle in the USA. See Bailey's Banter for more details of the *TRACTamerica - Female Expedition from Alaska to Ushuaia in a Traction Avant*" Picture by kind permission of Fanny Adams.



Editor's Epistle

Well here goes for 2026.

I am obviously writing this pre-Christmas, in late 2025, so no news worth speaking of for the 2025/26 festive season, but I hope that you all had an enjoyable time and are ready for a new season of motoring.

The last few breakfast events of 2025 in my part of the world, were somewhat wet and windy, so although there were some intrepid people out in their old cars, the Traction base was fairly limited, not as much due to fear of getting their cars wet, but more due to minimal visibility through windscreens as a result of joke wipers. Chris Bailey has mentioned this in a recent Banter. If anyone else has experience of bringing their windscreen wipers into the 21st century, then let us hear it and I will try and print some kind of guide!

One or two mistakes in the last edition. In the club clothing ad, it was mistakenly stated that postage was included in the website prices, not mentioning that it was only added on at the checkout. We also had a complaint that the article on synchromesh was incorrect in that some of the images were in the wrong place. I have had no complaints from other than the author, and would point out that we often have issues with image heavy pieces, in that, in order to avoid having to print the images at postage stamp sizes, (which again sometimes attracts criticism), there isn't always room to relate images direct to text. In most cases, of course, the images are fairly self-explanatory in terms of the text.

We also had comments that some of the images elsewhere in the magazine were not as clear as usual. In a couple of cases the originals were not great either, but that didn't appear to be the case with all of them, so we have asked the publisher to review his printing processes. I would say to all contributors, that all photos need to be to a fairly high standard in terms of resolution, especially if intended to be large format. The draft that Bev and I review at publication, is at a lower resolution anyway, in order to keep file sizes at a sensible level, so we can't always tell whether there is going to be a problem with the printed copy.

We are looking at reinstating the FP section in the forum. It was useful for highlighting corrections and offering additional material on occasions, to update a previous article without having to wait for two months for the next copy.

Again, a very threadbare response from the Sections in November/ December's issue. Where were you all? I don't think that we have heard from several of you at all in 2025, and usually in the November/ December issue, the Sections publicise any Christmas or New Year events, but this time around, once more, virtually nothing.

Finally, some good news, in that the Government have reinstated the All Party Parliamentary Group that support the Historic Vehicle sector generally. Hopefully this will make sure that that Westminster are in touch with what is happening 'on the street' to classic vehicles and their owners generally. But what a surprise (ha ha), they have finally burst the cheap motoring (with an electric car) bubble, by instigating a mileage charge for all electric and plug in hybrid cars. The cynic in me suspects that this will eventually apply to all cars as the number of electrics increases and the eventual ban on fossil fuelled cars takes its toll. So then you will have mileage charging for all by the back door, avoiding the outcry that has accompanied several such proposals over the years. Quite how this data will be harvested is yet to be revealed in detail. Maybe in not too many years, only HV's will be free of a mileage charge.???

In this magazine, is a report on the AGM, held in late October in Oxfordshire. As has been the case in recent years, a relatively low turnout, with several of us from the Committee, also missing. Most of the 2025 Committee have returned to their roles for another year, apart from Chris Treagust, who although remaining as a Committee member, has retired from the role of spares man. I too have agreed to carry on for another year as editor, as far as I am aware at the moment, there is nobody within the membership, burning to take up this role. I will have been editor now for 9 years in the Spring of 2026, my first magazine being the March/April edition of 2017.

We will see what happens in 2027. Until then, keep the stuff coming in.



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Committee

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

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See page 5 for details

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President's Ponderings

Happy New Year.

As reported elsewhere in this issue, the business of the AGM was completed without any need to resort to fisticuffs but attendance was disappointingly low. In a nutshell, the TOC is financially healthy and membership remains around the 500 mark. However, "remains" is the key word and the need to attract a younger element continues to be an important consideration as the cars (and owners) grow ever older. Answers on a postcard, please

The Club stand at the NEC Lancaster Insurance Classic Car show was again situated in a mini-Citroën enclave, together with those of CCC, 2CVGB, and Citroën Specials. This year the Event Organisers' suggested theme was "The Best of Both Worlds; and Ian Harvey's design featured two Slough and two Paris cars with a background display of primarily period photographs split beneath a Union Flag and a French Tricolor. Footfall over the three days was encouraging and I am aware of at least one enthusiastic convert saying he intended to purchase a Traction following his visit. This show is the only real opportunity we get to present the Club to such a wide audience and I thank all who contributed to making our presence possible by helping to transport, erect, man, and dismantle the stand as well as the owners who made their vehicles available to the TOC.

50th Anniversary Rally update – Details of the 50th anniversary keyring and branded clothing are on page 34. Adeline has confirmed that, whilst bookings for next year's rally are going well, there are still some places available. To avoid the risk of disappointment, any Members still wishing to participate are recommended to email their application form, promptly, to: adelinedavies171@gmail.com. The application form was printed in the September/October issue of FP and can also be downloaded from the Club website by following this link to the Event News page: <https://traction-owners.co.uk/events/> . If necessary, Adeline will also be happy to supply a copy.

Un petit oiseau tells me next year's CTAB (Brittany) Rally is to be in the vicinity of Saumur in the Loire Valley, one of my personal favourite regions of France. Although precise details will, as ever, be a closely guarded secret until much nearer the event, if you want to keep some dates free, it will almost certainly embrace the Bastille holiday on July 14th.

Simon Saint has kindly answered the appeal for help in creating a register of hard-to-find parts and his initial thoughts appear on page 23 of this issue. However, he can only do so much alone and the long-term success and value of this initiative will, ultimately, depend on feedback and contributions from members. Please therefore take time to read his ideas and, if you can contribute in any way whatsoever – no matter how small, do not put off contacting Simon.

The first list of our substantial stock of inherited Workshop Manuals and Spares Catalogues has already generated several sales - but don't worry about missing out as we still have plenty more of both publications for 4 and 6-Cylinder models in English and French. There are also a large number of other interesting books in the collection, not all Traction oriented. Details of all will be made available over the coming months but, for now, see page 35 for a list of some of the more Traction-relevant publications.



New Members

Welcome to the Traction Owners Club to the following:

3043	Stanley Kemp	Beckenham	London
3044	Tim Cummins	Rugby	Northamptonshire
3045	Mark Fletcher	Chippenham	Wiltshire



Chairman's Chat

Happy New Year to you all.

My last Chat started by mentioning the up-and-coming AGM. Well, it has happened and I was very disappointed. 6 Committee members were present plus only 8 other members. Thankfully a few joint members also attended so we were 18 people in total. For comparison our UK membership is around 500. I have written a summary of the meeting on page 18.

However, on a positive note I would like to welcome Sara Fleming, Adeline Davies and Gavin Davey who have all agreed to join the Committee. I hope having "younger" members on the Committee will help us look to the future of the Club.

NEC - Thank you to Ian Harvey, plus, members who displayed their Tractions and volunteers for ensuring the TOC had a Stand at the NEC. I am surprised at how well attended the Show is – considering the cost of entry and the additional parking fee. As always there was lots of interest in our cars.

Rally - There are still a few places available on the annual rally in May so please come and help us celebrate 50 years of the Traction Owners Club.

Photographs - Were you around in the early years of the TOC? Do you have old photographs? We are trying to put together an evening's entertainment for the Rally – looking at old photos, videos etc etc. I would be grateful for copies of anything you are able to share. Thank you.

Merchandise - Have you treated yourself to a new polo shirt or other garments to celebrate our 50th Anniversary – more details on page 34. Also don't forget I have the lovely new keyring waiting here for you – details on page 34.

Ireland - David Selfridge wishes to give up the post as our Section Co-ordinator in Ireland. David has a set of TOC tools available for members so I am looking for another volunteer to act as our Rep in Ireland and house the Tools. Please let me know if you can help out.

Thanks to David for offering his support for the last few years.

Levy – this was mentioned at the AGM as you will read elsewhere. I would like to apologise for the delay in contacting members who had paid the Levy but not benefitted from the Scheme. I have, since the AGM, contacted all the individual members concerned to resolve any issues.

On a sad note I would like to pass on my condolences to Michael Ridley on the death of his partner Sharon. Michael and Sharon attended many TOC Rallies and I have particularly happy memories of spending time with them both on the Jersey Rally. Sharon was such fun and always ready for a laugh. I hope, in time, Michael will feel able to join us at future rallies.

Bev

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 **TOC9347** 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 direct the usual servicing and maintenance parts requests that you have, directly to Citroën 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

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T: Andy Burnett: 013398 86290

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

See section report for coming meetings/events.

Southern Scotland

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.

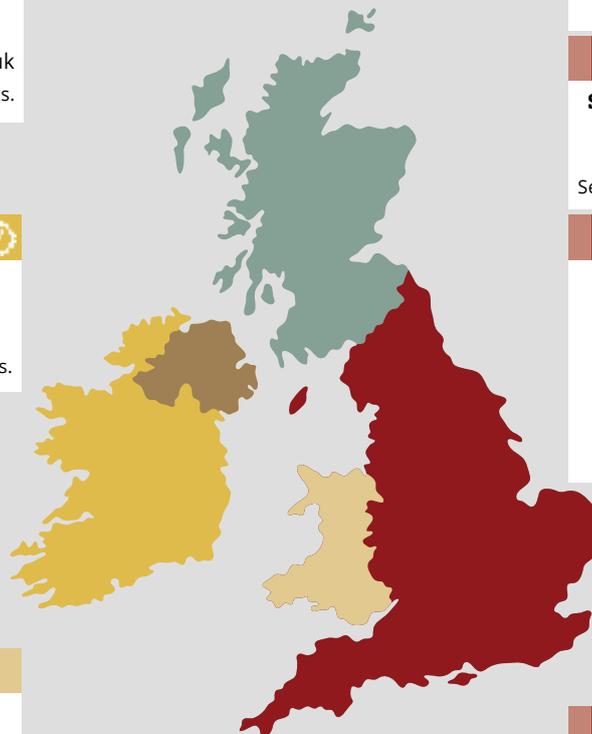
Surrey/Hants/Sussex

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:

Southern Scotland



Hibernation time at last?

This time of year understandingly means many owners will be preparing their cars for winter storage.

In the past I have to admit to washing Celine and chucking the indoor cover over her and putting the wee jobs off until spring and trying to play catch up before the coming driving season!

However the plan is to be ahead of things by doing all the servicing and addressing the paint work before hibernation this year.

With no deadlines ahead this is the ideal time to get the messy oil change and lubrication jobs as well as fresh coolant done.

The paint work is planned and hopefully all will be finished by the end of January.

Really looking forward to seeing the improvements the freshen up will bring.

Not many events happening this time of year but with the low number of Tractions up here I am planning to reach out to the wider Citroen groups and hopefully have some different activities to arrange for next year.

Always happy for any suggestions to broaden the visibility of our Tractions, so do let me know of any ideas you may have for outings, meetings or any other ways to get together.

As mentioned before, I have the Club Section tools which members can borrow so don't put off maintenance, let's keep these old wheels rolling!

Wishing you all the very best Season's Greetings and if you're brave enough to run your cars through the winter stay safe and Bonne Route!

John White

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

Northern, Lakes and Borders



Not much to report, largely due to the early deadline for copy as a result of the impending Christmas holidays. So nothing to say as yet about any Christmas or New Year adventures.

Several potential meets on the calendar were largely washed out by poor weather in October and November. Ironically, the organisers of the Heskin Hall meets had organised a final extra meet in November but a soggy day left only fifteen cars in attendance and most of us wound up drinking coffee in the café for a couple of hours.

On the home front, rather like Chris Bailey, I finally tired of having a car with joke windscreen wipers. A couple of swipes and everything ground to a halt, leaving me reluctant to use the car in the face of any wet weather. Not

ideal. Clearly something was wrong with either the Lucas type switch within the operating knob or the motor itself. I had similar issues with an Austin 10 several years ago and was forced to fit a separate dashboard switch, as much as anything to explain to the young MOT tester at our village garage how to work the wipers.

A jumper wire proved that the motor and linkage were okay and so I delved into my spares box and found a switch which would not look out of place on the dash, this being a push pull switch from a Wolseley 1500. By a stroke of luck it even had a W inscribed on the knob. A bit of a rewire, and so now, pull out the original operating knob and lift the wipers onto the screen, then lock them in place, pull out the switch and bingo, wipers. They still don't work anything like a modern set, and wouldn't inspire sufficient confidence to make the Traction a true all-weather car, but if caught out in a random rain shower, the situation, visibility wise is greatly improved.

I am surprised to note that the late Bill Dyke's car still hasn't sold, in spite of being offered at a very competitive price. It isn't a concours example by any stretch of the imagination, but is solid and sound mechanically and would either be a good starting point for a rolling restoration, or as a patinated regular driver. The advertisement is in the back of this magazine once more.

Breakfast meets will continue in the New Year, but it should be noted that the café at St Catherines will be out of action for several weeks in the early New Year whilst its kitchen is altered.

I look forward to seeing you out and about in 2026.

Bryan Pullan

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

Eastern



Regular Meet Ups plus additional events.

1st January New Years Day at The Queens Head, Hawkedon, IP29 4NN, 12noon - 3pm. We join the VSCC and other local clubs whatever the weather!

- **6th January** The Angel Inn, Larling, Norfolk
- **17th January** New Years Meal at The Secret Garden Restaurant, Sudbury, to book your place call David Gillespie 07711 940 811
- **27th January** The Compasses, Littley Green, Essex.
- **17th February** The Angel Inn, Larling, Norfolk.
- **10th March** The Compasses, Littley Green, Essex.

At both The Angel and Compasses we meet in the right hand bar, both offer excellent food, no need to book. Some of us have a meal, others just join in for the chat about many things, not necessarily car related.

Jasmin Gagen

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

Section News

South West



All quiet on the (south) western front although I did pop over to L'Aigle in Normandy for the annual autojumble organised by Les Amis de la Traction. I met up with a fellow Devon Traction owner, Scott Wolfe, who arrived in his 1953 Light Fifteen. He parked up next to a rare Licorne Rivoli and a picture of the two cars appeared in La Vie de L'Auto's coverage of the event. There were loads of Traction spares on offer as well as parts for many other makes and ages of car and L'Aigle is easy to get to, if you go Portsmouth to Ouistreham.

Walford Bruen

For contact details see main table at beginning of this section

Wales

It's very much a time of year for keeping warm and dry (both cars and people) so no venturing out in the Traction to report on here. We can begin to look forward to next year's events and to that end if anyone out there would like to be contacted by email when something is going to happen then please send me an email so that I've got your details.

My own big 6 project is creeping forward with the gearbox now in bits on the bench. It turns out to be in fair condition in spite of being found to contain a rusty mix of oil and water when I opened it up. Most of the bearings are



of course unusable and many are difficult, expensive or impossible to find. Hopefully I can report some success in the next issue. One interesting point is that the diff casing has been split and quite neatly repaired by welding in the past. I also have a spare casing with similar splits so it seems there's a tendency for bits to fall off and get carried round by the crown wheel with disastrous effect.

We'll go to Elan valley for picnics again next year and if anyone has a suggestion for a different venue then please let me know.

In the meantime, enjoy looking after your cars and keep safe and warm.

Happy New year,

Andrew Tweed.

For contact details see main table at beginning of this section

Magazine Articles

Thank you to all those of you who send in material for FP.

I have received some good stuff, and if you don't see your work published in this magazine, then you will most certainly be reading it in the next one. So, keep it coming, the new season is on its way now, and should be providing plenty of potential material.

Remember, please, Word documents only, images can be included or sent separately.

Also, please make sure that if the images are not your own, to ensure that you have the permission of the originator, or that the images are from a copyright free source. We do not have time to research this for you and so are obliged to assume that you have dealt with this aspect. Just because it is on the internet does not in itself mean that it is available to be used.

Please give a credit to any sources as part of your article if appropriate.

Editor (picture by me).





Jaeger Clock repair for a Paris-built Traction

Paul Bodiam has written an excellent and very detailed article giving a blow-by-blow account of how to carry out this work. Alas, with pictures it is far too long for Floating Power and what follows is an introduction. We are aiming to provide a copy of the full article electronically on the club website should you wish to undertake this work, and have also asked Paul to consider putting it on the Forum for future reference. The kit referred to in the article also provides detailed instructions.
Editor

Ever since I bought my 1950 11BL, the clock has been telling me that it is 2 minutes past 2. While this is technically right twice a day, it is not terribly helpful in getting me to the pub on time.

Asking around other more seasoned Traction owners, it seems that it is very rare to find a Traction with a working clock. The clock mechanism is a fascinating piece of electro-mechanical design, using standard clockwork components to drive the hands but, instead of a wind-up spring driving the mechanism, it uses a solenoid coil to give a little magnetic "kick" to the balance wheel on every tick of the clock, which keeps the clock running. The coil is energized by a tiny pin attached to the balance wheel that makes/breaks a contact each time the balance wheel



turns. This happens 5 times every second. Over time, the contacts become corroded, and the clock stops working. Reading-up on the subject, I learned that it is sometimes possible to clean the tiny contacts, but this is rarely a long-term fix. Another possible cause of failure in these clocks is that the very fine wire used inside the magnetic coil can break or, if the car has been converted from 6V to 12V operation, the coil can eventually burn-out.

I did a bit of Googling, looking for someone who might be able to repair my clock, and stumbled across the website of Clocks 4 Classics; they offer a repair kit for Smiths and Jaeger clocks as fitted to a wide range of classic cars (Smiths and Jaeger use the same mechanism under the covers). Looking at their website (clocks4classics.com) they list a wide variety of cars that the kit is suitable for, including Slough-built Traction Avant models, but they did not list the Paris-built cars. Chatting via email with Mark Willows at Clocks 4 Classics, he explained that their fitting list is based on the vehicles that his customers have ordered kits for and, at that time, all the kits they had sold for the Traction Avant had been for UK cars. This intrigued me, knowing that the Jaeger clock mechanism should be more-or-less the same as the Smiths one used in Slough-built cars, so I ordered a kit and set about seeing if it could be made to fit a Paris-built car.

There are some small (but important) detail differences between the clock from my 1950 BL and the Smiths/Jaeger mechanism that the kit was designed for. Clocks 4 Classics have excellent fitting instructions which can be downloaded from their website, together with several videos on YouTube showing the process of dismantling, cleaning, and then reassembling a clock using the repair kit.

I am grateful to Mark Willows at Clocks 4 Classics for his help and advice in making this successful repair/conversion.

Total expenditure:

Smiths/Jaeger clock repair kit (Clocks 4 Classics): £69*

12v coil (Clocks 4 Classics): £35*

Isopropyl Alcohol (Amazon): £5.70 for 500ml which is more than enough

M3x12 brass nut bolt and washer (eBay) £2.69 for a pack of 5

*If the repair kit and 12v solenoid coil are bought together, Clocks 4 Classics offer the combined kit for £95

Paul Bodiam

For details of Clocks4Classics kits: clocks4classics@gmail.com, Mountford Close, Wellesbourne, CV35 9QQ



A Tale of Two Journeys



A Tale of Two Journeys

Or

Preparing my 1953 Traction Avant for a tour of Northern France and how it fared once we got there.

Part One - Desperately Sorting Simone

I once heard my mother-in-law say to my father-in-law just after he retired, "I married you for dinner, bed and breakfast. Not for lunch!" I took this to heart, and when my retirement loomed, I bought a Citroën Traction Avant 11BL both to keep me out of mischief and with the intention of taking her on a trip around northern France and Champagne. This was July 2024, and I hoped we might make said trip in September that year. Oh, the innocence of the ignorant. What followed would be a revelatory saga that lasted until late August 2025. A mere two weeks before the revised departure date.



The car's delivery was an exciting moment for all the family. My elder daughter proclaimed that it was "so cool" and the new arrival was rapidly christened Simone. My three neighbours, all of whom are vintage car enthusiasts, looked on with genuine interest, mixed I suspect, with no little amusement at the task that I had so blithely undertaken. The inhabitants of Tracy Island could not have been better at rescuing me.

We did a basic service, replacing engine and gearbox oils, coolant changed, grease points greased, as well as points and spark plugs being checked. However, it was clear that the electrics needed attention. The screen of my mobile phone gave off more light than the headlamps and the indicators were non-existent. I assumed that hand signals were no longer an option. Every set of terminals was scoured and some additional wiring added to solve earthing problems. Thus was a semblance of respectable illumination achieved. As I had still not fully retired, this took several weeks.

Starting the car had become increasingly difficult, so in October, one neighbour



suggested that we use his ultrasonic bath to clean the carburettor. Combined with the carburettor maintenance kit bought from the Club, this seemed to improve things.

The winter months were quiet but come Spring we embarked on a trip to meet friends in Northamptonshire. The trip had barely started when the brakes faded on the downhill approach to a roundabout. We did stop, but we were all quite shaken. There is a very steep hill into our village, and the descent in first gear was, shall we say, interesting. The cause? The bleed nipple on the rear right wheel had not been tightened properly, and the brake fluid had leaked out.

Investigation showed the shoes soaked in brake fluid, a barely working hand brake and a slave cylinder that had seen better days. We stripped both rear wheels and cleaned the various parts. Having no previous experience of the car, the partial lining on the rear shoes shocked us and we assumed that the lining had partially disintegrated. When



I pointed it out to the chap at the reliners, I am not sure if he viewed me with sympathy or pity. "They're meant to be that way mate." However, as they only cost £12:50 per shoe I coped. We fitted the relined shoes, new slave cylinders and wheel seals and to each rear wheel. Before we could assemble it properly, we had to get a new brake tube connector (banjo I am told) and hollow bolts. The difference in braking was substantial, particularly the handbrake, as previously it would not have held the car stationary in a strong wind.

Unfortunately, within a couple of days I noticed that the brake fluid level was decreasing. Investigating showed that one of the slave cylinders was leaking. The rubber seal was not seated properly, which we corrected, then off to get the two brake shoes relined, again. Thankfully, I saw a different chap this time.

My elder daughter lives in London, so on her next trip home I picked her up from the station in Simone, with me dressed as a Maigret look alike. This caused some of amusement at Loughborough station and delighted my daughter. On the way home we heard a knocking from the rear of the car. The cause? I had not tightened the wheel nuts properly on the rear left wheel.

Starting was still a problem, and we could not decide if it was fuel starvation or electrics as the old regulator was getting hot in use. We ruled this out because with the engine running, disconnecting the



battery had no effect on the car. We decided to fit a new fuel pump, which seemed to improve things. It was now March and whilst working on the car we noticed that all five tyres showed cracks between the base of the tread and the sidewall. The cracks had appeared suddenly, so five new tyres were called for. I now learned that cars of this age need inner tubes. Fortunately, the existing inner tubes were in better shape than the tyres being replaced.

A Tale of Two Journeys

The following weekend I again collected my daughter from the station. About a mile from home, we hear a clunk and my daughter turned and saw one of the hubcaps rolling down the road. Stopped, she ran back to pick it up. We started off again, but had travelled a mere couple of hundred yards, before the engine stalled. Adding more fuel to the tank and manually pumping the fuel pump had no effect. We had to be towed home. At this point my daughter's enthusiasm for a Citroën based pick-up had waned somewhat.

Replacing the tyres had resulted in the threads being stripped from two of the wheel nuts and the retaining bar for the hub cap. The former were easily replaced from Classic Automobile Services in Holland, but reattaching the hub cap was more difficult. We had to find a suitable nut, cut it in half, as it was too thick, and then weld it to the inside of the retaining bar. Checked the tyre pressure and they were all 40psi!!



During this time, poor Simone had multiple battery problems, with the 6-volt battery continually discharging. We thought that this was due to the interior light being switched on by accident. Well, it is behind you and not very bright. Eventually the battery would not recharge properly and had to be replaced. The replacement battery failed within a month, but this was due to a faulty cell, and a replacement provided. The new battery also kept discharging completely and it lasted three months. When even the manufacturer could not recover it, I had to buy yet another. Not being certain what the problem now was, I kept Simone on trickle charge when not in use.

On one trip the engine started misfiring. It seemed to clear, but a week later returning home from the gym, the car misfired several times and then stopped. Waiting for the AA, a random car stopped and as his wife sat waiting in the car, the man chatted through the problem then looking at the slight discolouration in secondary filter said, "I think you've got contaminated fuel mate," and off he went. Bored of waiting for the AA, I tried to start the car again and miraculously she did. We got the two miles home without a problem. A new fuel tank with the associated filter and fuel gauge sender were ordered. Fortunately, one of my neighbours has a professional hydraulic vehicle lift, which made replacing the tank relatively easy. We replaced most of the fuel lines at the same time. The gunge in the 72-year-old tank can be

imagined. With such a long journey in mind, we fitted gauges for radiator temperature and oil pressure. Shortly after this liquid appeared on the garage floor. Initially we put it down to the new radiator pipe which held the thermometer, but no. The water steadily leaking from the pump gave the game away. A new pump was ordered, fitted and the fan belt checked at the same time.

The indicator switch on the dashboard finally disintegrated and fell out. On examination it was one of the best bodge-ups I had seen, but I decided to replace it with a stalk type. This should have been simple but was not. Giving up on the existing flasher unit, we bought one from Classic Automobile Services and with a bit of bodging of our own got them working. If one looks carefully one can see they really do work.

With a month to go before the trip we were still having problems with starting, backfiring and the battery discharging unusually quickly. Was God trying to tell me something? We felt that we had done all we could regarding fuel starvation, so turned again to the electrics. Having checked and ruled out the dynamo, the ancient regulator was the most likely candidate. This time disconnecting the battery lead when the engine was running caused the engine to stall. A post on the Club's website suggested that we should check the wiring to the instrument panel first. It took us nearly four hours to dismantle the dashboard, confirm that wiring was sound and put everything back in place. I am never doing that again! The cutout needed to be replaced.



We had never checked the front brake shoes, and one drum showed signs of leakage. Not being a job for amateurs like me or even my more experienced neighbours, Motek in Derby agreed to do the work, but until the car was running reliably, we could only book a provisional slot. Finding a new regulator was both urgent and a problem. Classic Automobile Services had nothing until early September and Citroën Classics were still absorbing spares from the Club. Other potential sources, mainly for motorbikes, were unwilling to guarantee their products on a car. With just over two weeks to go, a call to Citroën Classics resulted in a new electronic cutout arriving two days later. That allowed two weeks to have the front brakes checked and several long-distance proving runs to be made. Motek had quite a job to removing the hubs from the tapered driveshafts and they had to remake and fit new woodruff keys. We could not have done what they did.

The test drives were completed without incident, so I agreed with my wife that I would drive the 200 odd miles to Eurotunnel in Folkestone over two days. If successful, she would join me by train on the Friday evening.

Simone made it.

To be continued...

Glen Winkfield

October 2025

Quite a saga, no wonder it arrived on a trailer! You have beaten in a much shorter time my own record since 2014 of three gearboxes, a pair of driveshafts, five tyres, a regulator, a dynamo, a set of indicators, a timing chain (and tensioner) three carburettors, an exhaust pipe, two fuel pumps, and very shortly a new exhaust manifold. Plus all the usual service items. The brakes must have been the worst of the defects on Simone, everything else is just an inconvenience. Full marks to you for persevering. Editor.

Events

The next event of the year is the Classic and Restoration show (see below) Worth a visit and a little more manageable in size terms than the November show.



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**



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CLAUD

No this isn't about Strictly, Claud is the pride and joy of member Melvyn Newnes and was the subject of a detailed restoration by him after a chance encounter on eBay in 2021.

I have made a living as a mechanic since forever and for a time as Master technician at Citroen, but only liked the Traction from afar, mainly through films. I never really thought I'd be able to own one.

I saw Claud, as we call him, on eBay September 2021 in a sorry state having been holed up for 8 years in a rickety concrete garage, and we towed him home on an A frame after freeing off the brakes. The only spare part that I inherited was a new o/s cv drive shaft and a grease gun! The n/s driveshaft was already fitted.

Originally, I'd hoped to do an oily rag preservation, only repairing the interior and making mechanically sound. Getting it running wasn't too much trouble but the clutch was stuck so engine out and things escalated fast from there. Watching classic car repair shows on tv and seeing cars rot away in spite of good intentions, I was determined to make some sort of progress weekly and as I run my own motor bike engine / suspension repair and tuning workshop from home, it was easy to do a few hours after tea to get something done, and by July 2023, Claud was back on the road.

And at the first show that we attended, we won first place for year.



The main body was pretty good. I did some welding repair to the floor under the front seats' cross member. The front wings were full of filler and corroded at the rear triangle. I cut out the bad bits and made new panels to weld in.

All four doors were similar, the lower 4 inches being corroded and full of filler. I cut out the lower 5 inches off the doors and then made metal panels and welded them in.



The bonnet was ok, but the strengthening plates had separated from the outer panels. These were spot welded back together. The only body panel replaced was the rear lower valance. I still have the original and hope to make it good one day.

I did find repairs to the wings and doors the hardest to do but as long as you have a good grinder, you can always weld in new metal.

Mechanically the hardest job was removing the o/s front drum/ hub which had been forced onto a damaged Woodruff key. I used a made-up puller and a lot of oxyacetylene. The



hub assembly was a learning curve to replace the bearings and adjust the ball joints and I had to make a castle nut spanner for the driveshaft nut.

I had to use experts to make a new head liner and repair the rear seat using the matching material from CAS. I made new door cards and reupholstered them with matching material from the same supplier. Fitting the head liner was quite stressful as there seems to be only one chance to push the material past the sharks' teeth. The rest of the seats stayed original.





Picking the colour was not easy either, as originally the car was black and as I was working in a small workshop and I am no painter, black was not an option So I chose the nearest to the Bordeaux red that I could get. This was Ral 3005 Wine Red.

Paintwise, anything removable, i.e. doors, wings, bonnet, boot, etc, were all sprayed by a local paint shop, after I'd repaired and primed them. The main body was done separately by myself in my workshop.

Wheels were prepped and powder coated by a specialist. All the chrome is original except the bonnet hinge.

Claud already had an alternator and 12v conversion and a Lumination electronic ignition system, which I removed to fit a modified electronic points system for a Ducellier distributor, Claud having an SEV one. This keeps the car more standard looking, only having a coil in the stock position.

We have done over 3000 km since, with very few problems, the gearbox synchros being the only ongoing concern and I recently acquired another box to overhaul and fit over this winter.

Melvyn Newnes



And here is the man himself, just about to start on his restoration back in 2021. The end result is magnificent and just shows what can be done with only a few jobs carried out by specialists. Editor

Annual General Meeting 2025

This is a summary of the meeting held at Steventon Village Hall on 26th October, 2025

Only 18 people were present at the meeting which was disappointingly low.

We first conducted the business of the **Limited Company** – the Accounts were discussed and accepted – copies can be seen on the TOC website.

Ian Harvey, Steve Reed and Cleve Belcher all agreed to continue as **Directors**.

General meeting

Chairman's address – thank you to those attending and we question as to why so few come. We can only conclude that members are happy with the way the Club is being run. The big change for the TOC in the last year has been the decision to stop selling new parts – there really was no choice, but this was certainly no easy decision. Thanks again were given to Chris Treagust and Vanessa for their years of service to the Club. Bev reminded us that we have a good selection of second-hand parts and manuals so please speak to Ian Harvey.

Thanks were given to Adeline and Gavin for organising next year's rally – hopefully lots of members will attend and help us celebrate our 50th Anniversary.

Bev also thanked all the Committee for all the work they do on behalf of the membership – we often forget the hours they dedicate as volunteers to the TOC.

Treasurer – Cleve thanked Tim Newing who is gradually taking over as Treasurer. We are in a positive financial position. Work is still ongoing with the sales of the last remaining new spares to Citroën Classics.

Editor – Bryan sent in a report as unable to attend. He is concerned that people still wait for the deadline before submitting articles for the magazine – someone suggested bringing the date forward to help Bryan. Bryan has agreed to continue as Editor – this news was received with great appreciation for all he does. Thank you.

Membership – we currently have 539 members – only 4 less than this time last year but numbers are slowly going down. Discussion was had on how to attract younger members.

Webmaster – Simon was not present but has agreed to continue in the role. Thank you.

It was agreed we need to increase our presence on social media – not just Facebook but other platforms such as Instagram. It was agreed to action this proposal and to find a volunteer to do so. It was also suggested local Sections may wish to set up a WhatsApp group - this will be left for local decisions. However, we did agree a Committee WhatsApp group would be very beneficial and Bernie offered to set it up.

Spares – the transfer of new parts to Citroën Classics is almost complete. Members are reporting receiving a good service from the Company once the early teething problems were sorted. Ian Harvey is continuing to catalogue the second-hand parts – although we have already sold around £10,000, that will cover the costs incurred in moving the existing parts from Chichester and collecting the donations from Switzerland. Having now substantially reduced storage costs, it does mean that further sales of the remaining comprehensive stock of second-hand parts will show profit.

A question was asked about the termination of the Levy Scheme – Bev apologised that this had not yet been resolved but would look at which members were affected and contact them individually.

Social – 31 members booked on the 2026 rally – Adeline outlined plans for the event. We may also be joined by members of the Brittany Club, CTAB.

NEC – thanks to Ian for organising this year's Stand on the theme of "Best of both Worlds" with a display of French and English Tractions.

Committee – all those in post have agreed, many reluctantly (i.e. the Chair – me) to continue. However we will also be joined by three new members – Gavin Davey, Adeline Davies and Sara Fleming.

Any Other Business

Simon Saint told us he has donated his Big 6 to a local college so that students can get involved in all aspects of restoration. Simon was asked to contact the college and see if we could have regular updates and photos for Floating Power.

Sections – a question was asked about trying to define the areas covered by Sections but it was generally agreed that this has been attempted and was impossible because some areas had so few members. John tries to contact the nearest Section Rep when someone joins the TOC.

Sara mentioned that 'Starter Motor' in Bicester encourages young people to engage in mechanical work and it has a Traction in its collection. Sara will obtain further details and see if the TOC can help in any way.

Sara also mentioned "Borrow my Classic" – members loan their classic car to a younger driver as a way of encouraging future ownership. Sara agreed to write an article for a future FP.

The meeting ended with Derek Fisher inviting a vote of thanks to all of the Committee for the hard work they do to run the Club for the continuing benefit of the members.

Bev Oates, Chairman

Patinated:



Spotted by Walford Bruen
on his travels.

I like the snorkel exhaust.
Editor





Britain's love of historic vehicles powers £7.3bn boost to the UK economy (verbatim)



On 20/10/25, the Federation of British Historic Vehicle Clubs (FBHVC) released its 2025 National Historic Vehicle Survey (NHVS) – the most comprehensive study ever conducted into the UK's world-leading historic vehicle movement.

The findings reveal a thriving and valuable sector that continues to grow, contributing £7.3bn to the UK economy each year, supporting tens of thousands of skilled jobs, and attracting record numbers of enthusiasts.

Yet while interest in Britain's motoring heritage is booming, the survey also warns of an ageing owner base and a critical need to fund the training of the next generation of engineers and restorers to preserve the nation's transport heritage.

David Whale, Chairman of the FBHVC, said: "This report underlines just how vital the historic vehicle sector is to Britain's economy, culture and communities. It's worth a record 7.3 billion pounds a year, supports 34,500 skilled jobs, and unites millions of people through a shared love of our motoring heritage."

"But we cannot take that success for granted. The average owner is now in their sixties, and we urgently need to inspire and train the next generation. Programmes like our new Youngtimer initiative and industry apprenticeships are key to ensuring these vehicles – and the skills to maintain them – survive for the future."

A Living Part of Britain's Heritage

Historic vehicles, from cars to lorries, buses and motorcycles, represent not only engineering excellence but also cultural and social history. The FBHVC survey highlights the sector's accessibility: over a third of owners earn less than £35,000 a year, showing it remains an inclusive hobby across all backgrounds.

Despite the growing number of vehicles, their limited use means the sector's environmental footprint remains tiny. Historic vehicles contribute only 0.2% of all UK road mileage, yet generate significant tourism, education and cultural value.

Key Headlines

- Record Growth in Historic Vehicles:

The number of historic vehicles registered with the DVLA has risen again to 1,934,178, just shy of the 2 million once forecast for 2025.

- Economic powerhouse:

The historic vehicle sector now contributes £7.3 billion annually to the UK economy, with owners spending on average £4,567 per year maintaining and enjoying their vehicles.

- Jobs and businesses:

The movement supports 2,700 specialist businesses, collectively employing 34,500 people across restoration, maintenance, parts supply, museums and events. Nearly half (45%) of those businesses now offer, or plan to offer, apprenticeship programmes to pass on vital heritage skills.

- Growing enthusiasm nationwide:

The UK is home to an estimated 690,777 historic vehicle owners, and more than 22.7 million adults regard historic vehicles as a vital part of Britain's heritage.

Over 9.7 million people say they would like to own one, and 4.3 million attended a historic vehicle event in the last year – a 100% increase since 2020.

Minimal road impact:

- Despite their visibility, historic vehicles account for only 0.2% of all miles driven in the UK, with the average vehicle covering just 837 miles annually.

Demographics and Future Generations:

The average age of an owner has risen to 66, highlighting the importance of engaging younger enthusiasts. Encouragingly, the under-35s now show the most significant interest in historic vehicles, while the introduction of the 'Youngtimer' category (vehicles aged 20–30 years) offers an accessible entry point for new enthusiasts.

Skills and apprenticeships:

With over 11.9 million adults agreeing that apprenticeships focused on historic vehicle skills should be available to young people, the FBHVC calls for continued support to sustain these specialist trades for future generations. Businesses echo the call, with 45% already offering or planning training schemes to ensure vital historic skills are passed on.

About the Survey

The 2025 National Historic Vehicle Survey was commissioned by the Federation of British Historic Vehicle Clubs and conducted by Turquoise Thinking Ltd between February and May 2025, with over 19,900 responses from owners, enthusiasts, businesses, clubs and members of the public. The FBHVC represents over 500 member clubs across all historic vehicle types and serves as the collective voice of the movement to the UK government and policymakers.

It needs to be remembered that the figures in this report don't just relate to cars, but to everything with a Historic Vehicle classification. So, all types from Steam Rollers to bubble cars.

The age demographic is also interesting, and one of the issues impacting on young enthusiasts, is the increasing cost of ownership, even at entry level, as referred to in recent articles in the Classic Motoring press,

There is also the decline of ongoing expertise of the man in the street. We are now increasingly looking at a grandfather's generation rather than a father's generation of men and women who carried out their own maintenance and major repairs, and who can pass on this knowledge to newcomers. Many modern repair garages will only ever see a carburettor, or distributor once in a blue moon and again, their older staff who may know something about HV technology, are now passing into retirement.

Specialist car clubs will increasingly be responsible for stepping into the gap, maintaining the knowhow that is needed to keep these cars going. (Editor).



Where did I put my phone?

It's a question many of us ask ourselves daily. But, for an estimated one in five UK drivers, the answer could be 'on the car roof'.

And it's not just mobile phones. According to recent research, in the last 12 months over six million of us have pulled away with something accidentally left on our car rooftop. That's an estimated £213 million worth of belongings.

Research by Churchill Insurance was followed by an innovative experiment, which demonstrated that, on average, it takes less than fifteen seconds for something to fall from the car roof once the vehicle has started moving. Mobile phones (without a case) lasted just 2.6 seconds, while takeaway drinks, keys, and bags of shopping lasted around 4 to 5 seconds before falling to the floor.



What are the most common items left on car rooftops?

Mobile phones, perhaps unsurprisingly, are the most common item to be left on a car rooftop, with over one million drivers leaving their phone on their roof in the last year.

Takeaway teas or coffees come next, with 18 per cent of those surveyed leaving their precious beverage on the roof before driving away, only to see it sloshing down the window in the rearview mirror a few seconds later.

Bottled cans or drinks make up for around 16 per cent of rooftop car losses.

Bags of shopping account for 15 per cent.

Pairs of glasses are in fifth place, at 14 per cent.

Other common items include kids' toys (11 per cent), wallets (11 per cent), keys (9 per cent) and supermarket meal deals (6 per cent). One driver even admitted driving away with an entire joint of beef on their rooftop.

Some items have more staying power

Mobile phones in cases fare much better than phones without a case. Those without a case last an average of 2.6 seconds before sliding to their fate. While phones in cases, particularly rubberised ones, are less likely to fall altogether. In fact, in Churchill's tests, phones in rubberised cases stayed put for an impressive distance of 2.5 miles, at speeds of up to 40 miles per hour.

Takeaway sandwiches also clung on for a similar amount of time, putting a whole new spin on the notion of fast food.

Of those items that do slip, amazingly, not all of them smashed. 31 per cent of those surveyed said they found their phone intact, while 25 per cent of those who reported losing their glasses got them back without any damage.

Hard to find components

Recent editions of Floating Power have set out the changes that are being made to the arrangements for the provision of parts for our cars. As you will know the club has now closed its spare parts shop and transferred the provision of new parts to Citroën Classics. The arrangements and contact details are set out on page 5 of the this edition of FP.

Also the club has second hand parts which it will make available to members and enquiries about these should be made to our secretary Ian Harvey, who with Cleve Belcher is sorting and cataloguing these.

In addition, as you will have read in our President's most recent ponderings, a third element of the spares situation has been identified and that is the matter of hard to find components.

It seems that, in response to his call for a volunteer to collate information and maintain a register of these, I was the first person to stick their head above the parapet. So here goes.

Firstly I consider that the task is ;-

1. To keep a register of parts that have proved difficult or impossible to obtain from the usual commercial suppliers.
2. To keep a register of alternative suppliers of parts and of reconditioners of parts.
3. To make this information available to club members.

Secondly in order to be able to do this effectively please would you let me know:-

1. Who your general/main parts supplier is. I think that it is fair to assume that Citroën Classics is likely to be the first port of call for most of you if only because it has inherited the club spares function so what I am seeking here is the name of any other main parts supplier that you might use.
2. If you have found alternative sources of original items what these items were and where they were obtained.
3. If you have found non Citroën specific items which can be used as an alternative to the original with or without modification what these parts were and where they were obtained.
4. If you have had parts made or refurbished, what parts and by whom.
5. What parts you are in need of that you have not been able to find.

It may be that this is more likely to be of use to the custodians of Slough cars because French specification cars are so well catered for by suppliers abroad. Also it should be remembered that Slough built cars had a high content of parts sourced in the UK at the time of manufacture and these are most likely to be found now in the UK. However this information is not intended to be for the benefit of the keepers of Slough cars only, far from it. This is an exercise in sharing information between us all for the benefit of everyone. All information will be gratefully received and hopefully will be useful to the keepers of any model and age of Traction.

I do not know at this stage how this information will be recorded and made available to members although I imagine that a database and access to the club website will be involved. These are things yet to be determined and further information will follow. In the mean time if you have any questions, suggestions or information that you think might be useful to this venture please contact me as follows. Thank you.

Simon Saint

janeandsimonsaint@hotmail.com

07732032044

What else do you have in your garage?

Hi Bryan

In response to your recent request, the attached are in the garage, along with my (now 22-year old) Jag XKR. The only one which isn't green is the Traction (seen at my son's wedding some years ago before I brought it back to the UK and put its original number plate back on it)!

Mike Brunner



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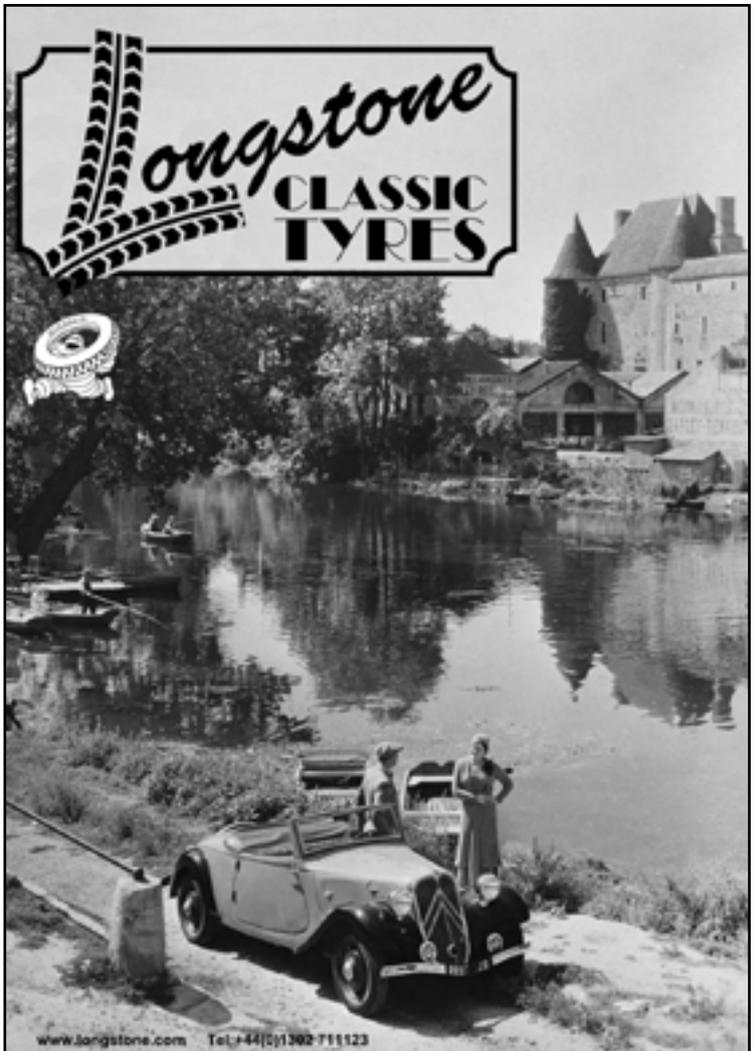
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Call for Evidence

This segment is Verbatim from FBHVC

Following an extended period of lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which Members responded in record numbers, the Federation can now share this Registration Policy Update from DVLA.

The Federation is very encouraged by these outcomes, not only with the revised policies but also with a clear change to a more sympathetic and pragmatic approach to the registration difficulties sometimes faced with older vehicles.

We also acknowledge the considerable time and effort Agency staff have obviously devoted to this matter and are grateful that they so carefully listened to our submissions.

OFFICIAL DVLA ANNOUNCEMENT - 20 August 2025

- DVLA has announced updated policies to modernise the process for notifying DVLA when a vehicle has been repaired, restored and modified.
- Like-for-like repairs and restorations will no longer need to be reported to DVLA, and more modified vehicles - including electric vehicle (EV) conversions - will be able to retain their original identities.
- Changes will take effect from Tuesday 26 August 2025.

DVLA has today (20 August) unveiled a major update to some of its vehicle registration policies, making it significantly easier for enthusiasts to register repaired, restored and modified vehicles.

The new guidance reflects modern restoration methods and simplifies the registration process, helping classic car owners keep their vehicles on the road while ensuring safety and accurate records.

These changes follow an extensive call for evidence, which received more than 1,350 responses from classic car owners, motoring clubs and the historic vehicle sector. In response, DVLA is replacing its existing policies on rebuilt and radically altered vehicles with two new sets of guidance that will apply to all vehicles, regardless of age.

Key changes include:

- like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C)
- vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.
- vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes.

Minister for the Future of Roads, Lilian Greenwood said: "We know how much love, time and effort goes into keeping classic cars – and we're right behind the community.

"These changes are about cutting red tape and making life easier for enthusiasts, whether you're restoring a vintage gem or converting it to electric. It's all about celebrating the UK's amazing motoring heritage and helping the industry thrive well into the future."

DVLA Chief Executive, Tim Moss, said: "We recognise the time, passion and care that keepers of classic vehicles invest in keeping their cars on the road. That's why we've worked closely with the community to shape these changes. These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history. These changes will allow enthusiasts to focus on what they love most: preserving and enjoying these remarkable vehicles."

The new policies will come into effect on Tuesday 26 August 2025 with the full guidance to be published on GOV.UK on the same day, at: www.gov.uk/vehicle-registration

On Tuesday 26 August 2025, DVLA will replace its existing policies on rebuilt and radically altered vehicles with two new sets of guidance:

1. Repaired and restored vehicles

There will be no requirement to notify DVLA where a vehicle has been repaired or restored back to its original working standard, providing:

- worn-out components or body panels are replaced on a like for like basis
- the appearance of the vehicle is the same as when it was originally manufactured
- Vehicle log book (V5C) details are not affected.

2. Modified vehicles

Vehicles that have had significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

This could include:

- cutting into the chassis monocoque or frame
- changing the vehicle's appearance or dimensions from the original manufacturer's specification
- conversions from an internal combustion engine to electric propulsion

These changes are based on engagement with industry and stakeholders along with feedback from a call for evidence which launched on 9 May 2024. DVLA published the summary of the responses to this on 9 December 2024 and the revised guidance will be published on Tuesday 26 August.

This is the editor's comment:

This clarification is very welcome, but although a commonsense step in many cases, is, to my mind, not quite the gift that it may initially appear.

Firstly, the part about notifying DVLA about restored vehicles.

I wonder how many repaired or restored cars actually were being reported anyway prior to this, and regardless of how extensive the repairs required might have been.. And where was the boundary between repaired and restored/ rebuilt. I recall an extreme example on Car SOS on TV. This was a Mustang, that ended up so corroded that it involved grafting several major sections of the bodyshell from other donor cars, onto the original. Surely that was a car that DVLA should have at least given a Q plate, undesirable as that might have seemed to the owners. After all, cut and shut on modern cars was (and still is) regarded as banditry, no matter how well done.

At the other end of the spectrum, just think of all of those Fords back in the day with clumsily welded up Macpherson strut top plates and patched up floors and rear spring hangers. Were they repairs or restorations. If you have an extensively restored Tractor, did you know that you had previously to report it? And whether or not you were aware, did you, or were you advised to by a restorer? In terms of changes to the V5C, I have bought cars in the past that when the V5 is inspected, have been registered as completely the wrong colour, (and in one case a totally different vehicle, not even the same model) and so have obviously been repainted and hence possibly extensively repaired at some stage. At least one of my previous cars, (a Renault4) had an extensive body off chassis rebuild, but I was not advised at the time that it was notifiable, either by the restorer or anyone else.

On item 2, it is probably not relevant to ourselves, but I do still wonder where the hot rod brigade stand with this. I have seen several road going Ford Pops, for example, with very little original Ford about them, space frame chassis, Jaguar back end and some kind of V6/V8 engine and auto box. Sometimes even with a lightweight replica body shell. But always with a period registration. I have asked several owners if their car is still registered as a Historic, and all have just smiled knowingly.

It will be interesting to read the detail of the official document. Editor

Double declutching is when you release the clutch (depressing the pedal) and put the gearbox in neutral – then lift your foot off the clutch, then depress it again and engage the lower gear.

In the Traction gearbox, in neutral, if you declutch and then blip the throttle, you will increase the input shaft speed and then, when you depress the clutch pedal it therefore can be running faster than it would otherwise have been. This is a good thing for speed matching to avoid crunch but Robin's point is that you can do that anyway - depress the clutch, raise the engine speed, engage second and engage the clutch. He's absolutely right and yet, somehow it feels easier on the gearbox to do the double declutch thing.

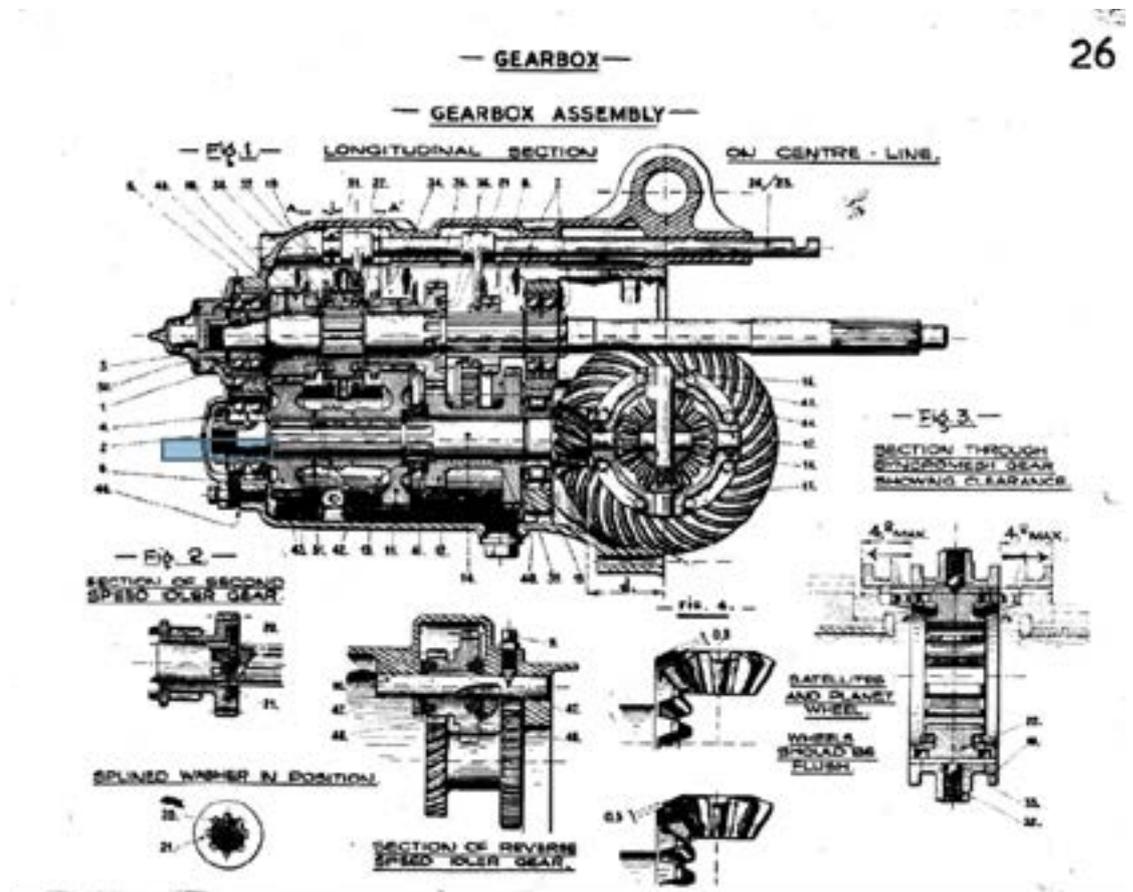
And I do it. It's not easier on the clutch mechanism though. I'll have to relearn my driving technique – after many thousands of Traction miles.

As Robin's letter was published in the 2000-2004 timeframe, I would not have read it at the time. I was a TOC member but living abroad and my mother kept my Floating Powers and Citroenians (and other club magazines) for me to collect on my visits home. Did I read everything cover to cover? No.

The gearbox used in the H-Van and the 15/6 had a third shaft like a conventional gearbox and this shaft would benefit from the traditional double-declutching process.

The key to a smooth gearchange in the 4-cylinder cars is a combination of adjusting the engine speed and allowing time for the synchro rings to do their job. The more you do the former, the less time it takes for the latter. Luckily the gearchange linkage, between your hand and the gears themselves, is quite complex and, I think, tends to slow things down.

I drive four old cars and all have different ways of selecting the gears. The Traction of course has its mustard spoon with all the rods and levers behind the dashboard and the Eiffel Tower on top of the box. My more modern 1959 Chrysler has a Torqueflite automatic box controlled by pushbuttons on the dashboard to the left of the dials. Push buttons for automatics were common on American cars of the 50s and early 60s but were outlawed in the USA from 1968 when the *Federal Motor Vehicle Safety Standards* (FMVSS) became mandatory in the USA and it became a requirement to go through Neutral when selecting reverse. Those same regulations required brakes to have dual circuits which were a challenge for the DS. The pushbuttons on my Chrysler drive a single cable which enters the side of the gearbox below the oil level. And yes, it leaks but otherwise it works very well. Ford's Edsel of the era used pushbuttons on the steering wheel. They were electric switches connected to the gearbox via slip rings, and I understand this was a troublesome arrangement. My DS has a BVM box and hence the steering column change. This uses a cable and a rod linkage which, when set up properly works very well in the DS. However, with such a long lever you find yourself moving your hand a long way from gear to gear and since it moves in a plane that is in line with your line of sight it is sometime difficult to judge whether you are in first or third – or second or fourth. Happily there is a dog-leg between fifth and reverse.



This is not true of the Triumph Herald which has a very short throw standard H-pattern change and it is easy to see why this became the norm. Notwithstanding that, I like the elegance of the Traction's gearchange. In my LHD Normale, the lever is exactly where your hand wants it to be. It takes no effort at all to change gear and the throw is not too far. Would I like it so much if it was controlling a 4-speed box from a DS in a Traction?

Mine does need some attention – the leaf springs that are supposed to return the lever to the centre position don't. To replace them requires removal of the assembly from behind the dashboard – and that requires removal of the knob from the gear lever. Try as I might (up to a point) I cannot unscrew it. I could try harder but might break it which I would prefer not to do. Meanwhile it is freer to move than it is supposed to be but, even so, it is the most pleasing gear change I have.

As I was lost in back issues of F-P I found that the November 2005 issue documented the beginnings of the TOC and the subsequent split from the CCC with stories recounted by those who were there in 1976. Fascinating stuff and redolent of Brexit drama... another hour gone.

It's fascinating to follow these stories from one issue to another - sometimes you hear of the beginning of an adventure and wonder how it ends. Sometimes you don't hear about the beginning until the story is ended. And sometimes you're not paying attention at all miss it completely.



At a recent French car gathering at Blackbushe Airport **Steve Hedinger** told me about an article he'd seen in *Floating Power* a while ago (page 34 Volume 45, issue 4 – which you might also know as the July-August 2021 issue). This referred to the ACI sponsored "*TerraAmerica*" expedition. He wondered how the story ended. I had no recollection of this at all.

The piece in FP stated: "Two adventurous women are heading for the American continent, where they will make the journey from Alaska to Ushuaia via the Pan-American Highway, the longest road in the world." The two adventurous women were expedition leader Fanny Adam and initial co-driver Gaëlle Paillart. Their chosen transport? A 1956 Traction Avant 11B Normale of course. No namby-pamby Toyota Landcruiser for them. Certainly, if I was going to take a Traction on a long trip across uncertain terrain, a Normale would be my choice. It's roomier than the Legere but without the extremely long wheelbase of a Familale and fuel consumption is more reasonable than a 6-cylinder car. But this was not the original choice and in fact, *TerraAmerica* was not the original name of the venture.

My sources of information are Citroënvie and Fanny's "l'aventure Terr America" Facebook page.

On 24th November 2020, **Citroënvie** announced "*TRACTamerica – a Female Expedition from Alaska to Ushuaia in a Traction Avant*" in which "*Two women from France, Fanny Adam and Carolina De Salvo, will be embarking on a Citroën adventure in a Traction Avant, traveling the Pan-American Highway, from Alaska to Tierra del Fuego, to raise awareness of the fate of 21 indigenous peoples and bring their messages to the world.*"



In April 2021 *Citroenvie* reported on progress and the co-driver's name had changed to Maéva Bardy.

According to the prospectus issued for *TRACTamerica*, the chosen vehicle was a big boot Commerciale but, in the end, the extensively prepared Normale called Suzanne was used.

This car had some previous history of many "Raids" – built in April 1956, it was bought in 2005 by Robert Muller, a supplier of special

mechanical parts for rally cars who specially adapted the car to carry out "raids" over a 15 year period. These raids were organized by Tractions sans Frontières, Globe Drivers, Traction Euro-Travel and La Traction Universelle, taking it to Australia, Morocco, Russia, Italy, Northern Europe, Argentina, Malaysia, Thailand, the Andes Mountains, Sardinia, Corsica, Greece, Portugal and Sicily.

Power was courtesy of a DX2 DS21 engine via a 5-speed gearbox. Stopping was achieved by servo assisted disc brakes at the front – outboard rather than the DS inboard system. The front suspension was assisted by a triangulation kit and steering was power assisted. The driver and co-driver sat on comfy BX seats. A 12-volt alternator and 123 ignition system kept the sparks and lighting going and the fuel tank capacity was increased to 70 litres.



According to an article in *Citroenvie* in May 2021 the car was shown in Paris at Citroën's Conservatoire, then shipped from Bruges to Seattle from where it was driven to Prudhoe Bay in the very north of Alaska. This is the northernmost point on the Pan-American Highway which would be about 19,000 miles long, ending at Ushuaia in Tierra del Fuego at the southernmost tip of Argentina. Well, it would be if it was one continuous road. Google maps can't find a route to drive between these places because of the Darien Gap, a 70 miles interruption between Panama and Columbia.

If you think about it, 19,000 miles is a hell of a long distance for a road – it's about three quarters of the circumference of the Earth. It must be a very wiggly road.

In 1972, Major John Blashford Snell of the British Army lead the first expedition to drive from Alaska to Cape Horn and they did indeed cross the Darien Gap using very specially prepared Land Rovers and Range Rovers. Nothing has been done since to develop any roads in this area. A Traction would not be up to the job (take that as a challenge if you will).

Funding for this trip (the Traction one, not the army expedition) included sponsorship from Citroen via ACI and the journey was to be divided into three sections, each of which would take three months, with a break of three months between them. The breaks were timed to get good weather in each of the stages.

So – what happened?

Prudhoe Bay to Los Angeles was completed in the Spring of 2021, including the infamous Dalton Highway, considered to be the most dangerous road in the world. If you are thinking of visiting Prudhoe Bay you may like to know the temperature peaks at about 30 degrees C in the Summer. There were some complications due to COVID restrictions slowing down the crossing from the USA to Canada but they worked it out in the end. In Los Angeles, Suzanne had a well-earned rest and was attended to by Jean-Francois Martin at Citroën specialist MARRS (Martin Automotive Repair and Racing Services) in Santa Clarita, CA. The job list included changing the oil & filter, change the front-right silent block (not trivial!), new brake pads, change of front tyres, windscreen wipers and headlight bulbs and general lubrication. From the photos, I suspect the front silent block change was actually an engine mount – remember this car had a DS engine mounted on DS engine mounts.



The journey from LA to Mexico City took place around April 2022, crossing the border at Nogales. The plan was then to take a break, allowing the rainy season to do its thing. After this the roads would become quite challenging. But, alas, Suzanne has gone no further.



Citroen closed the Conservatoire and the funding for this trip stopped. Suzanne was stored in garage in Mexico City and there it remains. In fact Fanny is looking for a new place in Mexico City to store it. I'm sorry that I cannot tell you that an anonymous benefactor came forward to fund the rest of the trip, which would have been quite an adventure.

You can search for "l'aventure Trans America" on Facebook and see more photos and video reels from the trip. The reels show some fantastic scenery. You'll also see

that Fanny used the trip to highlight the plight of Navajo women who suffer persistent serious domestic violence. All credit to Fanny and her team.



Back in 2020, when Fanny's Traction was still on its way to Seattle, we went to the Great British Picnic in darkest Kent where we met **Tracy and Pete**, who had recently acquired a 2-tone beige Traction. As soon as I saw this 1937 Legere, I thought of the film *Allied*, starring Brad Pitt in which he drove an identical car. In fact, it was the very same car. It turns out this was not the only 2-tone beige Legere used in the film. Apparently, there were three of them. I learnt this on the TOC stand at the NEC Classic Car show when someone (maybe now a TOC member?) approached us asking for advice. He had acquired one of the other cars which had been cut up to allow access for the camera to show Brad Pitt's expertise in starting and driving a Traction, having never seen one before. The close-up of him operating the starter motor by using the key stands out in my nerdy memory. Anyway, the owner of the chopped car was wondering if he should try to fix it or use it for spares. I hope one day to bring news of what he decided to do.



I was only able to attend the NEC on the Sunday. The cars on display were **Bernie Shaw's** small boot 15/6, **Lester Magnuss'** pre-war Legere, **Cleve Belcher's** small boot Light 15 and **Blair Perman's** big boot Light 15. This small collection enabled the

differences to be explained between French and English, pre and post war, 4 and 6 cylinder. That's if people were interested – and some were, although may have regretted asking. Well done to the team who put the stand together and took it down again.

Images of TerraAmerica are courtesy of Fanny Adams

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 are plus delivery charges within the UK. To view the full range and to place an order, please visit

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

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. Bev Oates at Chairman@traction-owners.co.uk

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

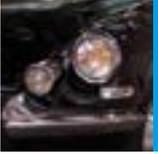
Books for sale

Further to the manuals listed in the previous issue these are some of the other Traction-specific publications available. All are in very good condition and several are brand new. There is not space enough to go into any great detail here so please do not hesitate to ask for more information about any, if required.



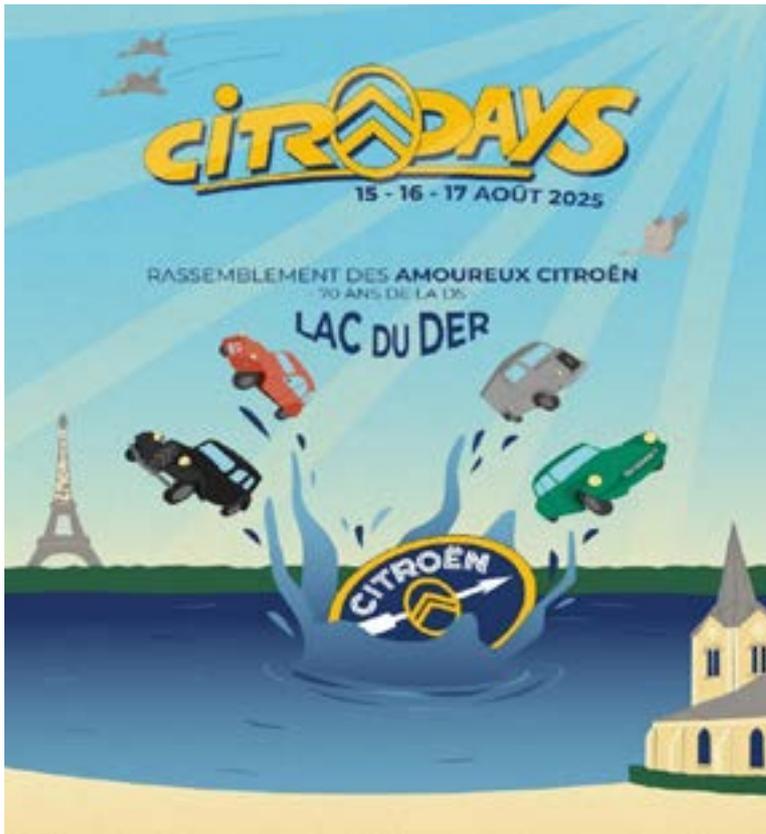
- **La Traction de Mon Père, Yves Buffetaut & Antoine Demetz**
- **La Traction, Jacqueline Borgé & Nicolas Viasnoff**
- **Icônes- Citroën Traction, Dominique Bellière & Éric Massiet du Biest**
- **Traction Avant Toute l'Histoire - Olivier de Serres**
- **Les Fabuleuses Tractions, Fabien Sabates**
- **Le Tour du Monde en Traction, Éric Massiet, Christophe Hermenier, Luc Marescot, Yann Vrignaud**
- **La Guide de La Traction (7,11,22) 1934-1942, Jérôme Collignon (brand new)**
- **La Guide de La Traction (11&15/6) 1945-1957, Thierry Duval**
- **Citroen TA 1934-1957, collection Auto Archives No.5 (soft cover)**
- **Traction 15/6 - Reine de la Route, Dominique Pagneux**
- **22...! V'la les Traction, Fabien Sabatès**
- **Traction Avant Belgium, Olivier Lemesre**
- **L'Album de la Traction, Jacques Borgé & Nicolas Viasnoff**
- **La 15CV Citroën, Olivier de Serres**
- **Traction Avant- le Grande livre, Olivier de Serres**
- **Les Voitures des Années Cinquante, Les Traction Avant, Daniel Puiboube**
- **François Lecot - 400000km en Traction, Fabien Sabatès & Gilles Blanchet**
- **Traction Avant Coupé Cabriolet Découvrable, Olivier de Serres**

The TOC is open to reasonable offers on all items. Enquiries/offers to: president@traction-owners.co.uk



CITRODAYS

Stephen Prigmore's report on the Citrodays festival at Lac du Der.



Nigel Wilde has written an excellent article describing his visit to the Citro Days rally in August, if you can get hold of this month's Citronean, it's well worth a read.

Here's my account.

Being retired and in no particular rush, Tina, our thirteen-year-old grand-daughter and I, set off in our 1972 D Super 5 on the Monday before the event, joined by Bernie Shaw in his 15/6.

We broke the journey with an overnight stop in St. Quentin which made for a leisurely drive the following day, arriving at our Airbnb bungalow in Cheffond by mid-day. The rally site was only about 10 kilometres away and as the week wore on it started to feel like we had landed on planet Citroen, they were everywhere.

We bumped into Jean Laugeois a familiar face to Brittany rally goers, he is the treasurer for the event and he told us that approximately 1200 cars had registered, 800 of which were D's.



They were certainly the most numerous model represented, there were far fewer Tractions than I had expected. This was also reflected in the trade stalls, lots of D parts and spares.

As always, the food offer was very good, and talking of food.....the gala dinner is always the highlight of these events, no-one does mass catering like the French, it was excellent, and 680 people sat down to a wonderful meal all washed down with unlimited red and white wine, (this may have been a factor in the mobile phone down the toilet incident that followed, nuff said!)

The service was faultless, food arrived quickly, beautifully presented and either hot or cold as required, as I sat there, I pondered on the budget, 680 people at 90 euros each is £61,200, an astonishing sum.

As I said, we arrived a couple of days early and had a couple of day trips, one was to the town of Troyes, the beautiful medieval town centre obviously escaped damage from two world wars and is well worth seeing if you are ever in the area.

The other trip was to Colombey-les-Deux-Églises, site of the Charles de Gaulle museum, memorial and resting place. His funeral was the largest such event ever seen in France, a much venerated man. The memorial building is on two floors, upstairs is an excellent museum, very well laid out with imaginatively presented artifacts and information, downstairs in the entrance hall was a temporary display of his cars,

This included the DS in which he was travelling when it was fired upon and hit several times, although now repaired, there are stickers showing where the bullets hit it.

There was also a beautiful SM convertible and some other cars that weren't Citroens.

I think this statue in the foyer captures the essence of the man beautifully, although the one of him and his wife in the centre of Calais is very lifelike.

We also had an overnight stop on the way back, this time in Arras, our accommodation being just 20yds off the main square.

The following day we headed home.

All in all, a great trip, lots of Citroens, not many English there, we did have a chat with Nigel, and Bernie bumped into Barry and Peter Annells in the local Auchan supermarket, is it true they drove to the event via Spain? Sounds incredible, but on past history, highly likely, they really are the epitome of being a Citroenista.

The cars performed faultlessly, we drove at a steady 100kph, about 62mph, at this speed the D was showing 2500 rpm, covering about 1200miles, used no oil or water, MPG, no idea.

A week after I got back the water pump bearing failed and the voltage regulator stopped regulating, both now sorted, but fortunate timing.

Stephen Prigmore



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 Légere



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 £12,995. 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:

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/1/C1897994>. Some spares - **£30,000 ovno**



Contact Julian Pratt on 07824 313541 or julianpratt@gmail.com

FOR SALE:

1953 Light 15 RHD
(Malcolm Saggars Diesel Conversion)

Slough built big boot, in 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. One of a small number of cars converted by the late Malcolm Saggars in the 1990s, this one for Barry Joyce. Fitted with BX diesel engine and 5 speed box, so it has no problem keeping up with modern traffic. Starts first time, every time and runs really well.



Maintained by local classic Citroen 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!

FOR SALE:

For Sale 1951 Traction Avant Onze Normale

(small boot). Purchased 31

years ago, fully restored. The car has been kept to its original specification, except for peacock drive shafts, which were already fitted before I bought the car in 1994. The engine was rebuilt in 1997 and head lining replaced, an O.L.D. roof rack had been fitted before the car came to the UK. The car has its original French number plates, and was previously owned by a Brigadier in the French police. The car is in excellent condition with one or two minor jobs to do. **Price £15,000**

John Gilroy White, Telephone:

02083307216. Mobile 07810835330. The car is located in New Malden, Surrey



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 1 no French style air filter box: £25 1 no tropical type air filter box, (as per South African spec) good condition, but no rubber elbow, etc. £30 1 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 FOR SALE:

LT 15 Radiator 5 wheels Pair metal front wings Pair headlights Rear subframe including hubs Head gasket sets Various chromed pieces Front door windshields (framed & frameless)

Big 6 Large headlights Intake manifold Dynamo including fan.

Contact Roy Forward on 07817006170

PARTS WANTED

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

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

Wanted: Normale grille moulding and chevrons please .

Andrew Tweed: tina.tweed@hotmail.co.uk

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

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

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

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