



Floating Power

March - April 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?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the May/June *Floating Power* will be

Sunday 19th April 2025

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Delightful twosome,
Paul Bodiam's Traction
alongside his 1953 Sunbeam Talbot.
(see What Else Do You Have in your
Garage).



Editor's Epistle

It is one of the oddities of working on a magazine that only appears six times per annum, that you are never quite on target in terms of either seasons or events. Here is a case in point.

This magazine will arrive in your letterbox in March, but some of the news will inevitably relate to Christmas and New Year 2025/26, and I am only now, in early February 2026, actually writing about the Festive Season. In the November/December 25 edition, where you would have expected a Christmas vibe, most of it was probably written in October 25 and the January February edition still couldn't really look back on Christmastide, because it hadn't actually happened at that point in time, the deadline being in early December! So, forget any seasonal themes. It is Spring (almost), so change your oil and get out onto the road.

I actually managed to cripple myself just before Christmas and spent the holiday period limping around with considerable pain in my right leg, possibly from a trapped nerve. Fortunately, after lingering (or should it be malingering) for some time, it now seems to be recovering. Although the initial pain dissipated, I was left with a couple of numb patches on my leg, suggesting that the nerve had not fully recovered.... then.... I slipped and fell on some steps at Fell Foot in the Lake District and executed a parachute roll down a bank. Quite traumatic, but I escaped with only a graze and a few bruises, but.... abracadabra, the odd numb patches had gone. Not a recommended form of therapy, however!



Any other news? Well, my Volvo which had sat for a couple of months with most of its interior missing, whilst its seats were being reupholstered, has become complete again, (at considerable expense) and I have rescued a VW Beetle that appears to have hardly moved since being initially restored in 2000. I will do a What Else....? In due course.

More seriously, in the recent Classic motoring press was an article warning about jumping to conclusions based on ill-advised and alarmist snippets relating to our hobby, that appear on the internet. There have been a large number recently, particularly regarding elderly motorists, which are either misleading or in some cases, downright fabrications. It had been suggested by some online news outlets that over seventies would have to fully retake their driving test, and a couple of sources suggested a legal age limit to stop driving was likely to be enacted in 2025. None of this was true. There are some changes, to the interval at which older drivers need to renew their licenses, and a suggested mandatory eye test for those renewing at over seventy. As far as I can see, however, this latter only currently kicks in if you report a condition from the list on the application form that suggests an effect on your vision.

There had also been suggestions that the previous budget would change road tax/MOT exemption for vehicles over 40 years old and there has been reported to be a frenzy in some areas, of owners unnecessarily renewing their free HV road tax early in order to avoid the supposed imminent reintroduction of paid road tax for currently exempt vehicles. Well, most of this is pure bunkum, and the message here is not to believe all that you read when browsing the internet and to get your key information from reliable sources. If the Federation are not talking about it, then it is likely to be fake news, as the so-called leader of the free world, would say.

Now last but not least, I have grumbled for some time about the dearth of Section reporting from some quarters, and finally, a recent discussion within the committee has suggested that given the lack of regular reporting by many of the Sections, we should economise by deleting the regular Section Reports pages, making the magazine thinner and cheaper to produce. It hasn't happened just yet, but it is there on the table, and if the level of reporting doesn't improve significantly, it will definitely come to pass, which will be a shame, since that is the way that we maintain some kind of national and regional cohesion. **USE IT OR LOSE IT!**

So there we have it. I hope that by the time that you read this you are at least thinking about getting your Traction dusted off and on the road. Enjoy 2026.



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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.

PRESIDENT

Bernie Shaw

T: 01933 274382

E: president@traction-owners.co.uk

CHAIRMAN

Bev Oates

T: 01629 582154

E: chairman@traction-owners.co.uk

SECRETARY

Ian Harvey

T: 01462 711248

E: secretary@traction-owners.co.uk

TREASURER

Cleve Belcher

E: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY

John Oates

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

T: 01629 582154

E: membership@traction-owners.co.uk

SOCIAL SECRETARY

Sara Fleming

T: +44 7914 691767

E: socials@traction-owners.co.uk

HELPLINE - VALUATIONS AND AUTHENTICATION

Steve Reed

T: 07557 312078

E: helpline@traction-owners.co.uk

Please use WhatsApp where possible.

CLUB SPARES

See page 5 for details

EDITOR FLOATING POWER

Bryan Pullan

T: 07513 362202

E: editor@traction-owners.co.uk

MARKETING & PUBLICITY

Chris Bailey

T: 07768 325924

E: marketing@traction-owners.co.uk

WEBMASTER

Simon Scotland

E: Web@traction-owners.co.uk

NON-DESIGNATED

Peter Riggs, Tim Newing, Chris Treagust, Vanessa Plumpton, Gavin Davey and Adeline Davies

OTHER VOLUNTEER ROLES (NON COMMITTEE)

PHOTOGRAPHY

Martin de Little

T: 07951 417148

REAR WHEEL DRIVE

Andrew Peel

E: rwd@traction-owners.co.uk

SOCIAL MEDIA

Andrew York

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



President's Ponderings

Other than an enjoyable Christmas Lunch organised by Darrin of Citroën Classics, I don't have much motoring activity to report my penultimate paragraph will explain more if you manage to get that far.

As always, the ACI AGM was held during Retromobile. I was unable to attend physically this year, but I joined the meeting remotely over the Internet. In a nutshell, the Association has again not received any financial support from Citroën/Stellantis and none is expected in the foreseeable future. There is still some cash in the bank, but with no likely income, the ACI is not going to be able to offer the same level of support and guarantees to approved events as it has in the past. Nevertheless, the agreed 2CV meeting, in Holland next year, will not be affected. As far as events that embrace our models are concerned, there is still no 2028 ICCCR agreed BUT ... the Portuguese Clubs have promised to submit a proposal for an international event in that year and are considering two possible venues, both in the South of the country.

Fortunately, our own events are on a stronger footing as you will see in Adeline's update. In addition to the 50th Anniversary celebration in Dorset, there will be a significant TOC presence at the CTAB, Brittany, rally which this year will be based near Saumur, in the Loire Valley.

The TOC has not had anybody to coordinate social activities for some time now. We are therefore very grateful to Sara Fleming for agreeing to take up the Social Secretary reins. Her role will not be to arrange rallies or other events herself but to liaise with and coordinate those who do. On that front, with this year well in hand, we do need to think about next year's annual rally. Sara will therefore be very pleased to hear from anybody who is prepared to consider undertaking this important mission. Her TOC contact address is: socials@traction-owners.co.uk.

I am still sitting on a large number of Citroën related books - not all Traction - but all of which the Club will be happy to sell at reasonable prices. A list of some is reprinted on page 35. Please contact me if you are interested in any of those - but the list is far from definitive because I am still attempting to catalogue everything. If there is an

unlisted book you would like, we may have it. Ask and I shall happily look.

Meanwhile, I am still waiting for Spring to stick its head over the parapet and make workshop days a little more bearable. Over the last 2 months, I spent a large number of very cold and frustrating hours attempting to sort out an ignition problem that occurred on the Traction shortly after my trip to Darrin's Christmas Lunch. Having replaced every one of the ignition components, one piece at a time (all obtained legally, unlike Johnny Cash), I finally concluded the problem had to be within the hardware of the distributor itself. A complete replacement unit subsequently proved that to be the case and, although I am still attempting to pinpoint the precise fault with the original part, at least I am again mobile and looking forward to some decent motoring weather. See you there - wherever there may be.

I was sorry to learn of the recent death of Mike Tebbett, a long-standing TOC Member whose interests extended far beyond the Traction.

Tatra

Another view of the Tatra at **Retromobile**.
See Bailey's Banter for more coverage.





Chairman's Chat

As I write this at the end of January, I am hoping that the grey skies soon disappear and the sun re-appears. I am looking forward to John getting our Traction out of the garage and starting our 2026 adventures.

Have you booked for the annual rally? Please don't miss out on the chance to help us celebrate 50 years of the Traction Owners Club. I am looking forward to an evening at the Rally when we are going to look at the photos and videos of the early days – have I really aged that much??!! Where have the last 36 years gone?

For Christmas I bought John & myself new 50th polo shirts, as advertised in Floating Power. They are great quality and there are super colours available, so go on... treat yourself. Don't forget your new keyring as well – don't worry if you don't want to pay postage, I will bring them to the Rally and "persuade" everyone to buy at least one!!

In my last Chat I asked if anyone was willing to take over as our Section Co-Ordinator in Ireland. I am so pleased to say Leslie Scott came forward and our Club Tools now live with him in County Tipperary. Thank you, Leslie.

Also thank you to David Selfridge who was our Irish Rep for a number of years. I would like to share with you the comments that David gave me on the role and how useful it is having "named" people around the UK – not always on your doorstep but certainly only a phone call away to offer help and advice.

David agreed that I could share this with you all *"During my time the tools have been out approximately 5 times. We here in Ireland are so, so widespread that it's impossible to arrange meetings or get-togethers, you only make contact through email, telephone/messaging or WhatsApp. I have made a lot of friends through this job, members seeking advice, tool lending or just a chat about Tractions. Some of these contacts have become close personal friends now.*

I sold a Traction for a very dear lady, who still sends messages and recalls the time we had together. Indeed, the person that purchased her deceased husband's Traction and his friend, who came along to check the car out, have become TOC members & very close friends of mine. I really got a lot of satisfaction & joy from that transaction, indeed this lady still keeps in touch periodically.

I really enjoyed doing this job and would certainly recommend it to anyone, who's got the spare time, to do this interesting, fulfilling & pleasurable job. Kind Regards David Selfridge."

On page 20 you can read details of our last Committee meeting. There are a few things I wanted to mention here.

Thank you to Sara for offering to fill the role as Social Secretary – it certainly doesn't mean Sara will be organising events but will help and advice those doing so. Please read Sara's message on page 25.

What about 2027? Could we have a rally in your area? If you have an idea for a venue please speak to Sara and we can help you make it happen.

We will continue to have a TOC stand at the NEC – however Ian needs help to organise it and then be available on the three days.

"Use it or lose it" – I keep being told this when I go the gym. However this is also true for Floating Power. If we Section Reps (yes, me included) don't write news for the magazine and if members generally don't submit articles and photographs what can the Editor include? The last thing I want to see is the number of pages decreased because WE – all of us – have nothing to say!! Please help Bryan, our Editor, keep Floating Power interesting and useful.

Lastly, your magazine arrived with your renewal letter – please pay as soon as possible and keep my husband happy. Also pay whilst you remember!! That's my rant finished for now... see you in the Spring when I hope we have blue skies and sunshine!!

Bev

Traction Owners Club: Section Details

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

Northern Scotland

ANDY BURNETT

T: Andy Burnett: 013398 86290

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

See section report for coming meetings/events.

Southern Scotland

JOHN WHITE

T: 07960 918310

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

See section report for coming meetings/events.

Ireland

LESLIE SCOTT

T: 7729 518992

E: leslie@precisionagireland.ie

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

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

Surrey/Hants/Sussex

JIM GIBSON

T: 07594232602

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

See section report for coming meetings/events.

Avon/Dorset/Somerset

GAVIN AND ADELINE

T: 07803174001

E: ads@traction-owners.co.uk

See section report for coming meetings/events.

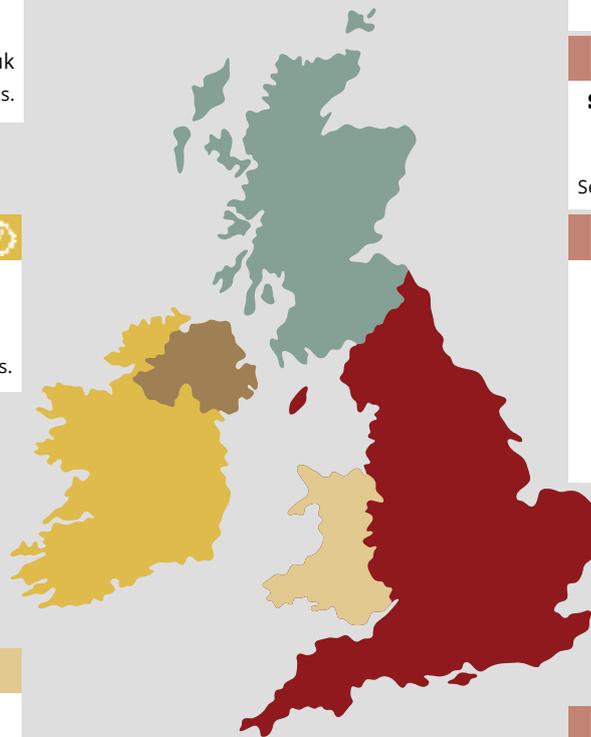
Kent/East Sussex

ADRIAN PHILLIPS

T: 01892 785664

E: adriangphillips@aol.com

See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Northern, Lakes and Borders

Not much activity in January. With the few fine days being accompanied by sub zero temperatures and consequent road gritting, my own Traction remained stashed in the garage for most of the festive period and through well into the New Year, all apart from a brief foray one day, and as I write this in late January, it is still there and likely to remain thus, given a fairly grim ongoing weather forecast.

I am, however, pleased to report that the late Bill Dyke's Traction has finally found a new home in the Preston area. I am not sure why it took so long for anyone to show some interest in what was, in essence, a bargain classic car, solid bodily with a reasonable interior and in decent running order and I think that the first person to view it, bought it for the asking price. An excellent start to Traction ownership without breaking the bank. Hopefully we will be seeing it and its new owner out and about in the months to come.

Colin Lea has gone through the tedious process of removing his engine again in order to replace the noisy release bearing. This was quite rusty and he has greased the replacement, obviously the slight leak from the water pump that manifested itself early on after the rebuild had taken its toll. Anyway, he is happy to report that the replacement gives near silent operation. (see letters).

Other news: there won't have been a car meet at St Catherines Hospice in February. The café is closing for alterations throughout February and into March. The March meeting will however, be held as usual on the 8th, with the café offering refreshments via an outside kiosk and a tented seating area if the work isn't completed. Normal service will be resumed later that month.

The Charity Farm breakfast meetings are continuing as normal, on the first Sunday of the month although the café remains closed. Heskin Hall are opening their season of breakfast meets on the 15th of February, according to their website. These will then continue on the third Sunday of the month, so as not to clash with the resumed St Catherine's meetings. As usual, a charitable donation of £3 is expected. It is a good site, all hard standing with a café and other site facilities.

The Lancashire Vehicle Club have published a calendar of events for 2026. All their events are free to paid up club members and they ask non-members for £3 which goes to local charities:-

10th May, Astley Park, Chorley, PR7 1XA.

21st June, Moss Bank Park, Bolton, BL16NB.

12th July, Brockholes, Preston New Rd, Samlesbury, Preston, PR5 OAG. Sorry, dogs not allowed at this one (nature reserve).

26th July, British Commercial Vehicle Museum, Leyland, PR25 2LE.

16th August, Classics in Miller Park, West Cliff, Preston. PR1 8HU.

13th September, Worden Park, Leyland, PR25 1DJ.

4th October, The Island, St Anne's, FY8 1LS.

Other N.W. events in 2026.

Lytham Hall, Lancs. **May 17th**.

Hutton in the Forest, Cumbria. **June 14th**.

Leighton Hall, Cumbria. **July 12th**.

Hoghton Tower, Hoghton, Nr Preston, PR5 0SH, **26th July**.

The above four are organised by professional organisations who require exhibitors to pay circa £8.50 to display. You know my views on charges to exhibitors at this sort of level. But it is up to you, obviously. Check it out in advance, and note that if you turn up on the day without booking, then you will have to pay the full entrance fee which is likely to be £12.50 plus, depending on how many passengers you have.

Last but not least, Tatton Park, Cheshire, June 6/7th, major event, free to enter with two passengers.

That's it folks. Let's hope for some decent weather in '26 so that we can enjoy a few of these events.

Bryan Pullan

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

Peak

We hope to arrange a Drive It Day event for Sunday 26th April if there is enough interested from local members. Any suggestions for venues, etc, would be most welcome.

I will email you all in March to check possible attendance.

Bev Oates

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

Kent/East Sussex

Once again, the section thoroughly enjoyed its by now annual visit to the magnificent Mallalieu Motor Collection in Pavillion Court, Barbados. There was a hearty welcome from both Bill Mallalieu himself and Errol Howell who keeps all the exhibits in running order.

Inevitably we had to focus on the Slough Big 15 which was prepared for its starring role in the movie *A Caribbean Mystery*, Agatha Christie's Miss Marple in her only case outside Britain, by our very own John Gillard. Sadly, it had not been able to drive in the 2025 Holetown parade, the island's top classics event; not because it wasn't a runner but because it was blocked in place by a Rover 2200 immobilized and urgently in need of a part. The part arrived, the Rover is now running and the Traction is free to leave the museum. Errol started her up for us, demonstrating his solution for removing and replacing the battery without having to lift off the whole bonnet cover. He also explained how he cured a problem of engine juddering which he'd encountered by cleaning the fuel line where it goes out of the tank. I suspect that I might be putting this knowledge to good use myself. Bill hasn't spotted the island's other Traction in some while and suspects that it might have shipped over to the USA.

Section News

Amongst the many other treasure in the collection one of the rarest is a Mallalieu Barchetta. Bill's family spotted that Bentley Mk VIs had a fine chassis but, because of the poor quality of steel available immediately post-war, fatally vulnerable body work. The company bought up a clutch of mouldering MkVIs, removed the bodywork and fitted an open racing body. These proved a success for both racing and touring.

Adrian Phillips

For contact details see main table at beginning of this section



There's still boxes and boxes of parts to be fitted, but an early summer finish looks a real possibility. Fingers crossed!

Meanwhile, your correspondent is well into the refurbishment of his Slough-built 6 which he had unearthed from a garden in Lincolnshire some time ago and taken to the well-equipped workshops at the Chevronic Centre in Hitchin, where, thanks to the extreme generosity of Rob Moss, the car could be properly examined and the process of rebuilding it could begin.

It transpires that the car had covered 76,000 miles by 1993 before it was taken off the road having rotten sills and boot floor. In 2015, it was bought by only its second owner who joined the TOC, stripped it down and started the bodywork repairs, but unfortunately, he died in 2024 having completed the welding and rebuilt the rear suspension and brakes.

The engine was complete and turned freely so this was collected first, cleaned up, and the bores were left to soak for a few weeks to free the piston rings. It was then set up on a test bed with the radiator and exhaust connected, and remarkably, fired up on the first attempt.

Mike Wilcock

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

London



After a somewhat protracted absence, the London Section has something to report!

Thanks to the tenacity and unceasing enthusiasm of Pete Simper, the regular first- Thursday- of- every- month, evening meetings at the Hare and Hounds in Osterley have continued

with a dogged hardcore of at least four or five Tractionists. Here are some notes on what's been going on of late:

Every winter month, if it's not pouring with rain, Mike Wilcock gets his Traction out for an hour's drive around London, including a slog up the hill to Crystal Palace. These trips are part of running-in the ID19/11D engine that he had built and fitted prior to the Malvern rally last year.

Performance is much stronger than his previous Perfo engine, although an annoying clutch fault needed two further engine removal sessions to resolve.

There's also an occasional rattle from the rear of the engine during left hand turns in 2nd gear which could well be a displaced circlip in the chain tensioner!

The good news is that replacements are cheap as chips but the bad news is that he'll have to take the engine out again!

Andy York's DS Safari project had speeded up over the winter, not least because he has spent a great deal of time scraping and then painting the interior. Now with all the panels fitted, the sensational shape and the completeness of the design has emerged.



Wales

Thank goodness, Drive it Day is in sight ! On 26th April we'll join MWCVC in a run around the mid Wales countryside . Please call or email me nearer the time for details. Don't forget to order your rally plaque in plenty of time.

Brightwells have an interesting car in their next auction. Tim and Leslie Newing and I are going to have a day out to study this Paris built RHD from the point of view of how the Paris factory carried out the conversion versus what Slough did . Tim is making rapid progress with his roadster project and I'm looking forward to seeing it as part of my visit .

Mick Boulton is looking for new homes for some of his spare parts and during my visit to check these out we spoke about a possible event based around the youth hostel at Ratlinghope , watch this space.

The Shrewsbury classic car show at Longden takes place on 12th July . It's always a great event , the weather is always good, please let's have lots of Tractionists there. Just Google it and book in.

My own Six project is progressing gradually. The gearbox is now back in one piece. The unobtainable roller bearing and thrust bearing supporting the opinion have been replaced by a pair of taper rollers with a locally made spacer resulting in perfect alignment of pinion and crown wheel . Many thanks to Robert Williams for his helpful comments on this substitution. I'll look forward to reporting on the result of this work.

I now have four engines in bits in the (rather crowded) workshop with a view to building a serviceable unit from the good bits of these engines, more info next time.

One Wales TOC member has emailed registering for updates on coming events, anyone else is very welcome to contact me - I'm happy to keep them informed when anything is happening.

Andrew Tweed.

For contact details see main table at beginning of this section



A Tale of Two Journeys - Part 2



A Tale of Two Journeys

Or

How I prepared my 1953 Traction Avant for a tour of Northern France and how it fared on the trip itself.

Journey Two, here be Dragons



Preparing my Traction Avant for our trip to France had been stressful and contributed in a major way to my increasing baldness. My wife Fiona had only agreed to join me if Simone & I could make the trip to Dover without mishap. And so, Simone & I set off with trepidation, following the route that Google had selected for us – unexpectedly including the use of the Woolwich Ferry, (note to self review Google maps before departure) We arrived with no mechanical or other mishaps, and so Fiona joined us in Dover by train. With suppressed feelings of anxiety & excitement, on Saturday 6th of September, the three of us, slid under the Channel courtesy of Le Shuttle. Knowing the areas I wanted to visit, I used Google Maps to rough out an initial route, which avoided motorways and toll roads. I then limited each day's drive to under four hours. With this information I researched and booked hotels around that route. Google then calculate the new route, and I modified specific sections using The Best Road Trips – France, from Lonely Planet. A couple of times we used paper maps, when a more

interesting alternative presented itself. Our first stop fulfilled a boyhood desire to visit Bleriot Plage just south of Calais. This is where Louis Blériot took off for the first successful crossing of the English Channel by aeroplane in 1909. Then south along the coast on the D940 as recommended by The Best Road Trips book. It is a lovely run and goes all the way to Le Touquet. En route we stopped at Cape Griz-Nez, a 150-foot cliff some 17 miles across the Channel from Kent. As we tried to park, we were chased around the carpark by a French registered MG TC. The driver was excited to tell us, in French, "that he was a Frenchman driving an English car and I was an Englishman driving a French car." I had not the heart to tell him that I was Scottish. He was in convoy with a similar Californian registered MG, but unfortunately, they were off before we could chat or even take photographs.



A Tale of Two Journeys



removed, but just then another waiter arrived with a small selection of what looked like handmade mini-Magnum ice creams. "In for-a-penny," we thought. They were also delightful. On the point of leaving once more, what looked like an enormous mobile sideboard, ('chariot' in French) loaded with petit fours arrived. Having made our choices, we secreted the evidence, delightful macarons, and scurried off to bed before anything else turned up.

Breakfast next morning? All we could face was a delightfully made, but thankfully tiny, pain-au-chocolate each. The first stop was the Louvre-Lens Museum an offshoot of the Louvre in Paris. It has a small but excellent collection of works sourced from The Louvre, ranging from prehistory to the present day. They are skilfully, but simply displayed in a large hall, and I believe it would appeal even to those who rarely visit museums. Being free and me being Scottish, it very much appealed. The museum is near to several of the World War 1 memorials, including the Canadian National Vimy Memorial on Vimy Ridge. The museum would be a good place to have a change of atmosphere.

I had decided to get a Global Money card as the best way to pay for Euro expenses. It is a great

Due to our late arrival in France, we had to cut short the coastal drive and head East at Boulogne-Sur-Mer. We followed the quiet roads of rural France to our first hotel, the Chateau de Beaulieu near Lillers. With the past months' tribulations in mind, I was more than a little relieved to have arrived without any issues. The receptionist welcomed us then excitedly told us that this was just the same as her parent's wedding car. Photos were taken and rapidly dispatched to them.

Despite the tools and spares I carried, my classic car apprenticeship was still a little theoretical. We travelled with my basic tool set, four litres of engine oil, a jack, two spare inner-tubes, a bulb set and the obligatory warning triangle and vests. If I had packed what Nigel Orchard listed in his recent account of a trip to France, my wife would have suddenly remembered an urgent business trip to Siberia. We used all the engine oil by the time we got home.

We celebrated our 39th Wedding Anniversary with an astonishing seven-course meal that night. On finishing desert, seven courses in, our waitress arrived with another amazing concoction. "What's this", my wife asked? "C'est le dernier désert" she said ("this is that last desert"). It was astounding and a visual masterpiece. "That's it" we thought as the plates were



idea, but do not use one at a self-service petrol pump. Why? A self-service pump deducts the maximum amount from your card at once, returning the unused portion to your card at the end of the transaction. Not so with a Global Money card. It took two days to get the sum taken for the maximum amount back on my card.

Later that day we visited the Hayencourt British Cemetery, set in the middle of farming country. It was hauntingly poignant. The graves are mainly those of Canadians who died within two days of each other in late October 1918, during what is known as the 100 Days leading to the end of WW1. It also holds the grave of a single soldier from the Sherwood Foresters, my wife's grandfather's regiment. He had been junior lieutenant just out of school in 1918, thankfully surviving the war.

The lovely old Manoir in Chauny, our next stop, was decorated in a Belle Époque style. Although the many images of ladies in corsets did make me wonder about the history of this particular establishment. Unfortunately, I had forgotten that most restaurants in France close on Sundays, including the one in the hotel. So, I treated my wife to dinner in the local kebab restaurant. From the sublime to the ridiculous?

Every day before we set off, I dipped the oil, checked the radiator and brake fluid levels, then manually primed the fuel pump to ensure an easier engine start. Due to the experiences of the previous months, we viewed each new day as an adventure. My wife would probably say "with trepidation."

Heading south for Champagne, we continued to use the minor roads for which France is blessed. Shortly after entering one village, we heard the mass sounding of car horns, which signals a French wedding. As the guests waved away the happy couple, we appeared upon the scene, instantly becoming the new centre of attention. I suspect that Simone now graces several of the couple's wedding photographs, both amateur and professional.





The Low Emissions Zone in Reims only covers part of the A344 and the very centre of the city so can be avoided when visiting, but we bypassed it on this trip. Our route here was based on The Best Road Trips and looped round the Parc Naturel Régional to Epernay. The first stop was the Phare de Verzenay, a glorious, if barmy exercise in champagne marketing. Built in 1909, it is a lighthouse situated some 130 miles from the sea. I had foolishly decided to visit the village of Verzenay before the Phare. It is a village with short narrow streets and very tight corners. We found Simone's turning circle was not well suited to them. The multi-point turns may have impressed the incredulous locals but not my wife. Verzenay also demonstrated the pitfalls of using Google Maps. Having abandoned several attempts to reach the Phare from the middle of the village, we escaped to its edge and reprogrammed Google. This found us driving up the increasingly rough dirt tracks separating different sections of vines. Google was certain they were normal roads. Simone was not amused. We finally got to the Phare, which has amazing views of the surrounding area.

Late in the afternoon we stopped in Hautvillers four miles north of Epernay. After visiting the tomb of Dom Pérignon, credited with creating champagne, we shared a plate of

cheese and four small glasses of champagne in AU36 a friendly wine boutique. Our appetites were still limited due to those seven courses. Just for the record, despite the several amazing meals we had, I managed to lose four kilos during the trip, due to the lack of hunger on the days following.

In the champagne shop across from the wine bar was a display of Dom Pérignon vintage champagnes in sizes up to Rehoboam (6 bottles). These will set you back over £3,000. "People do buy them" said the owner, "but usually only the Americans."

A friend who works for a major champagne house, recommend some less well known but superior quality growers. Unfortunately, due to the harvest none of these estates were open for tastings. We did purchase examples from Janisson Baradon, a well-regarded retailer in Epernay. I have listed the growers at the end of the article. Arriving back at the car with our purchases we found one of the locals in deep admiration of Simone. His delight was tangible when I let him sit in the driver's seat and look under the bonnet. My French was good enough to understand his enthusiasm and his assertion that "they do not make cars like this anymore" and that "all modern cars are @!%^!...." which I will not translate.





Our hotel that night was a few miles south of Epernay, the Hostellerie La Briqueterie at Viney. I went round the roundabout in front of the hotel in the wrong direction, but the staff were too polite to comment. I cannot think why, but they were not keen to offer the valet parking service.

Next was Troyes in the far south of Champagne. The concierge in an earlier hotel warned me, "Don't take your wife there, it has too many beautiful clothes shops." We stopped at Montguex, a picturesque little village with excellent views, some six miles to the west of the Troyes and quite separate from the other champagne growing regions. This tiny village only received the Champagne appellation in 1927 thanks to the determination of Léon Beaugrand, after whom the main street is now named. Léon's granddaughter, Helene Beaugrand, cultivates three hectares of vines and produces some excellent and good value champagnes. Montguex is well worth a visit and to buy quality champagnes that most people have never tried. I think having a story about the wine you serve to people enhances the experience.

We stayed in La Licorne in the centre of Troyes, close to the medieval part of the city. Simone sat in the main courtyard of the hotel. Normally, cars are valet parked under the hotel, but again nobody seemed keen to enforce the rule. Troyes' medieval quarter is beautiful, with a stunning cathedral, lovely old buildings and some particularly good restaurants. And as I found to my cost, the shops are both elegant and expensive.

From Troyes, the route took us past Fontainebleau, with its famous palace. Less well known is the Chateau de Courances, a beautiful mid-17th century chateau and gardens, with a remarkable history. It is one of these little-known gems that is off the usual tourist trail. It is only open on weekend, but well worth the visit. The Café de Courances nearby is open every day and a good pit stop if you are in the area. Google will get you there.

Our next hotel was the Abbaye des Vaux-de-Cernay, some 30 miles southwest of Paris and set in the Haute Vallée de Chevreuse Regional Natural Park. On arrival, the carpark concierge looked at Simone and, despite his grandfather having driven one, said, "I think that you will want to park this yourself?" He looked relieved when I agreed. Simone looked somewhat idiosyncratic amongst the black chauffeur driven limousines and their besuited drivers. Starting life in the 12th as a Century Cistercian Abbey, it suffered a Henry VIII style assault during the French Revolution. Almost a century later

A Tale of Two Journeys



Baroness Charlotte de Rothschild rebuilt the various buildings and added more. There is an amazing array of activities, from pedalos and tennis, through to croquet and a games room filled with arcade games, all at no cost. Bicycles were scattered across the estate for those wishing to explore its furthest reaches. My wife described it as a very upmarket holiday camp. We spent two nights there before moving on to our final stop.

Le Manoir de la belle époque at Baie de Somme was delightful and the owners immediately photographed Simone against the backdrop of the Manoir. That night we dined in Chez Virgile, a cliff top restaurant three miles away in Ault. In terms of quality and value the food was excellent, whilst the picture window looked out on the brooding beginnings of the next day's storm.

That day started well, as we headed back to Calais. That was until Fiona became insistent that the banging under the bonnet had not been there before. Initially I tried to dismiss it as nothing out of the ordinary, but she can be insistent, and I had to agree. At this point I wished that I had brought at least one item from Nigel Orchard's list, a fan belt, because mine was delaminating. This was 9:30 am on Saturday morning, not a good day for finding an open garage, but Fiona found an open garage about 5 miles away.

On arrival I realised that when it came to cars, my French school books had only covered wheels and tyres, not fan belts (it is 'courroie de ventilateur' by the way). He did not have the belt in stock, and we might have to wait until Monday! But God bless him he phoned around, found one in a local village, drove off to collect it, then fitted it in moments. We were on our way again in under two hours. The cost? A mere €50. He did take photographs but only of the engine.



The fun was not yet over as an hour later a rain shower that Noah would have recognised struck us. Fiona did sterling work with the manual windscreen wiper, as water dripped onto our knees. The weather finally cleared but I had made the foolish mistake of not cancelling the 'no motorway option' on Google Maps before nearing the Tunnel. We ended up at a petrol station deep in the freight complex some 15 minutes away from the entrance. But there was a toilet.

We recrossed the channel and stayed Saturday night next to Brands Hatch, leaving just after 7am. We decided to use motorways, which was a good decision as at that time on a Sunday they were all quiet. We got back with our various liquid spoils, to a welcome from our neighbours, and just ahead of the storm we had last seen in France.

Glen Winkfield

November 2025

Champagne Recommendations:

Champagne Tarland – 21 Rue de la Cooperative, Oeuilly, Epernay

Champagne Agrapart – 409 Avenue Jean Jaures, Avize

Champagne Pierre Peters 9 Rue del'Eglise, Le Mesnil sur Oger



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.

Also, don't forget Drive it Day coming up in April. See the official poster elsewhere in the magazine.



Practical Classics Classic Car & Restoration Show

Practical Classics Classic Car & Restoration Show– 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 **Discount code: EM10**



Jurassic Coast Rally 18-22 May 2026

We are delighted to announce that we have received a lot of interest and advanced bookings for this year's Jurassic Coast Rally celebrating the 50th Anniversary of the TOC.

There are still some availabilities for people who wish to attend the rally, with options for dinner and overnight stay at the hotel.

May we remind people who have already paid for the deposit that the balance should have been paid by 28th February 2026. Please settle up any outstanding payments as soon as possible.

To make the event more special, we invite participants to dress up on Monday 18th May 2026 in the UK French National colours.

For the gala dinner on Thursday 21st May 2026, we recommend people to wear gold.

Further information will be provided on the WhatsApp group chat, which can also be used if you have any queries.

We look forward to welcoming you in Dorset soon!

Gavin & Adeline



Brittany rally 11-14 July 2026

Thank you to those who have registered interest to take part in this year's Brittany Rally.

The rally should start near Chateaubriand on 11th July 2026. We have been indicated that the rally price will be similar to last year. Further information will be communicated upon receipt on the WhatsApp group chat. Thank you.

Adeline

Our Two-year Mission to Restore a Classic

Simon Saint has donated a Six in need of restoration to the pupils of the Royal Grammar School, Worcester. They are keeping a diary of their progress and below is the first instalment. (Editor)

While most people spend their lunchtimes in the dining hall or kicking a ball around on the playground, a group of students are getting their hands dirty at 'Car Club'. Over the coming months we are hoping for different students to each write an article updating Floating Power readers of our progress.

Where to start....

I am sure many readers will know and recognise the name of Simon Saint – a long-term Traction owner and contributor to the club. I (Gwilym Batchelder) have the privilege of living opposite Simon. We have spent many happy hours discussing and problem solving on his wonderful car collection – as well as avoiding daily chores! One such problem Simon faced was the need of some extra space in his garage. I was happy to oblige – although little did I know quite what I was taking on!



KSC 287 first light of day seen in three decades!

Simon was the proud owner of 'KSC 287', a Slough built 'Big 6' first sold in Edinburgh January 1953. Simon had bought the car to restore when time allowed – however never quite found the time as a result of his ever-increasing need to work on and maintain his other Citroens. She stood therefore for almost 30 years in a garage, ultimately needing a complete rebuild.

I am Head of Department and teach Design and Technology in Worcester. I have always had the pipedream of restoring a car in school, giving students the opportunity to have hands on experience of real engineering. With Simon's help this dream soon became a reality and 'Car Club' (original name I know!), became a reality.

Our Two-year Mission to Restore a Classic

“Car Club” was launched in January 2025 with a clear, ambitious goal: to restore this iconic vehicle to a roadworthy state within two to three years. The project is designed to bridge a critical gap in the UK’s current industrial landscape. There is an ever-increasing shortage of engineers who possess practical, “hands-on” knowledge alongside theoretical understanding. As the tradition of passing down repair skills from parent to child fades, Car Club provides Year 8 to 12 students with the rare opportunity to completely rebuild an engine and vehicle from the ground up.

Over to Poppy, an avid member of Car Club.....

Stripping it Down

We didn’t waste any time getting started. We have stripped the car of all its nuts, bolts, panelling, headlining and doors – including numerous cobwebs and moths! During this process we were trying to label and organise everything as we wanted to ultimately restore it to as close to original as possible. Unfortunately, some items were badly corroded, so those will have to be replaced with new parts.

Once the monocoque was finally free of all parts, it was sent away to be stripped, removing all paint and rust. Mr Batchelder was concerned that nothing was going to remain after this process, but we were all thrilled with the outcome when it was returned.



Body on its return having been dipped

Now, it’s just the bare body shell. It was like a giant mechanical puzzle!

New Skills and Big Engines

This has been such a fun and exciting way to learn skills we would have never got to do in a normal classroom. I’ve already started learning new skills like how to weld and so much more! It’s also been a great



Above: Poppy (middle) and two other students working on stripping apart the valves

chance to understand how cars actually work—especially when we were stripping the engine and learning all about the pistons.

Right: The engine block ready to be disassembled



A Real Community Effort

Mr Batchelder trained as a Civil Engineer, a colleague of his: Mr Holt trained as a Mechanical Engineer. He has been instrumental in guiding us as to how to strip the engine and start to clean all the parts.

Thankfully, we aren't doing this alone. Car Club has become a brilliant community event with some amazing people being willing to help us out:

- **Mr. Flutter:** A school governor with tons of mechanical knowledge. He comes most weeks to help support us giving lots of helpful advice, top tips and facts on the way.
- **Simon:** The previous owner of the car, he had made this amazing experience come true. Sometimes coming in to share his experiences and tips too!
- **Gordon Chance:** A local retired mechanic who has been helping us restore some of the trickier areas of the car. He has recently worked on repairing the doors by welding in plates along the bottom where they had completely rusted through. Gordon was able to put Mr Batchelder in contact with Bromsgrove Engine Services who are skimming the engine block for us at this very moment.

Through various contacts and connections Mr Batchelder has also been able to enlist the help of local car manufacture Morgan Cars, based in nearby Malvern. Morgan have been absolutely amazing! We are able to go and work with their super-talented technicians every other week. They are teaching us how to fix, repair and replace all the bodywork so far. We make templates and parts with them before returning to school to carry on the work. It's going to be a long journey, but I can't wait to see this car back on the road – and maybe even drive it!

Thanks to Simon Saint for his donation of the car and his support, to Gwilym Batchelder, Head of Design & Technology at Royal Grammar School, Worcester, and Student, Poppy Byng, for this article.



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 March and April is **TOC5358** 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 Citroen Classics, contact details above.

Citroen Classics are also planning to hold an open day for Traction owners at our parts warehouse so that TOC members can come along and meet us, see what we do there, and make any purchases, of course. All staff will be on hand to answer any questions and we will supply refreshments, tea, coffee etc. The date is **Saturday April 11th 2026** from 9am until 2pm. The address is Unit 14 the Metro Centre, Toutley Road, Wokingham RG41 1QW.

In Committee

Zoom Committee meeting held on 28th January.

Apologies – Gavin Davey and Adeline Davies.

Treasurers (Cleve and Tim) – all new spares now with Citroen Classics and final payment due next month. Thanks to Cleve and Magi for delivering the last load to CC. We agreed to de-register for VAT and to move the accounts to a cash basis system which is much simpler than the accrual system currently used. This will simplify managing our finances.

Editor (Bryan) – usual plea for more content. Section co-ordinators need to publish events to encourage newer members to attend. We agreed that we would reduce the number of pages in Floating Power as necessary, if Sections continued not to report.

Membership (John) – we currently have 550 members – 2025 was a good year with 55 new members joining. We send out a TOC Rule Book with the Welcome Packs – this needs rewriting now that the Levy Scheme has been discontinued. It was agreed Bev & Bernie would revise the rules and we would not reprint but add it to the TOC website.

Social – Adeline sent in a current report - 46 cars have confirmed for the annual rally including 4 cars from CTAB. Final payments are due at the end of February. Thanks to Chris Bailey who offered to organise the photos/videos for the 50th evening celebration at the Rally.

Brittany – 15 cars have already expressed interest. The Rally will start in Chateaubriand on 11th July.

NEC – we agreed to have a Stand at November's Show **BUT** Ian needs more help to set up/ take down the stands as well as helpers on each day.

Website (Simon) – agreed to add Events as a heading on the website rather than under News.

Sara Fleming volunteered to take over as Social Secretary so emails need amending on the website and in FP. Sara will also liaise with Andrew York and Simon with regards the TOC presence on Facebook and other social media. Sara agreed to write an Introduction for next FP.

Sections – we now have a new Irish Rep – Leslie Scott. Again emails and details need amending. Thanks to both Leslie Scott and David Selfridge. Still a lack of reporting from some Sections.

Second Hand Spares (Ian) – cataloguing is still ongoing but well on the way. There is a number of items that need scrapping before it can all be consolidated in our Watford lock up.

Helpline (Steve) – agreed Steve needs a new mobile for Helpline use plus add the number to WhatsApp. John to look at phone options whilst Simon and Bryan update website and FP re details. Everyone passed on their Best Wishes to Steve's wife Julie who is currently undergoing treatment.

AOB - Chris mentioned he feels he cannot do justice to the role of Marketing and we agreed that this would fall into the remit of media / social as necessary. However, Chris has agreed to look at the role of Membership Secretary, as John wishes to stand down at the end of this year. A meeting to be arranged between John & Chris.

Your Letters

Chrome Plating

A recent conversation with Steve Wright regarding his struggles finding a plater to re-chrome his grille, leads me to print this.

Steve and many others are finding that the number of Chrome Plating businesses has dropped considerably due to the toxic nature of the process, with the result that costs have skyrocketed as the surviving businesses cash in, and the likelihood that you may have to go considerable distances to find someone who can still do it.

There is apparently an alternative now, in the form of a powder coating process that can mimic chrome plating.

This has been used on smaller components for some time, and is also being offered, I understand, for larger parts such as bumpers etc.

Personally, I haven't seen any examples although it has been used on at least one of the mainstream car renovation TV programmes, and I wonder if anyone in the club has resorted to this, or actually physically seen an example and if so, were they satisfied with the end product?

Editor

Merciful Release

Afternoon Brian, Ian,
Just to let you know that I have changed the thrust bearing and that awful noise has completely disappeared. Lot of effort taking the engine out but well worth it in the end.

Photo of old bearing attached. It was brand new when I put it in, but this is what happens if not properly lubricated and you have a leaky water pump that drops water on it.

New bearing packed with grease as Bryan advised.

Looking forward to seeing you both again early next year,

Best wishes for Christmas and a Happy New Year,

Colin (Lea)



Mike Tebbett

1947 – 2026

Motoring enthusiast, editor and fellow tractionist Michael (Mike) Harry Tebbett died on the 10th January. Not only has the Citroen community lost a long and well respected member, but also anyone interested in esoteric engineering has lost the help of an exceptionally gifted historian, archivist, and talented fettler extraordinaire.

A full obituary will appear in the next edition of Floating Power.

Gathering in Dorset

Local all-marque car gathering in Dorset



In our nearby town of Sturminster Newton, we have a regular car meet, on the first Saturday of the month and open to all types of vehicles of all ages and marques. Meetings are always well supported by locals doing Saturday morning shopping in the town.

When the local recreation ground is dry, it is located there with virtually unlimited capacity. On good days we have well over 100 cars in attendance. I think that the largest number of tractions at any one time was, sadly, only three but they were a L15, an 11BL and a French 15. We managed to get all three together and, as usual, they attracted a lot of attention, with comparisons between the models to be explained to some people and others reminiscing about the tractions that they owned in the past.

When the recreation ground is waterlogged, the meeting is held in the central car park where a large section, probably enough for 40 to 50 cars, is coned off for use by the meeting with no fees for parking. Overflow is housed in adjacent areas and roads.

I find this sort of gathering more interesting in many ways than single club events due to the huge variety of vehicles from the humble to the exotic, new to veteran, military and civil.





There is an annual New Year's Day run, sponsored by the local store "Harts of Stur" and in support of the Dorset Air Ambulance.

This year there were over 140 entries including an armoured car (complete with gun), and two WWII American half-track trucks.

Vehicles foregathered in and around the car park with some unlikely pairings. My Traction next to a V12 Aston Martin and a 1960's Rover. (I think that the Traction got more attention than the Aston Martin).

At 1100 h, the vehicles began to move off on a 35 mile run through the Dorset countryside, ending up at the Henstridge Airfield café for eats and drinks and the raffle draw, before heading home.

Author, Roger Grix

New Members

Welcome to the Traction Owners Club to the following..

3046	Mr Graham Lycett	Shrewsbury	Shropshire
3047	Mr Gwilym Batchelder	Claines	Worcestershire
3048	Avery Baker	Corwen	Denbighshire
3049	Mr Tony Innes	Alicante	SPAIN
3050	Mr Cameron Hans-Brooker	Halton	Northumberland
3051	Mr Mark Jackson	St Albans	Hertfordshire
3052	Mr Richard Fathers		Isle of Man
3053	Mr Peter L Binns	Falmouth	Devon
3054	Byas Nambisan	Bangalore	INDIA
3055	Mr Peter Birch	Wadebridge	Cornwall
3056	Mr Robert H Walby	Norwich	Norfolk

Pavement parking

Drivers across England could face tighter restrictions under new government plans to reduce pavement parking. The move follows on from the recent road safety shake-up announcement and a Department for Transport consultation that means councils will be granted greater legal powers to improve safety and accessibility for vulnerable pedestrians. The Department for Transport says that the changes will help keep footpaths clear for wheelchair users, visually impaired people and parents with pushchairs, and give local councils the flexibility to address the issue realistically. Previously, parking restrictions underwent lengthy street-by-street processing, but the new approach reduces the complexity and allows controls to be applied to wider areas.

For many drivers, parking on the pavement has become routine. It's often seen as a sensible choice, helping to prevent blockages and ensuring there is enough space for essential services to pass.

At the moment, councils can only fine pavement parkers for breaching existing on-road restrictions such as double yellow lines. Under the new rules, councils will have the discretion to issue penalties for 'unnecessary obstruction' and will not be required to introduce additional traffic signage.

Commenting on the change, RAC Senior Policy Officer, Rod Dennis, said: 'These proposals should clear the way for councils to prevent pavement parking where it causes problems, but permit drivers to partially park on pavements where doing so helps keep traffic flowing and doesn't inconvenience other people.' The Department for Transport will deliver guidance for local councils later this year, with changes to roll out gradually. While this isn't a new thing in London, elsewhere in England, keep your eyes open for new enforcement. Be aware there may not be new signage to mark the change, so it's always best to avoid parking on the pavement whenever you can.



Soon to be illegal, two wheels on the pavement

The challenge will be to strike a balance between keeping traffic flowing and ensuring pavements are safe for pedestrians. Of course, a blanket ban on pavement parking won't work, so it's refreshing to see the government allow local councils – who should know their area best – to make the correct judgement to suit their communities. Consulting residents would be a smart move, too. Removing unnecessary bureaucracy should finally get this issue moving forwards, the last time this issue was discussed seriously was back in 2020. But no signage, how can you fairly enforce a rule if nobody is aware of its existence?

Blocking pavements creates serious problems in some locations. Where I live, visitors to a nearby house frequently park half on the pavement close to a junction, effectively blocking the pavement and obliging many pedestrians to walk out around the car into the road on what is, in effect a blind bend. A clear hazard for mums with buggies or an elderly person with a walking aid. This is a particular annoyance since the house visited has an enormous and usually part empty driveway. Nobody should have to step or wheel into the road because of inconsiderate parking. Editor

Text from multiple sources. Image: Editor

Welcome

Welcome to Sara, our new Social Secretary.

Member and Traction devotee, Sara Fleming, has agreed to take on the role of our new Social Secretary and is writing to introduce herself. Her contact details are on the Committee page (3).

My name is Sara, and I am the very proud owner of a French-built Normale from 1955. I had very little to do with 'pre-Hydraulique' Citroens until I found myself going to view and purchase one on behalf of my father in April 2022 as he was unable to go see it himself. It was a 2 hour drive home in an unknown car, my first time driving something older than my 1990 BX, and my first time driving a LHD vehicle (and I was without a co-pilot)! It was nerve-wracking for sure, but I parked it up at home next to my BX and sent my dad a photo with the message: "I love it. I want it!". I ended up buying it instead, and have covered many happy miles since. My first big trip was to the 90th celebrations in Clermont Ferrand, where I met many TOC members for the first time. Since then, I've joined the CTAB (Brittany's TOC) for a fantastic rally in the North West of France, and have signed up for the Dorset rally for our own Club's 50th this year.

The social opportunities the TOC provides have introduced me to some absolutely fantastic people and really helped me get to know our much-loved Tractions so much better, so I hope as the TOC's Social Secretary that I can help others find similar opportunities as well. I look forward to keeping everyone updated on events or occasions to attend in their Traction - TOC events and others - throughout the year, and to help raise the profile of our wonderful cars so that more people can discover just how great they are. I hope to see you all at an event sometime soon!



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

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RIDE IT DAY
SUNDAY 26th APRIL 2026

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to order yours today





The true costs of running a classic car with all original bulbs

Gil Keane's article below on the sense of changing your car to LED can be easily applied to Tractions, or indeed any Historic Vehicle. I am a great fan of LED lighting, as you probably know, so feel that his views are worth noting.

The old adage "If it ain't broke, don't fix it" can feel as soothing as a comfort blanket, and if we all followed that, the insurance companies of the world would go out of business overnight as little problems turned into bigger ones and then into claims. In our heart of hearts, we all know that pre-emptive maintenance is far more effective than waiting for problems to escalate. In the real world of classic car motoring we have other considerations than can be more important than the attractions of procrastination.

The old filament bulbs that served us faithfully for over 100 years are generally reliable, but can be more power-hungry than a South American dictator. Driving at night can use up precious electrical energy at anywhere between 15 and 30 amps. If you have a charging system that produces around 3 amps on tick-over, a little more at low speeds and only it's full output of between 20 and 30 amps at high revs, that can lead to low charge, dim lights and then failure to start.

Increasingly, we live in a world where the weather is prone to frequent and extreme changes between sunshine and gloom, and rainfall can be heavy more often. This, and the increased amount of traffic on our roads, means that seeing and being seen is more important than ever, so we use our lights more than would have been envisaged when our cars were new. The lack of charging ability is just the obvious problem. We also have the effect of heavy loads on switches, wiring, connectors, light fittings and even the extra drag on the fan-belt, which can lead to glazing, cracking and breaking. Note, this never happens on your drive on a sunny Sunday! Swapping our dynamo for an alternator can provide relief, but is a bit like giving up a job you enjoy to gain more salary, when a more logical solution might be to see if your spending could be reduced without too much hardship. If the electrical load is the problem, upgrading your lighting to LED bulbs may be a viable solution. If the upgrades are invisible, but produce a superior result, with brighter, cooler-running lights, with load reduced by three quarters, and hugely increased efficiency, then even the natural desire to keep the car original might be outweighed by the benefits, especially as changing to an alternator is a far more visible upgrade.

The new technology has other benefits too, one of which is the fact that they switch on and off at the speed of light, so are either on or off. This is in contrast with the build up to full brightness and back down again of the hungrier filament bulb. Indicators, in particular, benefit from not just being brighter, but also much sharper. Brake lights become much brighter, but also instant. The time it takes for a filament brake light bulb to reach full brightness means that a car travelling in city traffic will travel a full car's length in the time taken. It might be enough to cause embarrassment. If you have hazard warning lights, they will keep going for more than twice as long before the battery dies if you have an LED system.

Another cost of sticking with the standard bulbs is doing without some of the useful electrictrickery that LED systems make possible. For example, early cars that have front indicators that flash white and rear indicators that flash red can be kept looking the same, but the front sidelights can be brighter, without looking "modern" and when you indicate, the same bulb turns off the white light and flashes orange, then reverts to where it was before you indicated. At the back, the tail and brake light can be very bright, and when you indicate, the red turns off, it flashes bright orange through the red lens, and then reverts back when you have finished. If you have been driving a standard headlight classic car, you may have found, that using the headlamp flasher stalk, you can have both dipped and main beams on together for a short time, which gives wonderful night vision, but overloads the switches and wiring, as the smell will confirm if you keep it up for too long. Using LED bulbs, we can use the low loads to our advantage by designing the bulbs so that they do the same thing as standard, without compromising the integrity of the system. With four headlight cars, we can eliminate the light shock when dipping, of going from four lights to two, and therefore half as much light, by upgrading to a quad dip system. It totally transforms night driving on those cars, and you can do this even if the car has a dynamo, because the energy taken is still less than with filament bulbs.

Many of the electrical problems associated with using old cars are brought about because there are so many connections, all of which do not improve over time, and with each one building up resistance, we lose some of the energy between the car battery and the lights or motors. It is not unusual for headlights to only be getting between 9v and 10v in a 12v system. Also, where there is resistance, electrical energy is turned to heat, and sometimes it can be enough to burn out connectors, or switch contacts, or to turn insulation brittle, which makes it dangerous. LED lighting draws such tiny loads, and simply will not work, or at least not as expected, if the connections are poor, so it sometimes gets the blame for being problematic, but that is like blaming a doctor for things found to be wrong when you have a medical check-up. Finding the problems early and dealing with them before they get worse has to be good in both cases. Many of the things that you do to make improvements to classic cars can greatly increase your driving pleasure, but most of them are far more expensive than upgrading the lighting to LED, and few will make such a big difference to how the car looks and what is like to drive in the dark. Even just upgrading the instrument lighting means that the car will look like it is in it's prime, and as a bonus, you will only need to take your eyes off the road ahead for a split second to check information displayed.

If you are a sceptic, try to quiz anyone you know who has already done it. I challenge you to find anyone who wants to change back.

Gil Keane, Better Car Lighting.

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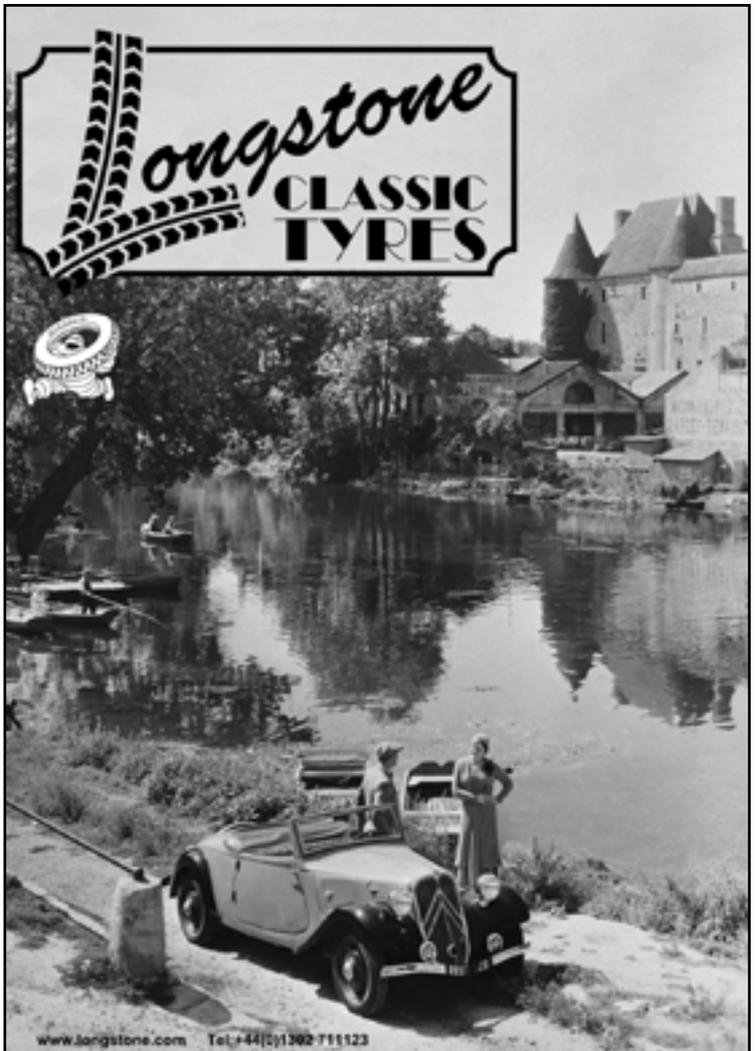
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Bailey's Banter

We went to the movies the other day and saw a film called Fackham Hall. It's a murder mystery set in 1931 and made in the image of Gosford Park / Downton Abbey, but with more gags. I'm no expert but I doubt this film will be winning many awards. It was entertaining though and the gags made us laugh. Moreover, I learnt two things from this investment of time.

Thing one was that Knowsley Hall, which is the real name of Fackham Hall, exists and furthermore is home to a Safari Park with bears, giraffes, tigers and other safari type animals. This place is Merseyside's second most visited pay-to-visit attraction – we were in Liverpool last March but had no idea it existed. The house is very impressive and I think it would look great with a host of Traction Avants parked in front of it. Something to think about...

The second thing I learnt was that, according to this production, the good people of Fackham were both ahead of their time in 1931 and also thought highly of the Traction Avant. As well as there being a 1990's Morgan in the village, the most popular car in Fackham in 1931 was a big boot (and therefore no earlier than 1952) Slough-built Light 15. Not just one – at least two and maybe three of them appeared several times. They were all in background shots and I did not get any registrations. The detective sent from the Yard to investigate the murder arrived in a 1934 Rolls Royce 20/25. I know this because it is listed on the imcdb.org movie car database, whereas the Citroens are not mentioned.

Was dropping these automotive anachronisms into the film part of the joke? Could it be that the production team behind this movie are fans of the Light 15 and wanted to see it in the film anyway? I understand that Jimmy Carr who wrote and appeared in the film, is a bit of a petrolhead. Is he a Traction fan? I suspect there are many background gags that didn't get noticed on the first viewing. imdb.com mentions a poster for the film *Trainspotting* on a wall – I missed that and I suspect missed many more such things. When the film comes out on live streaming, I look forward to watching it again. I'll make a note of the registration numbers.

Joke or no joke, the appearance of the Light 15 in this film made me think about how advanced the styling was even when it was launched in 1934 – let alone in 1931. The low-slung body was enabled by the front-wheel drive, monocoque technology.

In 1931 cars were much more vertical and boxier in their styling, the RWD Citroens being typical, as were Austins, Wolseleys, Fords and anything else available in the UK. The Traction Avant could easily have turned out to be just as boxy.

In 1931 America, it was only 4 years since Harley Earl had set up General Motor's Art and Color Section, pioneering the use of clay models allowing designs to be developed quickly for style as well as production cost.

While this was going on over there, Flaminio Bertoni was working for a carrosserie called Macchi in Varese, Italy. Not to be confused with Bertone (design house responsible for the BX amongst others) Bertoni was born in 1903 and 10 years younger than Earl and by training was as much a sculptor as a designer. He had briefly been with Citroen a few years earlier during which time, according to the Flaminio Bertoni Museum website he gave Citroen a patent for a pneumatic window lifter - strangely I can find no record of any such patent. He then returned to Italy to run his own design studio - but not for long.

His return to Paris in 1931 may have been because he felt he needed to spread his opportunities in automotive design – it may also have been precipitated by the need to outrun his pregnant fiancée's father. Safely in Paris he took a position at the Société Industrielle de Carrosserie. He then heard through a friend that Citroen was looking for a designer with a background as a sculpture and he presented himself at the Quai de Javel as just such a person.

He was hired and put to work, initially on a refresh of the Rosalie and then on creating the shape of the Traction Avant. By this time three designs had been proposed to Andre Citroen, none of which were accepted. The story goes that Bertoni worked all through a Saturday night on a clay model which went down very well with M. Citroen.

At launch, which was not very long after this first clay model, there were several bodies in the range – the Legere, Normale, the long wheelbase variants, Faux Coupes and the Cabriolets – and of course the 22CV with its distinctive faired in headlights. Did Bertoni style all of these himself? Indeed, did he style any on them himself? (Insert dramatic sound effect here).

According to Jean Daninos, Bertoni's boss, the Italian was a mere worker bee and the creative work was done by Daninos himself and his boss Raoul Cuinet. Daninos in particular claimed the design of the Roadsters. Daninos' story is detailed in Jon Pressnel's Traction Avant book pp56-57.



The photo shows Bertoni sculpting a clay model of something looking remarkably like a version of a Faux Coupe – although I have no idea when or why this photo was taken.

It would seem though, that Bertoni should receive credit, given that three designs in which he was not involved (and presumably were penned by Daninos) were rejected and the one that was accepted has at least some of his input. Furthermore, he went on to design the 2CV, the DS and the Ami, all of which were produced long after Daninos had moved on to found his own company Facel (which did produce some very nice cars).

Of course, the key person who brought the technology together with the packaging was Andre Lefebvre who had previously worked at

Voisin where lightness and aerodynamics were of paramount importance.

Together, Lefebvre and Bertoni brought advanced thinking and diverse skills together to make something quite remarkable that drove the whole industry forward faster than anywhere else. It would be another 25 years before America got a mass-produced monocoque or a mass-produced front-wheel-drive car. And it took even longer for both to be combined in the same vehicle.

The point I am trying to make here is that, as well as being technically advanced, the Traction Avant was the result of pioneering and revolutionary styling methods which, combined with the technology resulted in a very advanced and forward-looking design.

A couple of months ago I referred to a letter from **Robin Dyke** in *Floating Power* from 20 years ago about double declutching and its relevance to the Traction gearbox.

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 a 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.



Martin de Little responded with some more detail on the action taking place in the gearbox when changing down into second:

"Double de clutching will always be about bringing the input to the gearbox (main shaft in the case of La Traction) up or down to the layshaft/pinion shaft speed. The layshaft/pinion shaft is of course directly fixed to the prop shaft and therefore the driving wheels. In my experience... Double declutching up and double declutching down will assist a gear change and is absolutely vital in a straight cut gearbox but if the synchro rings in a Traction gearbox are shot then double de clutching alone will not prevent scrunching sounds.

Alors.....

Green arrow = 3rd gear.

Pink arrow = 2nd gear

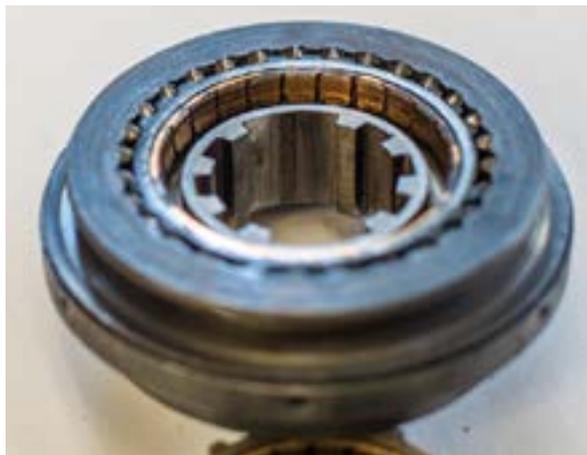
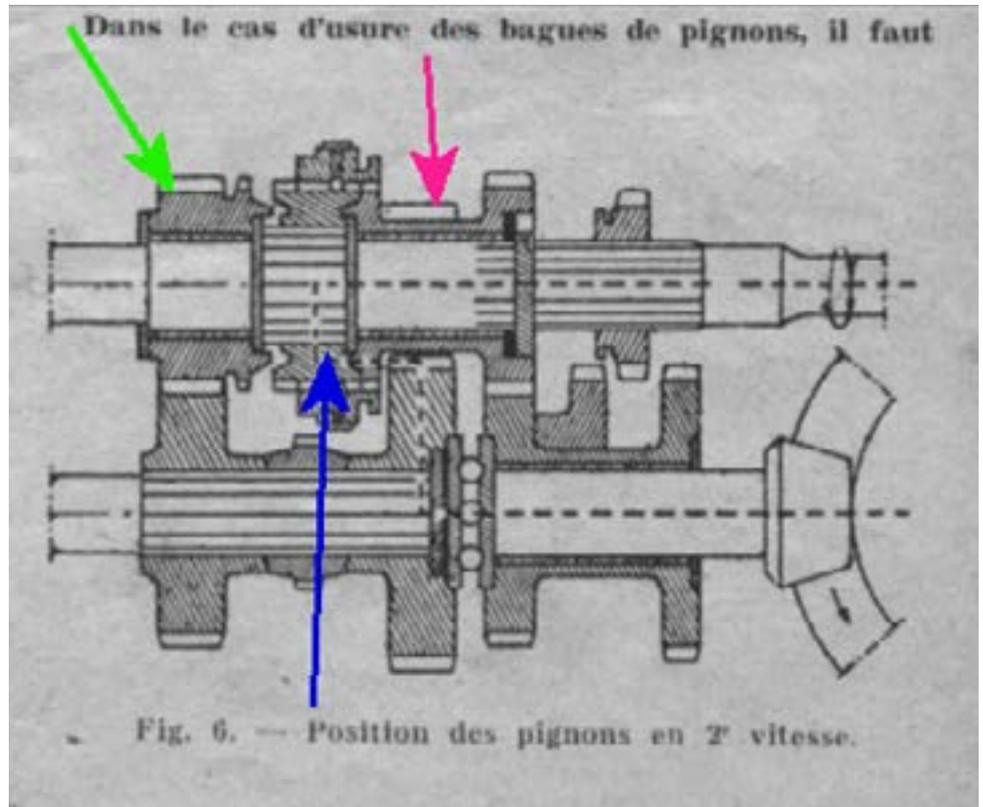
Blue arrow = synchromesh.

2nd & 3rd gears are free running on the main shaft, and their opposite number is each splined to the layshaft/pinion shaft.

The synchromesh is splined to the main shaft.

As you say... When changing up from a low gear engine speed will be high relative to layshaft/pinion shaft. Letting the engine revs fall away makes the change easy and does not load the 3rd gear synchro ring much.

The converse will apply when changing down; the synchro ring will engage with 2nd gear, increase the speed of the main shaft upwards and when the clutch is let out, the engine speed will also come up to speed. Hence the 2nd gear synchro ring has to work quite hard.



Most synchro ring wear therefore takes place in changing down to 2nd. The photos show a typical synchro ring (3rd) and right a worn synchro ring (2nd)

There was not really enough bronze left on the ring for it to "engage with the 2nd gear cluster to bring main shaft to layshaft/pinion shaft to the same speed and double de clutching made no difference.

In short then.... a Traction gearbox making graunching sounds when changing down would suggest worn synchro rings and while double declutching alone may help, it does not solve the problem.



*In conclusion... .. Left 2nd gear cluster and right 3rd gear. Because we are not talking about substantial gear wheels being slid one into the other (see Delage gearbox below) the very many small teeth here will have to be rotating at the **exact same speed** if they are not going to make that fine graunching sound on contact with each other - something that double de clutching is unlikely to ever achieve. Hence the synchro rings "refine" the rotating speed (through braking or speeding up) of the main shaft rotation until it is at **exactly the same speed** as the relevant gear (2nd or 3rd).*

Still, I would argue, double de clutching helps in the first instance to bring the synchro and gearwheels to roughly the same speed and then the synchro takes over (or not if it is worn). Therefore, carry on with double declutching principally to give the synchro rings some respite.

The solution.... is to pull the gearbox out and then depending on your skill and or wallet, you either:

1) Buy a new synchro unit @ £500.00 (it says here on CTA/Franssen site). New synchro rings would be ideal but those I have not been able to find. Or...

2) You flip the centre of the synchro unit around and present the barely worn 3rd gear synchro ring to the 2nd gear cluster - which is what I successfully did.

Cheers M

Thanks to Martin - I think I will still practice trying to match the engine speed to the layshaft speed with the clutch disengaged. If I can get that right, it will also take the load off the synchro ring. Another thing I will aim to do this year is finally build the gearbox I started years ago. I will certainly want to avoid spending lots of money on new synchro rings if I can get away with swapping them round.

Martin and I both went to the New Years Day Meeting at Brooklands. Neither of us took our Tractions - nor did any of the other 1200 car exhibitors. Martin braved the cold in his open top Delage whilst I took the DS (the only one there). It was cold, but Spring will soon be here and all the Tractions will be out.

Then I went to Retromobile - so you didn't have to. I had been meaning to go for a long time and this year I finally did it. My chosen mode of transport was the 6.01am Eurostar to the Gare du Nord and thence via Uber across Paris. It would have been much cheaper and quicker by Metro but I had bags and needed to make some calls. I was expecting something along the lines of the NEC show but maybe with a bit more panache. And I suppose that's more or less what I found but somehow, I found it less interesting. The queue to get in didn't help. Like most people I bought my ticket in advance, online and we all had to line up together to file through the sole entrance. Happily, it wasn't raining. I suspect I would have got in a lot quicker had I foregone the discount and paid on the day at the ticket counter. But, I had the rest of the day and that was plenty of time to cover the show.

Whilst it covered three floors of the exhibition building there was less to Retromobile than I was expecting.

I wasn't really looking for Tractions - I've seen plenty - but I was surprised how few there were. In fact, I saw just one although I apparently missed another that was in the "porridge for sale" section. Pleasingly, there were plenty of exotic French cars that I really did enjoy. There was a display of a range of Bugattis and a couple of very nice Voisins. I was very disappointed not to see a Panhard et Levassor Dynamic, a car I have long admired but never seen in the flesh. Coincidentally a picture of a Traction and a Dynamic parked together popped up on Facebook. The car I would most like to drive home was a 1935 Tatra T77A - and I could have driven it away if I handed over 975,000 euros. Sadly I didn't.



Compare the Tatra with a Traction - both were launched in 1934 but were technically polar opposites. One was rear-engined, rear-wheel drive, V8 powered, air cooled and, somehow, free of pushrods - the other was a Citroën Traction Avant.

The Traction that I did see at Retromobile was certainly not porridge, nor was it for sale. If it had been, it would have been expensive. It was one of the three factory 15/6 cabriolets - the red one. The other two are green and gold/bronze. The green one is the car that used to belong to Mme Michelin.

The red one was the car that first brought the rarity of this model to my attention back in 2015, when Osenat auctioned it for 600,000 euros.

Whilst this car has no serial number, it is believed to have been assembled in 1946 from parts made in 1939. Not all the parts though. Of the three, it is, I believe, the only factory built 15/6 cabriolet with the later 15G engine - which turns clockwise, the others, being pre-war having the 15D anti-clockwise engine.

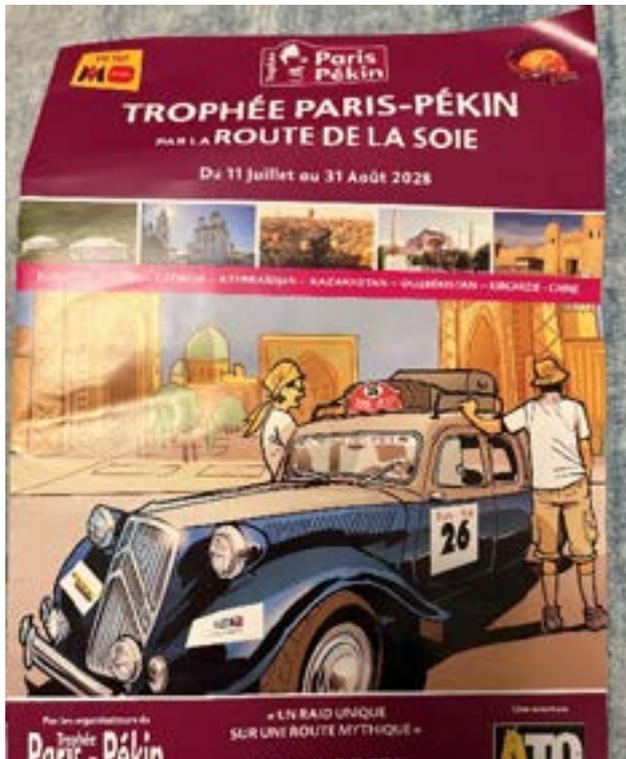
I wrote about this car at the time when I knew rather less about the Traction Avant. I completely missed the oddly out of character rear lights. To me they just don't look right. It's not my car and I respect the owner's right to do what they like with it, but if I had paid 600,000 euros I think I'd splash out a few more on some more appropriate illumination.



Otherwise, it is perfect. It is believed it was originally painted grey – but bright red really suits it. For more details of its history, I recommend one of Olivier de Serres' books – for example "*Traction Avant, cabriolet, coupe, decouvrable*".

I saw another of the three 15/6 cabriolets at the 90th Anniversary event at the Circuit de Charades in 2024. This was the green one originally owned by Mme. Michelin. It had the usual rear lights that you would expect to see on the rump of a Traction and looked all the better for it.

Almost all the other Tractions at Retromobile were toy models – but another, a drawing on a poster, caught my eye.



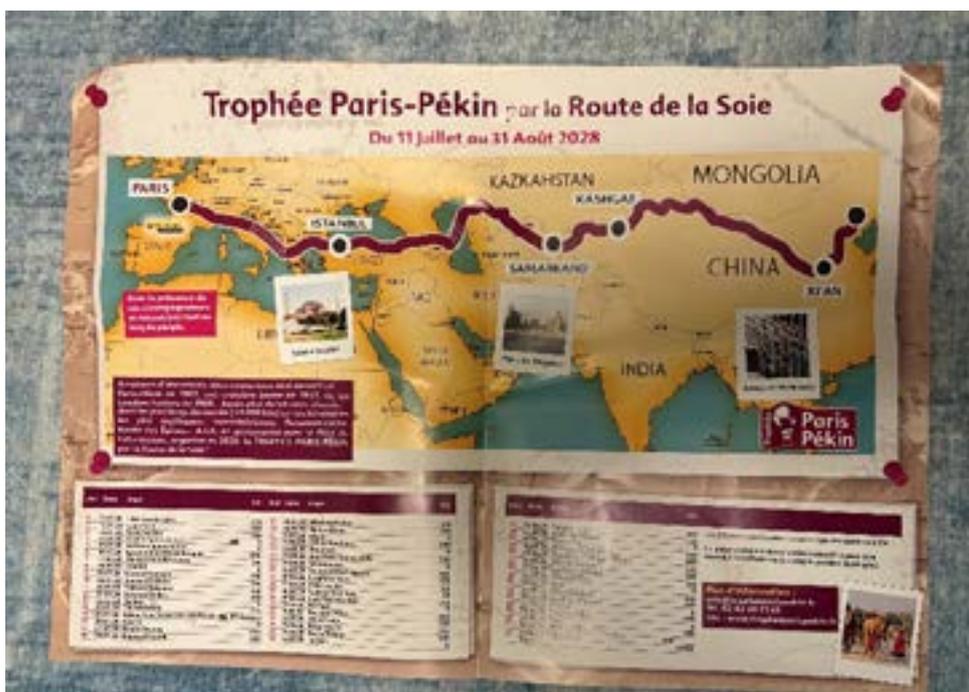
The poster advertises a rally called the 2028 *Trophee Paris-Pekin par la Route de la Soie* – the Silk Road. A big-boot 15/6 is featured on the poster because it won the trophy in 2015. I was intrigued.

To win the trophy you must win points by ensuring your car is properly prepared and authenticated at the start. You have to achieve each check point and behave properly whilst there – and pass some tests and submit photos. A bit like the banger rally we went on a few years ago, although there was no expectation of good behaviour then.

But you can lose points by needing breakdown assistance, driving dangerously, causing customs difficulties at border crossings (of which there are many) and not obeying the rules. So, well done to the Traction team for doing well.

The rally lasts 52 days and costs 18,500 euros per head. That would be 700 euros per day for a team of 2 which is about double that of a package holiday. By way of comparison, I offer you TUI's 7 days half board in the Maldives for £2500 per person.

The fee for the rally includes bed and board but neither fuel nor lunch. And whilst it does include the airfare from Peking back to Paris it does not include repatriation of your car. On the banger rally you were expected just to scrap the car – but in this case you should budget another 4500 euros to have it shipped home.



The route avoids Russia and Ukraine so takes you south through Istanbul and Samarkand before the 3-week trek across China to Beijing.

All in all, it's 13,222km or a little over 8,200 miles. That should involve 2 or 3 oil changes. The organisers provide a breakdown crew and even a spare car, but do they have a way of disposing of used engine oil?

I'm really quite interested in this. You can take whatever car you like but what would be better than a Traction Avant? Maybe a DS... Or a Tatra T77A. It's a lot of money (the rally I mean, not the Tatra which of course is also) but what an experience.

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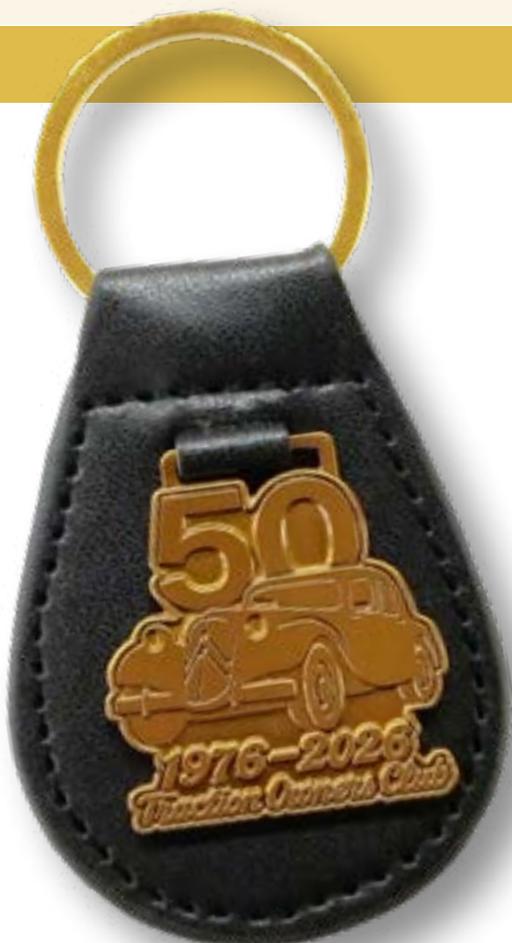
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Books for sale

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**

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What Else Do You Have in Your Garage?

Paul Bodiam has a fine collection besides his Traction.

I have a bad habit of acquiring classic cars, (I know the feeling) and not being able to bring myself to part with them. My interest in classic cars began when I was very little - my Grandad had a Triumph Herald and occasionally he would get me to 'help' him with jobs on the car, sitting a 4-year-old me on the wheel and asking me to pass him spanners and screwdrivers when he needed them.

I currently have 4 classic cars (and a very tolerant wife):

1977 Triumph Spitfire 1500

When I was at secondary school, I used to get off the school bus near a British Leyland dealership, and I used to pay attention to the cars parked outside. Mostly Marinas and Allegros and, later on Metros, but occasionally there were more exotic cars such as MGs and Triumphs. At the age of 12 I fell in love (as only a spotty junior petrol-head can) with the shape of the Triumph Spitfire. Roll forward a few years to when I left University and passed my driving test - and my first car was a 1980 Spitfire 1500, at that time it was 8 years old and a bit of a banger. I ran it for a couple of years, continually battling with rust and reliability issues, but then sold it when I needed a more reliable car with a few more seats. But I always had the itch for another Spitfire when I had a house with a garage and enough money to maintain one properly. In 1998 I bought VTV4S as a restoration project, ran it for a year and then took it apart. In the end, the restoration took 7 years, with interruptions necessitated by the arrival of my two daughters, and an extension being built on my house. I have now owned this car for 27 years, and have intimate knowledge of every nut and bolt in it, having grazed my knuckles on most of them at one time or another. This car has completed the Round Britain Reliability Run twice.

Here are two pictures of the Spitfire, taken 16 years apart, with the same driver (my older daughter, Rebecca) in the driver's seat. The second picture was taken when she used the Spitfire to take her boyfriend to the 2023 Goodwood Revival!



1967 Riley Elf Mk III

The car we got by accident! In 2014 we were on a canal-boating holiday in Wiltshire and stopped for the night just outside Bradford-on-Avon. Completely by chance, on the following morning, in the field right next to where we had moored, there was a car show being set up; so we went to have a look (well, it would have been rude not to!). Among the various exhibits and stalls, there was a stand being run by a local museum offering the chance to "win this car for one pound". The car in question was a cute little Riley Elf in Cumberland Green with a white roof. I bought a fiver's worth of tickets because it was in a good cause and thought no more about it. That was in May. On a wet Saturday evening in December we were sitting down to takeaway pizza when the phone rang and a man told me that I'd won the car and when did I want to come and collect it. My first response was "what car?" - I genuinely thought it was one of my friends trying to wind me up! After a few moments of disbelief, I remembered



the car show and the cute little Elf and made arrangements to travel down to the museum in Calne in the first week of January to pick up the car and pose for publicity pictures, then drive it back home to Hampshire. At that time we didn't really have space for a second classic car and I thought about selling the car on, but this idea was rapidly vetoed by my wife and daughters because the car was "far too cute to sell". In the last 10 years, this car has featured in my younger daughter's school prom, and been thrashed around Thruxton race circuit as the parade lap car for a weekend of Mini Miglia races. My daughters are now grown up and more-or-less left home, but the Elf is still here!

1950 Citroën Traction Avant 11BL

I have long been a fan of the quirky engineering developed by the Citroën car company and at different times have flirted with the idea of owning both a 2CV and a DS. But the Citroën model that really caught my attention was the Traction Avant, having first noticed it in black-and-white "Inspector Maigret" repeats on TV in the 1970s. A couple of years ago, I inherited some money and decided that the time was right to satisfy my curiosity about the Traction Avant, so I joined the Traction Owners Club and started looking for the "right" car. The right car turned out to be a left-hand-drive Legere, built in Paris in 1950, which left the factory painted black. It was imported to the UK in 1970 (which is why it has a "J" registration suffix). At some point it was restored by John Gillard, at which time it was painted white, then sold to a British gentleman who kept it mainly at his holiday home in France as a local runaround. When he finally decided to sell, he brought it back to the UK and took it back to John Gillard because the clutch needed some attention, which is where I first saw it, in pieces with the front end removed. I went back a few weeks later with my wife to test drive it (when it broke down with a failed fuel pump!) but I'd seen enough of the car to know that it was the right one for me and a deal was done. At the suggestion of a few friends or ours, we decided to advertise this car for wedding hire and it has proved to be quite popular.

1953 Sunbeam-Talbot 90 Mk2a

We acquired this car in late January 2024. Having bought the Traction Avant the previous year and deciding to offer it for wedding hire (to offset some of the ownership costs), we were thinking about acquiring another elegant classic vehicle to go with it as a second/standby car. I stumbled across JBK 168 in an advert on Facebook Marketplace, being offered for sale in Andover. My wife and I took a trip down to Andover the following Sunday, took it out for a test drive, went for a pub lunch to think things over, then went back to the seller's house to shake hands on the deal. The car came with a few issues - it clearly has had cooling problems in the past and it boiled-up on the A303 on the way home from Andover (in early February!). On investigation we found that the water pump was leaking, and the thermostat had been removed. When we stripped it down, we also found that there was a crack in the cylinder head. This has all been rectified, and the cooling is now operating perfectly, but the engine overall is a little tired and could benefit from bottom-end overhaul.



There were also several problems with the electrics, leading to the battery not being charged reliably. Fortunately, my background is in electronic engineering, so I was able to trace and fix these issues without too much difficulty. The car is quite a head-turner at local shows (as is the Citroën) due to its rarity and, although there are some issues with the bodywork and paintwork, it passes the 10-foot inspection and people frequently want to come up and chat about it.

I have a website where I offer both the Traction Avant and the Sunbeam-Talbot for wedding hire. This is just to offset some of the costs of owning these lovely cars. It also gives me an excuse to show-off the cars and get paid for it at the same time. The website is fleetclassicweddingcars.co.uk. Both the Traction Avant and the Sunbeam-Talbot get lots of attention at shows and when I'm out and about driving around town. And I have to say that these two cars in particular have really given me an appreciation for elegant older ladies (!)

So that's my current fleet, not counting my wife's Astra, or the electric car that I drive to work in, or my BMW R1200RT motorcycle, but that's another story....

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:

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:

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:

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**



FOR SALE:

1954 Slough built Light 15 big boot.

Imported from New Zealand 8 years ago as a running restoration. Fully UK registered. The project has stalled due to other peoples' circumstances, and my health. Body has been repaired and sprayed, welding done, not been started for 5 years. The car is now in Normandy, France. **Buyer to collect. £5000. More details rod.robbsins74@gmail.com.**



FOR SALE:

1952 Citroen Traction Avant Light 15. Big Boot.

Slough Build In excellent working condition, everything works even the wipers. It's always been garaged and has quite a bit of restoration work in recent years. Red leather upholstery, new headlining, may need a little cosmetic work on the



body, but no major rust and everything is solid. Comes with Covercraft custom-made car cover. All lights and indicators are now LED, Seat belts front and rear seats.
For more information and photographs please email carl@acfuss.com.
The car is situated in Hampshire and available to view and test drive.
Tel: 0777 835 5137
£12,000

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, 1 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: Normale grille moulding and chevrons please .
Andrew Tweed:
tina.tweed@hotmail.co.uk

Wanted: BIG 6 gearbox for single disk clutch. Since June 1950
 Part No. 508422
 Membership Number 2091
 Steven Wright **0753 167 6160**
 Email **wright.sa@dgrd.co.uk**

Wanted: Sunroof frame for Slough Big Six [or Slough Big Fifteen].
 Happy with one needing some repair. I don't need the sliding roof panel itself but could take that as well. **Nick Hall aghada_hall@yahoo.co.uk 07941 703179.**

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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