

Floating Power

May - June 2026

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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Peter Riggs
John Gillard
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Chris Treagust

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

Registered Office:
Registered in England
No 2920390

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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the July/August *Floating Power* will be

Sunday 14th June 2026

To submit your articles, photos and letters to the editor, email Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Front and rear cover:
The team from the Royal Grammar School, Worcester inspect Bernie Shaw's Six on his recent visit there.
Pictures by Gwilym Batchelder



Editor's Epistle

The year is moving along, as I write this, we now have lighter evenings and the hope of some better weather. I bumped into the buyer of one of my original classics, a 1936 Austin 10 Cambridge, at an autojumble locally the other day. It was in decent usable nick when sold and he paid the asking price and said that he would do a few jobs on it. This was around ten years ago. Now I know that he decided almost immediately to do a full strip down and detailed restoration, with which I was rather disappointed, because it was usable and quite tidy and what's more, original in the most part.

'How goes the Austin?' I asked him.

'Oh', he said 'Hopefully I might get around to finishing it this summer.'

I wonder how many cars are bought with the fanciful intention of restoration, are unnecessarily stripped down in the quest of perfection rather than just having a few bits and pieces done to keep them usable and tidy, and then are simply abandoned as too involved, or expensive and so disappear into the back of a shed somewhere in pieces, never to be seen again. One thing is also certain, even if returned to the road in magnificent condition, he would struggle to get a valuation even as high as his original payment back in 2016, let alone his restoration costs.

On a happier note, I am pleased to say that we have had a positive response to Simon Saint's donation of a dilapidated Big 6 to a school for use in a restoration project and within this magazine are a couple of the letters enthusing about same as well as the next instalment. This must be one of the key ways of getting young people interested in both engineering and classic cars, and hopefully the club will be able to provide ongoing support and encouragement to get the car to a point whereby it is completed and the contributors can enjoy the fruits of their labours.

This, of course, is no small thing. There are a number of clubs who are loaning classics to young people in the hopes of getting them involved, but I do wonder how many such loans actually hit the spot in the longer term. The problem is, and I have mentioned this many times before, that part of the ownership of a HV is the ongoing tinkering required just to keep it going. When we were young, most of our fathers and probably grandfathers had spent their youth under the bonnet fixing old cars, mainly because they had no option and they passed the knowledge on to us. Although cars evolved in shape and power, the technology underneath remained largely unchanged for decades and so the knowledge was passed down the generations. However, the last twenty or so years have seen something of a revolution in car technology, and our knowledge is now of limited use in the context of most modern cars. My son, who is almost 40 years old, has never had to fiddle with a car to keep it going since I, with his help, restored a (real) Mini for him when he was seventeen. His cars (and mine) are now full of electronics, engine management systems, ABS and all sorts of irritating warning lights, but are super reliable, which is fortunate, because they are largely unfixable by someone on the driveway. If I were to offer him my Traction when I finally hang up my driving gloves, his delight would only last as long as the first misfire and then he would struggle to diagnose and fix the problem, lacking the knowledge and the tools to fix it. His son in, say, ten years' time....no chance.

So, such a loan can only really be made with a degree of support, and the candidate car has to be in absolutely tiptop nick in reliability terms, to avoid the recipient walking away at the end of the loan thinking 'blow that, I will buy a modern car instead.' And of course, the killer issue is that of cost. Can the person who is the subject of a loan, even if thrilled to bits by the experience, actually afford to buy his own at the end of the process, since he may well be reliant on this as his sole form of transport. Even if he is totally smitten with the classic bug, common sense says that he is probably going to end up at the cheaper end of the market with a more modern and economically usable classic such as a Morris 1000. Does that help our part of the hobby?



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Committee

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President's Ponderings

In March, together with Simon Saint, I had the pleasure of meeting members of the Worcester Royal Grammar School's Car Club. We went in my 6 and were warmly greeted by a number of pupils, several members of staff, plus one grandparent who assists at the regular Tuesday sessions at the School. The main objective was for them to see a roadworthy 6-cylinder Traction (it really is – see later paragraph), and hopefully, give a little incentive and encouragement. Although their RHD '53 Slough Big 6 will differ from my small boot French 15-Six, plenty of pictures were taken of the common components such as engine and transmission and we were asked a number of questions.

The School has forged invaluable links with several local businesses and, after the School session, Simon and I were invited to the Morgan Cars facility where several of the pupils were working on the coque. Supervised by Morgan staff, they were cutting out various heavily rusted sections in readiness for eventually being instructed in making and fitting new panels.

It was a most enjoyable visit but I shall say no more here because there is another article by one of the pupils on page 18 and I do not want to undermine that.

Over Easter I visited the "Salon Rétro Passion" classic vehicle show, in Rennes. Although not as big as the likes of Rétromobile or the NEC Classic Car events, it was an excellent show with a good selection of dealer and club stands and an extensive autojumble. The most remarkable thing, however, was the cost ... FREE parking, 6€ entry, and 3€ for a beer. Furthermore, cash was accepted everywhere so no long queues for food and drink simply because the WiFi is dodgy and card readers will not work.

More recently, I attended Citroën Classics' Open Day at their Parts Facility in Wokingham. Darrin, Kristina, and Staff supplied hot drinks and nibbles and were on hand to answer questions and show how new Traction spares have been incorporated alongside their well-established D and 2CV spare parts business. As one would expect, the operation is very efficient with fully computerised stock management. This visit left me in no doubt that the difficult decision to terminate the TOC's new spares business and partner with Citroën Classics was, undoubtedly, the best possible way to ensure a long term solution for TOC Members.

Events ...I have been chasing for updates following the ACI AGM, but regret there is still no news from the ACI with respect to a 2028 ICCCR.

There are 50 cars (coincidence?) and 85 participants registered for our 50th Anniversary annual rally in Dorset. Apparently, Adeline has already sold her soul to the weather gods so the mothballs are already being aired out off my shorts.

The deadline for registering to attend the CTAB's rally in July has now passed with about 20 TOC participants confirmed. This year we shall be spending time in the Saumur area of the Loire Valley after starting from Chateaubriand.

And for those who have enjoyed my most recent tales of woe on the 15-Six ignition front we are, at last (and quite literally), firing on all cylinders. If I were less thick-skinned I would probably be embarrassed to admit the problem eventually transpired to be resistor plug caps which are now ten years old. In addition, the plugs I was using also had integral resistors, compounding the faults and, as the car has no electronics, any such refinements serve no useful purpose but can lead to a weakened spark. I changed the caps and reverted to the original specified H10 plugs, and in the last few weeks, I have driven about 600 miles without a hiccup and with improved fuel consumption. Ah, so what will go wrong next?, I hear you ask.

We were sorry to learn that two erstwhile TOC Members, Barry Annells and Mick Popka, have both recently undergone lower limb amputations and I should like to take this opportunity to wish them both a speedy recovery on behalf of those who know them. Unfortunately, Mick's situation was the result of an accident, but as many will know, Barry has been unwell for some time. I am therefore very pleased to know he is doing well and will be joining us for part of the Dorset Rally.

And finally, may I again remind you 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. If you contact me in time, I shall be happy to bring purchases to the 50th in Dorset and eliminate carriage charges.

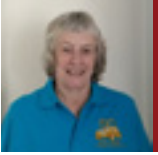
Onward and upward



New Members

Welcome to the Traction Owners Club to the following:.

3057	Mr David Hunt	Bishops Frome, Herefordshire
3058	Mr Kevin Shurrock	Saint-Cry, Nouvelle Aquitaine, FRANCE
3059	Mr Michael Mahon	Royal Leamington Spa, Warwickshire
3060	Mr Charles Lane	Charminster, Dorchester, Dorset
3061	Mr André Ciantar	Worlington, Suffolk



Chairman's Chat

As I write this in the middle of April I am looking forward to Drive It Day next Sunday with the Peak Section. A chance to get our Traction out and enjoy the beautiful Derbyshire countryside. We have 8 Tractions and 16 people booked on our event which is great. I hope there will be reports and photos from all the Sections in the July/August issue of Floating Power.

I was so pleased to read the article written by Poppy and friends at the Royal Grammar School – how super to see the girls enjoying getting oily and learning about an “old” car. It is great that Simon and Bernie plus lots of other knowledgeable adults will continue to offer them support and I look forward to more articles from the pupils. I hope to wangle an invite to the school when the Traction is completed and that these pupils are the TOC members of the future.

Thank you to all of you who have paid your membership fees - 350 so far which means there are 190 of you to still pay – please do so as soon as possible or this will be your last copy of Floating Power.

I am really looking forward to the annual rally in Dorset and am delighted we have 50 cars there to celebrate 50 years of the Traction Owners Club. Congratulations to Adeline and Gavin.

I hope you have all indulged yourselves and bought new 50th merchandise to celebrate our Anniversary. Hopefully there will be a Rally report and lots of photographs in the next issue of Floating Power.

So far no one has come forward to offer to organise our 2027 rally so I may have to do some “persuading” whilst in Dorset.... time for some arm twisting??!!

Beu

LANCASHIRE TRACTIONS



Tractions at the Classic Car weekend in Ormskirk in 2018

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, Littleley 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

Kent/East Sussex

ADRIAN PHILLIPS

T: 01892 785664

E: adriangphillips@aol.com

See section report for coming meetings/events.

Avon/Dorset/Somerset

GAVIN AND ADELINE

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E: ads@traction-owners.co.uk

See section report for coming meetings/events.

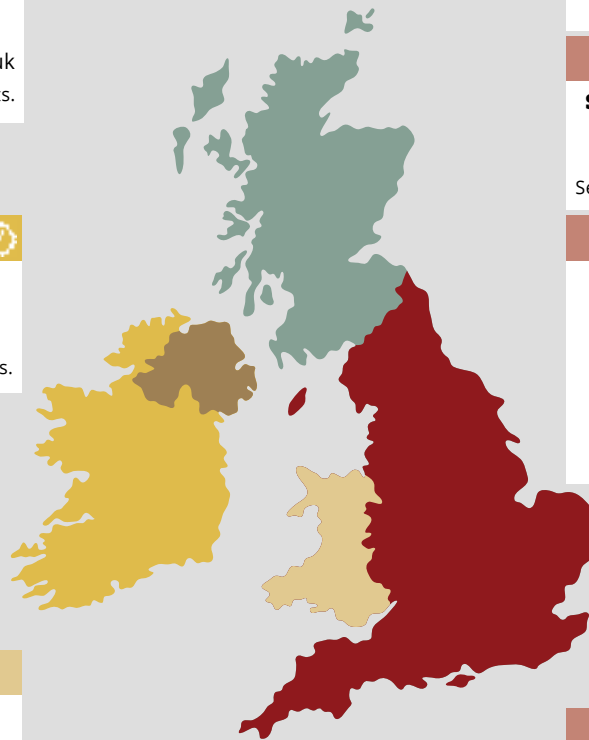
Surrey/Hants/Sussex

JIM GIBSON

T: 07594232602

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

See section report for coming meetings/events.



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



TOOLS

Club tools available for loan:

Northern, Lakes and Borders

After a short sunny and almost summery spell of fine weather, we are back in the grips of cold and wet once more.

The regular meets at St Catherine's are back on again on the second Sunday of the month, and the café is reopened with its new kitchen. Heskin Hall meets returned again on the third Sunday. The Charity Farm meets are still in place on the first Sunday of the month, but have been poorly attended recently, probably a combination of doubtful weather and the lack of facilities, the café situation still being unresolved.

There was also a trial autojumble earlier in March at Heskin Hall, but from the point of view of the average classic car owner, it was of limited interest, being mainly stalls full of motorcycle parts. There were also serious parking issues at the venue, so not on my list of preferred events, especially with an admission charge.

My car has remained in the garage for most of March and just as I thought that it might be time to wake it up again, we have had several days of heavy rain and sleet in Storm Dave. So, as I write this, it remains tucked up in the garage. I hope to have it out for the next St Catherine's event in April.

Not much other Traction activity to report either. I must confess that the first of the PDVCC mid-week navigational runs in March saw myself and member Ian Gardner using my Volvo PV544, rather than either his or my Traction.

My car, as noted above, has still not turned a wheel for weeks, albeit it has had oil and coolant changes and some attention from the grease gun. Ian's car needs some investigation of the brake linings. The Volvo, like the rest of the fleet, has had little use for several months, but has the benefit of real windscreen wipers and a proper heat and vent system and generally works regardless of how long it has been left idle. What this run did expose was the parlous state of most of the local roads with potholes everywhere and some of the repairs being equally bone jarring, in particular many of those carried out by the various service authorities who seem to be laying tarmac with a spoon!

One event that did take place locally was the return of the Seagrave Sunbeam Tiger to Southport beach during March to re-enact its record breaking run of 1926. The Tiger, also known as "Ladybird", remains the smallest-capacity internal combustion-engine car to hold the land speed record.

Photos below courtesy of Warren Law.

I am hoping to get to one of the breakfast meets at the Lakeland Motor Museum at Backbarrow in the South Lakes, before too long. Do any Northern members regularly get across to that one? I would also be interested to hear of any other regular Classic and Vintage car meetings that take place in North Lancs or Cumbria that members attend, besides the regular big shows.

Hopefully both roads and weather will improve as the season progresses.

Bryan Pullan

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



Section News

Kent/East Sussex

The Section's preparations for activities during the upcoming summer season are in full swing. By the time that this appears, drive-it day will have been and gone but thanks again to the Maidstone Historic Vehicles Club for inviting us to their run. Other classics events that we're looking forward to are:

- Cars at the Castle at Hever Castle on Sunday June 13th
- Classics at Penshurst on 16th August
- Hub classics have published the schedule for their delightful, informal Sunday breakfast club meets at Lower Laysden Farm near Hawkshurst: 10th May, 19th July, 23rd August and 20th September

We're also looking at the idea of a run to Headcorn International Airshow 27th and 28th June but haven't picked a day yet.

Looking forward to seeing you and always glad for suggestions of other events.

Adrian Phillips

For contact details see main table at beginning of this section

Wales

I hope everyone had a good Drive it Day. To follow we have a run to Elan Valley visitor centre on Sat 16th May. Just roll up around midday for a picnic and natter or lunch at the cafe, followed by a drive around the lakes and dams.

On 25th May the Caersws Vintage Rally welcomes classic cars as well as all kinds of old machinery. E-mail avfurness@gmail.com to book in. This is a great show with usually plenty of interesting car-boot stalls.

I visited Chris Leader at his workshop in Ystrad Mynach recently and admired some of his collection of Tractions and all kinds of other interesting stuff, including an HY van undergoing conversion into a catering wagon and many other bits of machinery in dark corners of the unit. Chris really is a very busy man with building projects and various cars occupying his time.

Suggestions on a postcard (or e-mail) for events members would like to attend in the future. Meanwhile we continue to join MWCVC for morning meetings on 3rd Tuesday of each month at the Horseshoes, Berriew, 9.30am for coffee and breakfast if desired.

All the best, **Andrew Tweed.**

For contact details see main table at beginning of this section

Midshires

Next to 'Prigmore Towers' is the village community club and once a month the local old boys have a breakfast club, where they moan about the state of the world and compare decrepitude. We hadn't had a speaker for a few months, so I thought I'd better do something, well I don't know much about anything really, but I've had a lot of cars and I knew people with Citroens so the decision was made for me.

I put together a power point talk entitled 'Andre Citroen, his life and cars to 1975. No-one fell asleep, so I call that a result. After talking about the ground breaking models and the hydraulic suspension of the DS (with visual aids!) for about twenty minutes, I asked my audience to join me in my car park next door, there we had assembled seven Citroens ranging from a 1925 5HP Cloverleaf to a 1975 SM, it was an impressive sight.

Members may recognise a few of the cars.

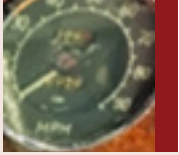
Stephen Prigmore / Tina O'Connor

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

June 27th BBQ and get together

I am organising a BBQ / Pizza making get together on 27th June, for my local multi-make car club, TOC members are invited and would be most welcome, starts about 4.00pm and will cost £5.00 of your earth pounds. Just email and let me know you're coming.
stephenprigmore@hotmail.com





Clock Upgrade

What a good idea. Over the years, most of the classics that I have owned which have had the luxury of a clock, have not had the added luxury of it actually telling the time more than twice every 24 hours. I have always wondered whether it would be possible to modify it with a small modern battery driven mechanism, and here, Blair has done just that.

Blair Perman writes:

Having read the article in FP (February 2026) regarding a Jaeger clock repair I felt it necessary to write in. I had previously seen the Clocks 4 Classics article online.

Attached is how I overcame the problem in our Slough built car that we bought in November 2023. This is not intended to be in depth, but a guide.

I have also attached a photo of the instrument cluster now and before the work commenced.

Cost £8 for the clock kit plus small off-cuts of aluminium. No labour costs as I enjoy the challenge.

Start by removing the clock binnacle from the dash to a clean bench. Note - Clock does not need to be broken down (points 2,3,4) if you can get the face shape and the position of the three holes another way.



Now & Before



Fully Assembled



Clock kit

1. Remove the original clock from the instrument cluster (2 clamps)
2. Prise the hands from the clock.
3. Remove the rear cast aluminium cover.
4. Detach the clock face from the mechanism.



Rear cover screws



Two location holes
Two screws holding the clock face to the mechanism.

Clock Upgrade

5. Now copy the shape of the clock face on to stiff cardboard to create a template.
Locating pin holes and the clock spindle position are important.



6. Using your template now create a base plate from an off-cut of sheet metal.
(This needs to be painted on one side for the clock face)



7. Now create the 'Top Hat' shape, again using cardboard to get the shape and size correct to hold your new battery clock in the right position.

8. Create a metal one using your Top Hat template as a pattern.



Parts for assembly

9. Join the two new pieces together using M3 screws

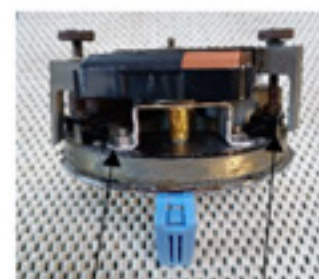
10. Now assemble all the parts.



Looking

11. The battery holder is situated at the lower edge.

12. Clamp assembled unit to the binnacle. (Clamps may need to be remade dependant on the thickness of the material you used)



M3 screw and clamp

13. Now trim the hands from the kit to the shape you require.
'A lot of care is required'

14. Mount the hands at 12:00 hours and insert the battery.

15. I soldered the wiring directly to the lamp.



In situ

Clock mechanism sourced from Ebay as follows:
Quartz clock movement kits and hands.
Included in each kit , mechanism and hands:
Retailer is Dan's Clock Shop. cost around £8.00

What else do you have in your garage?



We ran this a few years ago and came up with some very interesting cars and other vehicles that members owned alongside their Tractions and RWD's. It seems that quite a few of you have, in some cases quite extensive collections of Historics, four and two wheeled (and in one case six wheeled) of which your Traction is just one part.

With the influx of new members over the years and the possibility that some of you have changed the content of your fleet, I have opened this up again, and we have had a good response with some of you owning quite a diverse selection of vehicles and so I will continue to run 'What else....?' as an occasional feature. Let me have any photographs and descriptions of the rest of your collections, and we will get cracking.



Road Safety Strategy - FBHVC

Road Safety Strategy kicks-starts consultations on proposed law changes

Published: 07/01/2026 This is verbatim, although I have omitted the sections that do not apply to Traction and Classic Car owners. You can read the full documentation on the FBHVC website.

Publishing its first Road Safety Strategy today (7 January 2026) the government has taken the first steps towards a number of its proposed measures becoming law.

Transport Secretary Heidi Alexander says: "Our vision is clear: to ensure that people can travel safely on our roads however they choose. This strategy is not just a document; it is a call to action for government."

It comes in response to Britain's inability to reduce the number of deaths and injuries on its roads, which have plateaued in recent years, "in contrast to 22 other European countries which over the last decade reducing road fatalities than the UK" says Ms Alexander.

"With over 1,600 lives lost and 28,000 people seriously injured on our roads in 2024 alone, further action is needed" says the Transport Secretary.

The 60-page strategy is split into four themes, including drivers, collision research, the physical roads and enforcement.

At the same time, six separate consultations – totalling 46,496 words – have been published by the Department for Transport covering specific commitments outlined in the Roads Safety Strategy, to ensure that is more than a 'wish list'.

Subject to the outcome of the consultations, which all close on 31 March 2026, the next step will be for the government to introduce changes to the law.

An initial examination of the Road Safety Strategy and the associated six consultations does not appear to raise any significant issues that would have adversely impact the Historic Vehicles community, says the Federation of British Historic Vehicle Clubs (FBHVC).

Says FBHVC Legislation Director Lindsay Irvine: "The FBHVC is traditionally supportive of well-conceived safety initiatives but as with all such consultations, the Federation will examine these in fine detail, and consider them in the context of Historic Vehicles.

"Should we consider that any elements of the proposals being consulted on might unjustifiably harm the operation of any of the many historic vehicle types that our 250,000 affiliated members use on the roads, then we shall not hesitate to respond appropriately."

In the past decade, the FBHVC has submitted formal responses to 38 government consultations, [<https://fbhvc.co.uk/consultations>] in pursuit of its principle aim to uphold the freedom to use historic vehicles – of all types – on the road without restriction.

The FBHVC represents more than 550 vehicle clubs and museums and their members. It has recently published the most comprehensive survey <https://www.fbhvc.co.uk/survey> ever conducted into the UK's world-leading historic vehicle movement, revealing a thriving and valuable sector that continues to grow.

While the national media has selected some very specific proposals for discussion, the consultations cover more than the initially-reported headlines. A summary of each consultation and links are below. All consultation responses must be made by 31 March 2026

ANNEX - CONSULTATIONS

Consultation: Introducing a minimum learning period for learner car drivers

<https://www.gov.uk/government/consultations/introducing-a-minimum-learning-period-for-learner-drivers/introducing-a-minimum-learning-period-for-learner-drivers-category-b-driving-licence>

Proposals include:

Three or six-month minimum period between passing a car theory test and taking a practical car driving test
Lower blood-alcohol limit for new drivers (within two years of passing their test)

Minimum number of supervised practical driving hours
Creating a mandated learning syllabus
The ways that any required learning could be conducted

Consultation: Introducing mandatory eyesight testing for older drivers

<https://www.gov.uk/government/consultations/introducing-mandatory-eyesight-testing-for-older-drivers/introducing-mandatory-eyesight-testing-for-older-drivers>

Proposals include:

Moving away from the current self-declaration system for eyesight standards for drivers aged 70 and over to mandatory eyesight tests

Developing options for cognitive testing for older drivers

Work closely with the national police chiefs' council to highlight the importance of regular roadside eyesight tests by police for all drivers, ensuring that those drivers who fail to meet the minimum eyesight standards required for driving will have their driving licence revoked by DVLA

Engage with the regulatory bodies to highlight the importance of healthcare professionals notifying DVLA if their patient is unwilling or unable to notify

Consultation: Proposed changes to penalties for motoring offences

<https://www.gov.uk/government/consultations/proposed-changes-to-penalties-for-motoring-offences/proposed-changes-to-penalties-for-motoring-offences>

Proposals include:

- Robust enforcement to protect all road users
- Lowering the drink-drive limit - in 2023, 1-in-6 fatalities were drink-drive collisions
- Reviewing the penalties and mandatory training for drink and drug-driving offences, including consulting on the use of alcohol interlock devices for offenders
- New powers to suspend the driving licence for those suspected of committing a drink and/or drug-driving offence, or drivers under investigation for the most serious motoring offences resulting in a fatality or serious injury, before they appear in court. Reducing the time between arrest and sentencing for suspected offenders
- Introducing 3 penalty points for failure to wear a seat belt, (if fitted?) and additional penalty points for drivers who do not ensure child passengers wear seat belts
- Taking tougher action - penalty points and vehicle seizure - on those who fail to stop and report collisions, those who choose to drive unlicensed, drive a vehicle with no current keeper, without insurance, and those with no MOT
- Addressing the problem of illegal/fake numberplates, including 'ghost' numberplates, with tougher penalties including penalty points and vehicle seizure.
- Introduce a new collaborative Roads Policing Innovation Programme
- Consultation: Mandating vehicle safety technologies in GB type approval
- <https://www.gov.uk/government/consultations/mandating-vehicle-safety-technologies-in-gb-type-approval/mandating-vehicle-safety-technologies-in-gb-type-approval>

Italics are the Editor's comments.

In enforcement terms, I wonder how this will work in the context of the currently proposed massive overhaul of UK police forces. Editor

50th Anniversary Clothing



50th ANNIVERSARY CLOTHING

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

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



Logo That Polo accepts members' orders on-line and ships direct to home addresses within 14 days. The prices shown are plus delivery charges within the UK. To view the full range and to place an order, please visit

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

50th Anniversary Keyrings



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

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

If you wish to order more than one please email me so I can calculate postage. Bev Oates at Chairman@traction-owners.co.uk

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

Payment can be made by Bank Transfer to "The Traction Owners Club Limited"

Sort Code 20-20-62 Account No 40617679

Books for sale

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



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

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

Events

Next event on the calendar is the National (see below).

Please also consult your area rep for events in your region.



National Jurassic Coast rally 2026 18-22 May

Still scheduled for late May, this event is getting very close now. Quote from Adeline the organiser:

"We have now reached 50 cars with bookings for the Hotel and local attractions mostly finalised and with last minute stragglers accommodated.

We now have everything crossed and requests sent to the weather Gods.

We look forward to meeting old (familiar) and new faces, wishing you all safe journeys and hope the Tractions behave themselves.

Roll on 18th May!!".



Brittany Rally 11-14 July 2026:

I am pleased to confirm that the 16 British TA should make their way to Brittany this year to attend the CTAB rally from 11-14 July 2026. There is still time for more people to join us.

The start of the rally will be at 14 Rue des Vauzelles 44110 CHATEAUBRIANT - Loire Atlantique (44) between 9 - 9.30am. We will finish at Pocé les Bois - Ille et Vilaine (35). The exact location is yet to be confirmed. For those who have yet to send their application forms and full payment to the CTAB, please can you do so, preferably by 30th April 2026 and copy / inform Adeline.

Adeline

Memorable Event



Tractions at the Coventry Centenary in June 2019.

Your Letters

Dielectric grease

I bought some new plug leads the other day for one of my classics and in the leaflet enclosed, it 'strongly' advised use of a dielectric grease.

I had never heard of this stuff and so have never ever used it, but a bit of research shows that it is recommended to be smeared inside a rubber boot or plug cap when installing new leads and/or plugs. It is there to prevent tracking, repel moisture, and also to stop the rubber sticking to a terminal on the distributor cap or the insulator on the plug body. Apparently it is non conductive and so prevents tracking and also stops the rubber sticking over a period. These properties do, however, mean that if you get it on the actual conductor....then it won't! (conduct, that is!)

So quite what the point is in a normal car, I am not sure. I have never had a plug cap or lead terminal refuse to part on any car, classic or modern, nor have I had a rubber boot stick, and tracking, well again, not as far as I am aware. So, for me at least, it may well be one of those things that you didn't know that you needed to avert a problem that you've never had in the first place.

So there, might be something that may be desirable in a special stage rally car, or a Rolls Royce Merlin, but in your Traction.....?

Editor

School Project

I heard in passing that Simon Saint was giving a car to his local school a while back, but thought no more about it, that is, until I read Poppy Byngs article in the current FP, Poppy is a student attending the school that received Simon's English 6, what a brilliant project this is, the idea is that first year students work on the car so that it is driving by the time they finish school.

This is a winner on so many levels, encouraging young people, especially girls, to take an interest in engineering of all kinds. I understand that a visit to the school is planned in the near future, I won't say more, but hopefully we will see an article in the next FP.

I'm sure the TOC will get behind this project, maybe a WhatsApp's group of six cylinder owners, Mr Flutter (teacher in charge) Gordon Chance (mechanic) so that help, advice and encouragement is readily available, Help from the club with spare parts?

Congratulations to all concerned,

Stephen Prigmore

Membership Renewal



As noted in Bev's chat, quite a few of you haven't yet paid your annual club fees. Please put this in hand now, or you could be reading your last copy of Floating Power. Payment by Direct Debit saves the club money and lapses of memory are avoided. Contact the Membership Secretary (details at the front of the magazine) if you would like a mandate form.



Our Two-year Mission to Restore a Classic

A Continuing Mission to restore a Big 6.

By Minnie Bailey, Year 8 Student (12 years old) and Gwilym Batchelder of The Royal Grammar School, Worcester

The work goes on. Thanks again to all those who are involved with the school project, especially Morgan Motors, who are providing valuable guidance and facilities.

Following on from our initial progress report in the last Floating Power magazine, the RGSW Car Club has shifted gears from disassembly to the intricate stage of reconstruction. While the initial months were defined by “stripping it down” and uncovering decades of cobwebs, our current focus has turned toward the structural integrity of the vehicle—specifically, the restoration of the cars floor.

Every Tuesday and Thursday, the Design and Technology department transforms into a hub of real-world engineering. Under the guidance of Gwilym Batchelder, a team of students from Years 8 through 12 continues to bridge the gap between theoretical classroom learning and practical application. Minnie Bailey, a Year 8 student has been involved from the very start of the project and loves her Car Club sessions. She has helped me write this update.

Every other Tuesday we jump in a minibus straight after school and head over to the Morgan Motor Company in nearby Malvern. We have the privilege of working alongside some of their technicians. This collaboration has been instrumental in teaching us the “hands-on” knowledge required to start to replace some of the complex bodywork shapes.



Minnie and Poppy about to start work at Morgan Motor Company workshops.

Our Two-year Mission to Restore a Classic

Before we could start to cut out any panels we have braced the car. This involved some careful maths, before cutting of tubing and plates to be welded onto the chassis.



Diagonal braces and cross braces cut and welded into place.



Starting to cut out the floor sections

We have spent considerable time and care over the last six weeks or so to cut out the whole front floor panel which was rotted through. We have done the same with the boot floor.

The three reinforcing angles have also now been removed from the underside of the floor. It has been hard work to bend back seams, break spot welds very carefully so as not to cause more damage to adjoining panels.

All have enjoyed using angle grinders, with sparks flying everywhere but have also quickly learnt that we have to have a clear plan of action rather than just start cutting.

Our Two-year Mission to Restore a Classic



Our work at Morgan has included:

- Recording exact measurements from the original chassis to ensure accuracy.
- Drafting precise technical templates before making new panels out of sheet metal.
- Under supervision, we have practiced using angle grinders on scrap material to master new tools, before applying our skills to the vehicle itself.

Unfortunately, I don't have lots of photos to show further progress on the chassis itself. We are working in a workshop

surrounded with sensitive cars and products and so are restricted as to what photos we can take.

Minnie writes: "It has been such an exciting way to learn skills I would never encounter in a normal classroom. Working at a factory floor like Morgan's is an experience I will never forget".

Happening in the background, work on reupholstering the seats has started also with the help of amazing Morgan. The seats had at some point in their life been over painted with a thick black paint! Unfortunately, it has not been possible to remove this and so the seats require complete reupholstery.

The rear seat covers have been carefully removed so as to keep the shape of the covers so that they can be used for templates. A significant amount of woodworm was discovered in the woodwork and so these have been replaced and rebuilt in school to the same original standard.

The original stuffing and horsehair have been kept intact and will be reused again.





Four Year 12 Textiles students have joined the team and are leading this part of the project. Under the watchful eye of a superb Morgan technician, they have recently started to cut new leather to start to sew the seats back up again.

Looking Ahead

I would like to say a huge thank you to a number of Floating Power readers who have been in touch offering help and advice – and parts. Special mention must go to Bernie (UK), Marcus (France) and Mark (UK) who have gone out of their way to contact me and show their support. Bernie came to visit the team in school – it was a pleasure to meet him and I cannot thank him enough for his time and energy to enthuse the students – and let them climb in his beautiful car. There is a lot of work ahead and for the team to see what we should be aiming for is amazing. The journey to restore KSC 287 to its former glory remains ambitious, with a goal to see it roadworthy next summer (2027). Although we can do a lot ourselves in school and are so fortunate to have the help and support of Morgan, we are in need of key parts to be able to restore her fully. If there are any readers who have spare parts of any description lurking in their garages, please do get in touch if you feel you might be able to part with them for our cause.





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

Any rumours of my hibernation are totally unfounded. If true then you wouldn't be hearing from me until March. You will be reading this in February (*maybe he has hibernated*) so probably expecting a report of what the engine in my 5hp sounds like. Ah well, although the cylinder head is back in its rightful place, other parts are not. With a brief sojourn in the garage available, I thought I'd reattach the fuel pipe. Fitted with new fibre washers, I aligned it into place and attempted to attach the nut onto the fuel tap on the underside of the tank.



This proved to be harder than expected, but eventually all was well until, as I engaged the threads and carried on turning, the entire tap came away. Or at least most of the tap. The threaded stub was of course still attached to the tank, having broken off flush.....



Words of disappointment followed, none of them to be seen in print. Perhaps I had over tightened the century-old tap and caused the fracture myself. So, I now need another.

Searching on Les Anciennes found a chap with



not one tap but two. He is not willing to post across the channel though. Another fellow was listing the engine breather/oil filler cap. He hasn't even replied.

Onward is the march of progress I suppose.

To catch up from last time, a very bright AC4 commercial did find a buyer at Mathewsons last autumn, and fetched £7,100 plus premium and VAT. Another very good value RWD Citroen. Encouraging that people are at least interested however.



I spotted this creation on Facebook marketplace late last year. Powered by a Ford diesel, I wonder what the steering would be like with a full load given the chassis extension. Certainly, doesn't do much for the aesthetics. I can't find the listing anymore so maybe it has found a new home.

Finally, and just to prove that the market in rwd Citroens is based largely "oop North", a North Yorkshire dealer has this very smart 12/24 tourer in stock. Originally registered in Ireland and restored in the early 1970's it has been part of a collection in the Isle of Man.

Best wishes.

Andrew

I wonder if that is true about RWD cars being more popular up north? Maybe the increased pressure of life and higher traffic density down south has made driving older types of cars less of a pleasure than it used to be?
Editor.



Value Added Tax

Please note that the TOC has now de-registered for VAT. Therefore, any items sold by the club will now be VAT free, although items purchased by the club may include VAT, dependent upon their source, and there will be no mechanism for recovering that VAT.

Car Values

Not associated with the above, but nevertheless relevant in terms of interest, I followed the progress in an online auction, of the Lilac coloured car that featured on one of last year's covers. Allegedly in good condition, the bidding climaxed at £8,800, which was stated to be below the reserve. So presumably no sale. Of course, the cost to a buyer, should that bid have been accepted, would have been in the region of £10,500 with buyer's costs added in. But still a cheap(ish) car, relatively speaking. (I do wonder sometimes, however, why so many cars go to auction, given the hidden costs, which must depress values).

Or is it a cheap car? In the back of our previous magazine, we have four-cylinder cars at £12,995, £15,000, £12,000, and £5,000, all private sales. On line currently (April 26) are a surprising number at both dealer and private sales, ranging from £8,750, to £16,750 all claiming to be in reasonably good usable condition. Oddly here, the highest price is on a private ad.

Hagerty value a scruffy, but usable Light 15 at £5,200, a tidier one at £11,000, a good possible show winner at £14,200, and a concours trailer queen at £27,000. I am a little sceptical about the above, I can't imagine anyone paying £27k for a four-cylinder Traction no matter how good and at £5,200, I would not necessarily expect to be getting a serviceable car that would potentially pass an MOT.

So, with such a range of aspirational car prices, it is quite difficult to offer any specific advice to a new potential buyer, as to what he should expect to pay for a decent Traction. One would imagine that market forces would determine values, and indeed maybe they are, which is why the Lilac car, which one might have expected to have fetched a better price, was stuck at £8,800. And why some other apparently decent condition 2/3 cars are being offered at sub £10k prices.

It is a fact that some owners still think that £5k spent on their car reflects in a £5k increase in its value. As is frequently proved on a popular TV programme following the exploits of a classic car auction house, this is usually far from the case. And, indeed, an upcoming bill for £1000 for, say, a set of new tyres may be the last straw that breaks the camel's back financially and will certainly not raise its value by a similar amount. So some of the higher prices were never going to be realistic, anyway.

Why is value important? Well, it may not be to the owner whilst he is enamoured with owning and driving a Traction. However, it certainly becomes of interest if circumstances require a sale, especially if the owner tots up what he has spent on it over the years, and it is a sad fact that many owners of cars of this vintage are now considering selling as age and ill health start to inhibit their ownerships.

On a broader front, the actual value of a car often dictates whether it is worthwhile restoring or having major repairs. Quite often, less appealing models, and hence less valuable on the open market, disappear almost entirely since they are not viable restoration projects, especially if they require professional attention. Once numbers dwindle below a certain level, then the support industries become less viable and start to disappear, and once key components are no longer available, then the writing is on the wall, as keeping an example in running order becomes harder.

So, here we have an ongoing quandary. A low price may attract new owners for a while, but if repair costs are too high, then the cars will eventually be discarded and the owner will move on. In contrast, if they get too high, then the new owner will probably pass them by for something that he considers better value. (Editor)

Mike Tebbett, 1947 - 2026

Not only did the wider community of vintage motoring lose a well-respected member with the recent passing of Michael (Mike) Harry Tebbett, anyone interested in the historic development of French vehicles also lost a uniquely talented friend. Mike's long involvement with such a wide variety of interesting vehicles, narrow gauge railways, publications, and the people who enjoy them means that no single account could truly encompass his life. It was his research into early French cars that drew him to the joy of Citroen vehicles.

Mike was born in Birmingham and became a teacher of Design and Technology, at first in Herefordshire, and then later taking on the position of deputy head-master at Malvern St James School. He was involved in organising the zany Madresfield Driving Tests, which included a squeaky plastic pork chop placed on the stately home's mile long Gloucester Drive, as well as VSCC events at the Malvern Showground. Having seen my Traction in the town and curious to inspect a Slough car, Mike turned up at our home soon after we moved in, thirty years ago. When he saw the unruly state of my garage and learnt how I had been struggling to reconstruct my Citroen half-tracks, he became a helpful friend. A perfectionist himself, I think he was taken by my agricultural approach to machinery, at least it gave him a laugh.

Over the cups of coffee and chocolate biscuits, Mike shared information about France, a country whose more unconventional vehicles he adored and the friendship of those more secretive collectors he cherished. His first Traction, a black Paris Normale, was a regular visitor to Normandy and British autojumbles where his discerning eye could spot an original spanner or a rare part amongst the junk. Mike's own garage was an education in vintage machinery, he had effectively merged a Black Country machine shop with a long forgotten French barn to form a mechanical cabinet of curiosities that fuelled the spirit of any interested motorist who happened by. Most visits there would soon involve pushing out his latest acquisition, so that his Amilcar, GN, or Donnet could be shuffled about to get access to his longest owned vehicle bought in 1968, a 1930 Mulliner bodied Austin 7.

Mike's quietly industrious nature never failed to astonish his friends. He designed and built bodies for his two Donnet cars, one as a skiff in striped polished wood, and modified a 2CV van. The tools in his workshop were suitably vintage but he used them with great skill to refashion failing Traction oil pumps and noisy Oldham joints, generally improving everything he touched. At the same time he edited three journals of various pre-war marques, spending 15 years producing 44 issues of the Light Car and Edwardian journal. His attitude was always modest, humorous but provoking, it was easy to see that, after a long career as a teacher, Mike brought out the best in everyone who came in contact with him, whether child or veteran.

Over the years he owned two Citroen DS, a 2cv Fourgonette, and two Traction, the last being a Paris built RHD 1938 7C which was a joy to drive after he had worked on it. In the last year of his life, when he knew his health was failing, Mike made a tremendous effort to attend as many vintage car trials and events as he could, including the 2025 TOC Annual Rally. For the fun of it he bought a 1929 20/25 Rolls Royce drophead coupe which he called 'The Folly' to enjoy his last days motoring around his beloved Malvern countryside. However, I think that for all the rare and wonderful vehicles he owned, the Gendarme Blue 2cv van gave him the most enduring smiles. It never let him down come rain and shine, whether picking up fresh croissants or loading engines, it was loyal to him and he loved it back. It gave him as much pleasure to careen it up the zig zag road to his house at the top of the Malvern Hills as it did to do the Prescott Hill Climb in a Bugatti Veyron. I live at the foot of the hills and our running joke was that 'I look up to you' and that remains true to my memories of him.

Mike's family were overwhelmed by the gathering of 240 people who attended his funeral on the 10th February at St James Church in Colwell village. Defying cold rain and puddles, the amount of vintage machinery in the churchyard stood testament to Mike's legacy of practical advice, workshop skills, and friendship. The TOC sends its condolences to Rosie, Hannah and Becky, he was a vintage gentleman who will be much missed.

Tony Buxton



Hard to Find Components

Here is a brief update following the announcement in the January FP of a 'Hard to Find' scheme.

Thanks to those of you who responded to my request for information on where to obtain parts that might not be available from the main suppliers.

At the time of writing, middle of April, I have not yet received any information on parts that you are finding difficult or impossible to obtain. This could be considered a good thing, an indication that nobody is in serious difficulty for a lack of parts that they can't find.

Having discussed the matter with Bernie and with Simon, our web master, I think that the best place to post any information is on the Forum. This is an initial response as it is early days and I really have no idea at the moment how things are going to develop.

However the Forum is already used for the exchange of information on parts and it makes sense to continue this use.

So I will post on the Forum information that you send me on parts that you are looking for and sources of parts. You could of course do this yourself if you prefer.

In addition I shall keep a register of both sources and needs so that the information is not just on the Forum. This would also benefit those of you who do not wish to or can not use the Forum.

Please keep the information coming and don't be put off by the thought that 'everybody knows that anyway'. Maybe not everybody does.

Simon Saint

janeandsimonsaint@hotmail.com

07732032044



TRACTION SPARES

All new spares are now held by classic Citroën specialists, Citroën Classics. A members discount will be applied to all club member purchases using the following Code for May and June TOC7882. 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**

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Bailey's Banter

As all Tractionists know, despite all looking the same, Citroen actually offered the Traction Avant in several different guises aimed at meeting a wide range of customers' requirements – roadsters, coupes, small saloons, bigger saloons and really big saloons, not to mention the hatchback and vans. All this coupled with engines ranging from the underpowered 1303cc 7A up to the more than adequately powered 2867cc 15 Six.

My own car exactly met our needs when we bought it. It is the very ordinary 4-cylinder 1911cc, Perfo engined 11 Normale. Of the 700,961 Tractions built in France during the 23-year production period, 247,167 were 11 Normales. The most common was the 11 Legere of which 324,828 were built. The Slough production total was 25,568 for all models, 17,518 of which were Light 15s.

The key objective influencing my choice of model was to maximise the interior space to accommodate the paraphernalia of new parenthood without being too unwieldy. The Normale is big enough to accommodate the carry cot and buggy and everything else (including the baby), but not so big we couldn't park it. The 4-cylinder engine has enough poke to be a practical conveyance. To my eyes the small boot (or Malle Platte) is prettier and the 1951 car has the four baguettes on the dashboard. Perfect really.



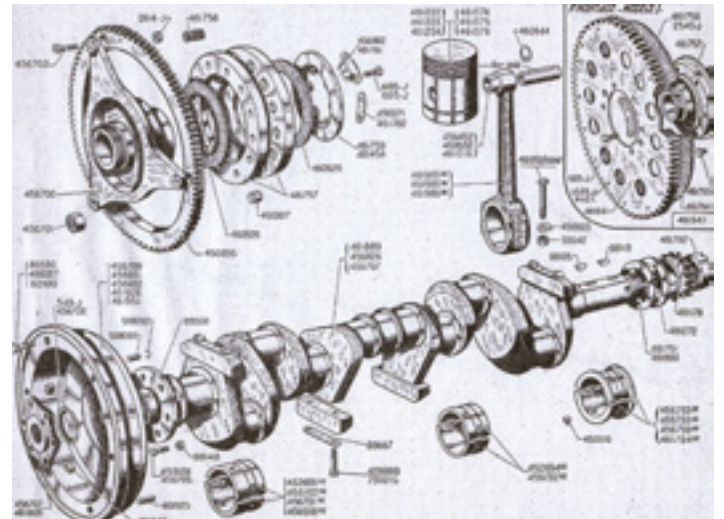
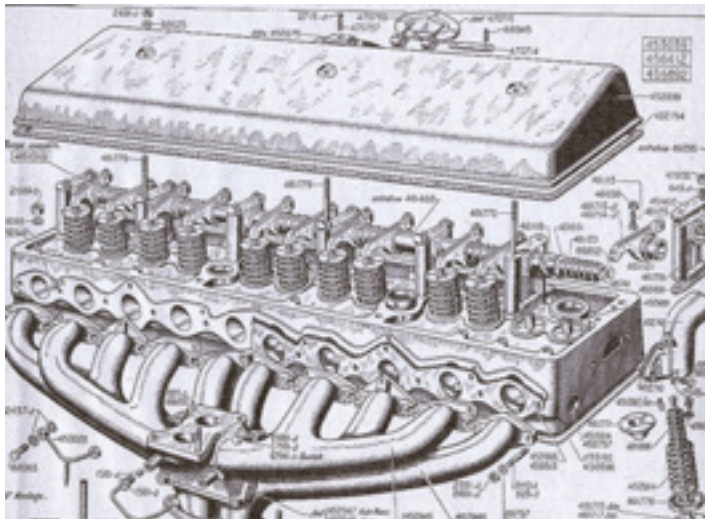
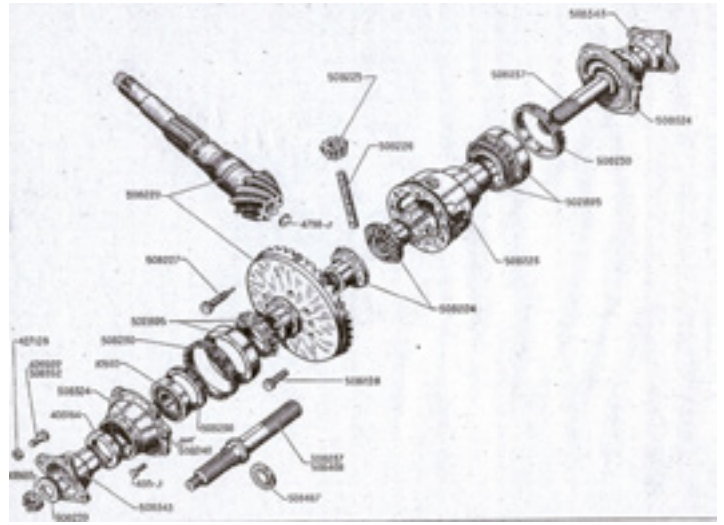
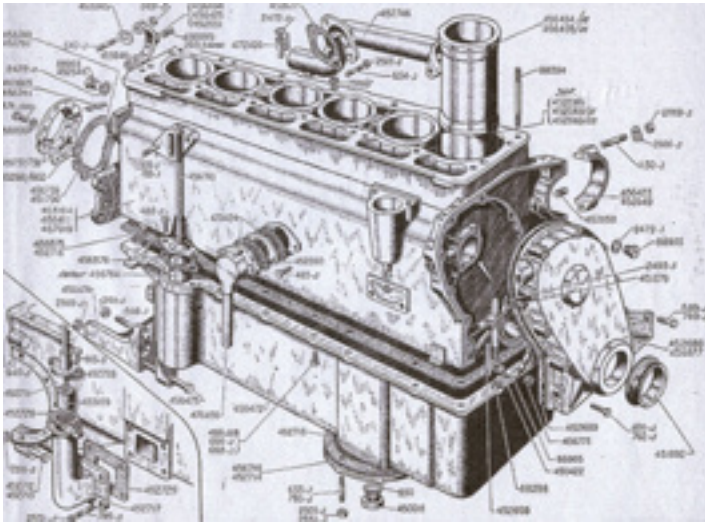
But that was 29 years ago. What would we choose if we were to buy a car now? The baby seats and buggies are long gone and, whilst we may not need the room in the back, I still appreciate the width of the bigger body in the front, but can this be satisfied with other options?

And maybe with a different engine? I've had a couple of 6-cylinder Triumphs in the past and appreciate their innate smoothness and torque – and of course the 6-cylinder's more robust gearbox would be attractive.

What options do we have for a wide bodied 6-cylinder Traction? Just to be clear, there are no options for a narrow bodied 6-cylinder Traction.

The 15/6 and Big 6 are the obvious starting points. Made in Paris and Slough respectively there are quite a few to choose from. Citroen made 44,592 examples of the 15/6 in Paris and a further 3,079 of the hydraulically suspended 15/6 H. The Slough Big 6 versions are rather more rarified with production numbers of 1,229 and 76 for the respective equivalents.

Since the 6-cylinder car was introduced in 1938 most of these are post war. Only 2424 examples of the 15 Six cars and 50 of the Big 6 were prewar. The hydraulic rear suspension didn't arrive until 1954. The original 6-cylinder engines were known as 15 Six G – with G standing for Gauche. In 1947 the rotation was changed to Droite. The key differences are in the gearbox – the



starting handle moved to the upper shaft so it still turned clockwise. A consequence was that the starting handle was now lower geared making it easier (or less hard) to turn. The second gear ratio was also reduced. Inside the gearbox you'll find the crown-wheel on the other side. Several years ago, I surmised that the reason for this change was to allow the same gearbox to be used on the H-van. The gearbox is essentially the same, but whether that's the reason is pure conjecture on my part. In the engine itself, the compression ratio was reduced to suit post-war petrol (although I believe it was increased again in 1949 as fuel quality improved). More significantly the firing order was changed from 1-5-3-6-2-4 to 1-4-2-6-3-5. Well, Citroen would have had to change the camshaft anyway to make the engine run the other way but I guess the change of firing order was to even out the breathing through the siamesed ports or to achieve better balance – or both. I imagine the confusion caused by the change in firing order rather exceeded that of the change of rotation. If you have ever fired up an engine with the plugs connected in the wrong order you will know what I mean.

The standard 15/6 or Big 6 is well appointed, and it could also be had in 9-seater Familiale and 5-seater Limousine versions. There was no Commerciale but could you get a hydraulic Limousine or Familiale? There were two cars made for President Coty with special bodies, the first by Franay, the second by Chapron based on the Familiale platform. And then Citroen made one with the standard Familiale body and Limousine specification again for President Coty – his doctor said the soft suspension would help with his varicose veins.

Then there were the three 15 Six Cabriolets which I mentioned last month which, being rather pricey, would be of limited practical use to me. There was no 6-cylinder Faux Coupe made in either Slough or Paris – as far as I know.

Bailey's Banter

A few years ago, I remember musing about making a short wide-bodied car with the wheelbase and profile of a Legere but the width of a Normale. Why – because I think the wide body gives the best look from the front and back, but the shorter body looks has the better proportions from the side. I didn't think about giving it a 6-cylinder engine and hydraulic suspension. Would that be the ultimate Traction? I guess Citroen never made it because it served the needs of nobody – except my own whimsy. A few manufacturers have seen the positive side of putting a big engine in a small car – the Triumph Vitesse is a good example. I don't think I would care which way the engine turned or what its compression ratio was but it would have to have a small boot. For added practicality I suppose one might as well make it a Commerciale whilst one has the tools out.

One can dream, as others have. I'm not about to chop my car up though.

There are several recreations of the 6-cylinder cabriolet and also several Decouverable versions of the 15/6 saloon. One dreamer has of course recreated the rarest of the rare – the V-8 engined 22CV of which there are exactly no originals in existence. This was based on a

1951



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Normale body. A 22CV Cabriolet replica would also be a nice project but first one would need a wide-bodied cabriolet to be a donor, and there are not too many of those.

My sources for the numbers and other information quoted above are:

L'ABC des Traction Avant by Pascal Berthelot

Citroen Traction the numbers by Jens Moller Nicolaisen

Citroen Traction Avant by John Pressnell

Citroen Classics Vol 1 Traction Avant 1934-1957 by James L Taylor (was there ever a Vol 2?)

Traction Avant Le Grand Livre and La 15CV Citroen by Olivier de Serres

Citroen Traction Avant Un Fenomeno Mondiale by Ubaldo Nifosi

Les Archives du Collectionneur, in the Revue Technique Automobile series



I may have too many books.

It's getting very close to the TOC Rally. This one celebrates the club's 50th anniversary and there is new regalia to make the fact known. We have brightly coloured T-shirts and fleeces to cover all weather eventualities. I'm taking a specially tailored bespoke gold jacket to make it clear one doesn't have to be classy to own a Traction. You can look forward to the photos at a later date.

I have been asked to put together a slide show featuring rallies through the ages. My own photos only really go back 10 years, with the odd one or two earlier than that. I have put requests out to long term members who may have older photos – these will mainly be prints or slides which will need digitizing somehow. Meanwhile I am trawling through the 300 or so back issues of Floating Power. It's interesting to see some current Tractionists as they were 40 or more years ago. Back then there was a lot more camping than there is now – which was fine as it was always sunny – albeit in monochrome.



On the other hand, the Easter Classic meeting at Brooklands was grey and a bit drizzly but that didn't stop **Alan Lloyd** from taking his Light 15. It was the only Traction there – we went in the DS. "Why did we not take the Traction?" I hear you ask – one reason was because we had some shopping to do afterwards which would involve a multi-story car park which was not attractive. Another was that I didn't think the brake lights are working.

And so well done and thank you to Alan for being the sole exhibitor of one of the most significant car designs that ever was. Alan's car has a 4-speed gearbox and he enjoys the higher gearing it gives.

Alan kindly dropped me a line when he got home:

"We were directed to park on the banking which is, as you know, much steeper than it looks - my handbrake is good, but not so good that I would have trusted it to hold if parked up for a while on such a slope! Luckily there was one space left for level parking!"

The car has quite recently had a new radiator fitted by Darrin at Citroen Classics and differs in that rather than having a brass tap at the bottom, it has a plastic screw in bung. This had slightly loosened such that it was letting water escape under pressure.

I wonder if anyone else has had the same issue with a modern replacement radiator? With the bung tightened and water added, we drove back home (to Dorking) with no problem at all. If you have a new radiator like this, keep an eye on it, I would suggest!

With its 4-speed gearbox and servo brakes (both fitted by Andy Burnett when he owned the car) it does drive incredibly well. Amazingly, the registration document records just one previous owner to myself, but actually I know that there was the original owner before Andy - still, a 1949 car with just two previous owners is pretty amazing!"

The Traction was available in standard 3-speed form with several options for the final drive. Most cars, like mine have the 9 x 31 but a higher ratio 10 x 31 was



available. The problem is of course that this also increases the first gear ratio and that may not be a good idea in hilly areas or if you are prone to towing. There was a "mountain" 8 x 35 ratio available.

Is there an option just to increase the 3rd gear ratio on a standard 3-speed gearbox without increasing first and second? Not as far as I know.

Meanwhile, in the last issue I wrote about the 6-cylinder roadsters and I am, as ever, grateful to **Olivier de Serres** for putting me straight on a few points:

"I have just received the last issue of F.P. and seen you have been kind enough to quote one of my books. Thank you.



Anyhow it seems there is a little confusion when you talk about the three surviving authentic 15 Six Cabriolets known. One is dark green, that one formerly Mme. Michelin's, the other one is beige and the third one, you have seen at Retromobile, is red. If you have seen one in gold/bronze it is the green one before restoration during its American period. And more, the only one factory built with a 15 G engine, is this one, Mme. Michelin's car. The beige one also has found back a 15 G engine, and finally the red one has a 15 D engine. the contrary of what you said, as 15 G is for 'un moteur qui tourne à Gauche' and 15 D for Droite.



I also note that you do not like the red lights on the red Cabriolet, I agree with you, it does not suit very well, but it is an accessory of the period, it is not a modern item."

Well, I nearly got it right – thank you to Olivier for pointing out my errors. I clearly don't know my gauche from my droite.

It's not quite true that there was only one Traction at Brooklands – there were several models on offer on the trade stands. The Look & Like brand was a new one to me. I was tempted but resisted.



I recently was given a Lego kit of a Model T Ford which I enjoyed building over the course of a few evenings. I think it looks quite similar to a real one, albeit 1/12th the size; quite an achievement for a brick building set.

There will be a Traction Avant kit – not made by Lego but a similar type of thing and sanctioned by Citroën... available at the TOC Rally. The 1/12th scale kit is of a black 1938 Normale and comprises 1900 parts whereas my Model T kit only had 1060 so it should keep someone amused for quite a while.

This begs the question – how many parts in a real Traction Avant? Once I've trawled through all the back copies of *Floating Power* looking for photos, I suppose I could work my way through the parts catalogue.

But that will have to wait – I want to get the Normale out of its lair (a lock-up about a 15-minute walk away). Not good – I had a 15-minute walk back home. Brake lights inoperative? No – they work, but that wouldn't have stopped me. What did was the clutch – seized, would not disengage. There's been a bit of a rash of this just recently amongst Tractionists in the London area - and now it's my turn. I tried warming it up and starting in gear but couldn't get it unstuck. I left it for a week to think about its behaviour with a wooden stick holding the clutch pedal down. I should probably have put that stick there that a few weeks



ago. Just as I was about to rip the gearbox out, I read that **Martin de Little's** car had also suffered the same fate. Rather than pulling the box out he set the front on axle stands and span the engine up in 3rd gear and "gave it the beans and stamped on the clutch and brake pedals - et voila!".

I decided to do the same, although with some trepidation and was less generous with the beans and the stamping. Voila it was though. No gears or oil were ejected from the box and the clutch works nicely now.

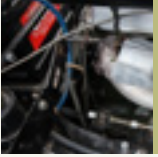


We could have taken the Traction to the Citroen Classics open day (thank you to **Kris** and **Darrin** for the hospitality) but we took the DS. It was good to see that others took their Tractions. **Richard Morris** took his newly acquired '51 Normale and parked it next to **Peter Simper's** '51 Normale – if we'd taken ours, we could have had three '51 Normales in a row. Maybe we'll do that tomorrow at the French Car Day at Blackbushe. Richard was quick to fit his TOC badge to his grille – inspiring me finally to fit mine 29 years after I got it.

Meanwhile – here's a photo of a Lancia Aprilia that caught my eye at Brooklands. These really are nice cars.

Chris





Which Engine?

Many of our cars will have had an engine overhaul or replacement, perhaps multiple times in their life, and depending upon where they were at the time and what was available, may not have the original type fitted.

In an article from 2021 Andy Burnett gives a series of clues regarding what you may have under your bonnet.

Different engines can be fitted to our tractions, - which one is fitted to yours? There are normally 3 possibilities for the 4 cylinder cars, the standard "Perfo" engine, the 11D, or the early ID/DS engine which although never originally fitted to any traction, is now quite a popular replacement unit. All are of wet liner construction, overhead valves, have a crankshaft carried on 3 main bearings and have a cubic capacity of 1911cc, except for the very early engines (1934/35) which had specific engines with a bore of 72mm and a stroke of 80mm initially before moving on to the now standard bore of 78mm, with the exception of the later model 7, which continued with its 72mm bore until approx. 1939. It goes without saying that if you were lucky enough to own one of these rare pre-war cars, you would not want to change its engine type, which would destroy its authenticity and originality.

The "Perfo" engine, the standard engine for most tractions from about 1938 on, was a robust and strong unit, but as with most engines of the time, the main bearings carrying the crankshaft and more importantly, the bearings of each piston con-rod (big end) were all made of white metal, a bearing alloy made mostly from a lead/tin mix. The con-rod bearing (big -end) was in 2 halves, the bottom cap bolted on to make the circle, into which the molten white metal was poured, then machined to correctly fit the crankshaft journal. The main bearing caps were likewise in 2 halves, again with the same white metal.



This bearing material worked fine so long as the engine was relatively new, but once the journal started to wear and become a bit oval, the fairly soft white metal bearing material, particularly at the big ends, started to have a bit of movement at the bearing at the top and bottom of each pistons stroke, and started to "hammer." If this situation was not caught in time, the bearing surfaces broke up and melted out, allowing metal to metal contact, thus destroying

the crankshaft journal surface. If you were lucky, the crankshaft journals could be reground, and new white metal poured and fitted, but if the crank journal was now outside safe regrinding tolerances, you were in big trouble! These engines were of necessity of a low compression ratio to reduce pressure on the big end bearing, yet these same engines were renowned for their longevity and robust build compare with many other engines of the time and the great majority

of our tractions still use that engine today!

By the 1950's the Perfo engine was now dated, with many other competitors' engines having moved from

By the 1950's the Perfo engine was now dated, with many other competitors' engines having moved on from the old white metal bearings.

the old white metal bearings to the thin-wall shell bearing as used in all engines today. These bearings, as the name implies, consist of 2 thin-wall half shells with a thin coating of bearing material thereon, with each set of shells made and machined to far tighter and exact tolerances to match the crankshaft journals. The conrods and caps were also made precisely to fit the new shells, as were the main bearings later. Engines fitted with the new shell bearings were made to extremely tight and exact tolerances, thus were far, far more robust, largely eliminating the wear and "hammer" problems of the old white-metal bearings, and as a direct result, compression ratios could be raised, leading directly to increased power output!

In 1954, the 11D engine started progressively to be fitted to French produced tractions to largely replace the Perfo engine. This new engine had many, many advantages, most importantly that the big-ends were now fitted with the new shell bearings! (mains were still the same as the Perfo but mains historically were never a big problem) Main block was strengthened, modified oil pump, different camshaft, with splined drive for the output shaft thru the bell housing doing away with the old dog drive, and a different cylinder head, with bigger valves, stronger rocker gear, different breathing and air cleaner set-up, and easily identifiable with "11D" cast onto the head between the 2nd and 3rd spark plug apertures. These engines were and still are exceptionally reliable and were, of course, the test-bed for the DS/ID cars which were introduced very shortly thereafter. Although this engine in its entirety was not fitted to Slough produced cars, I have found very regularly that from 1955 on to the end of Slough traction production, the 11D block was indeed used, but with the normal Perfo head instead of the 11D one. As one would expect, this is the engine very much sought after for our cars, as it can be exchanged for the Perfo unit with little difficulty, but make sure you have ALL the bits needed before you start, as there is a lot more to it that may initially seem, so do your homework before you start if you are contemplating this change of engine.(little bit more later) Yes, the Perfo head can be used instead of the 11D if necessary, remember you will also need the different oil feed pipe if using the 11D one, and that the cast part between the head and the water pump is different too.

These engines were and still are exceptionally reliable and were, of course, the test-bed for the DS/ID cars.

Next to cover is the 1911cc 3 bearing early DS /ID engines which can also be fitted to the traction, but this is a really big can of worms to explain. Yes, it is the engine to fit if you are also wishing to fit the "D" 4-speed gearbox too, but this too is a complex fitment which hopefully will be a separate article covered by others. The great advantage of these engines is that here both the big-ends and main bearings have the new shell bearings. There are many variations of these early "D" engines, some with the required flat headed pistons, most with varying degrees of domed tops, and if you want to retain the domed tops you either have to fit the original alloy "D" head or have the alternative Perfo or 11D head "scallop" (would suggest you simply buy and fit a set of standard flat topped pistons and liners when you are refurbishing the engine to start with!)

What about the head? Well, more problems, first the fact that inlet and exhaust are on opposite sides of the head, so problems in particular in routing the exhaust pipe, water pipes, accelerator linkages, different water pump, pulley alignment, etc. Also, when you lift the bonnet, this is obviously nothing like the original, and of course if you wish to change a plug, you now need to lift off the bonnet! Of course! it can be done and has been done many times, but remember, the 11D head can also be used very successfully instead!

All three engines have all the same requirement to have the liners protruding by 4 thou (of an inch) and the need to ensure that the gasket, whatever head you choose to fit, covers the differing water jacket holes, and indeed that the centring and spigot devices also match or are removed. All 3 engines have differing flywheels to suit the differing protrusions of the crank into the bell housing space, to ensure the starter ring-gear is in the correct same place. The "D" flywheel is obviously used if doing a 4-speed conversion, but that flywheel can also be modified to use with the standard 3-speed gearbox, despite the problem of the non-availability of a matching spigot bearing. I have converted many of my cars with both 4-speed and high ratio 3-speed gearboxes, using the "D" engine and flywheel, but always with an 11D head. - Coward?? Another way forward to improve longevity of the Perfo engine is when overhauling, get a matched set of either 11D or early "D" conrods BEFORE you have the crank ground and thus convert your engine to shell bearings for greater longevity and peace of mind! Enough!

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:

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:

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.robbins74@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**



FOR SALE:

1956 11BN

Owned by me for past 12 years, have enjoyed driving it and problem free. Looking for a good home as

I can no longer give this car the attention it deserves.

Professionally restored, ex David Boyd car. The colour is unusual, silver, but it looks outstanding. Interior v good. Now fitted with EZ power assisted steering. Original carte grise. Can be viewed NE Lancs.

Offers around £16,500.

Vic Lupton. 01282 863803. Email georgevl@live.co.uk



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.

Manifold overflow tube, unused (still in wrapper) £10
 I no French style air filter box: £25
 I no tropical type air filter box, (as per South African spec) good condition, but no rubber elbow, etc. £30
 I gearbox, thought to be okay and usable, but probably **NOW SOLD** raw material for an overhaul. £250
 All plus postage. Gearbox, collection only please (From Lancashire)
 Contact Editor for more details

PARTS 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 FOR SALE:

Citroen '6' repair manual.
 December 1950 edition.
 143 pages. Good condition.
 Offers invited.
Vic Lupton. 01282 863803.
Email georgevl@live.co.uk

PARTS WANTED

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

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.**

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

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



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

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