

Floating Power

July - August 2026

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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Be a part of Floating Power...

The closing date for input for the September/October *Floating Power* will be

Sunday 16th August 2026

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Part of the lineup
of participants in the recent
National Rally.

Image by Martin de Little



Editor's Epistle

Summer already and it is hard to think that the next leader that I write will be focussed on late season events and probably looking forward to the next National in 2027.

At the time of writing, Bev has discussed a couple of possibilities whilst away at the recent get together on the Jurassic Coast. The difficulty with all of this is that of location and finding somewhere that is accessible for the majority of the membership. Obviously, to be fair, the rally needs to move around the country so that local members have a chance to attend without there being a marathon drive involved. However, a trip beyond Birmingham, from either direction, often means an extensive and time consuming diversion if the motorway bottleneck is to be avoided, with its extreme congestion and dangerous sections of so-called SMART motorway. So, a Midland rally might seem like a fair central point, but may prove off-putting to any Northern members who need to find their way past that particular blot on the motoring landscape, Brum. And likewise a northern rally, particularly in the North West, or Western Scotland, also proves problematic for anyone from the south of the UK.

I have not attended the last few rallies for several reasons, cost being one and reservations about the long distance reliability of my Traction, for another. The North Eastern rally was a no go, due to family issues. The Jurassic Coast Rally, for example, whilst very appealing as a location, would, due to distance, have cost us Northerners in the region of £600 in addition to the actual rally costs themselves, plus any unforeseen costs as a result of breakdowns, etc. I was also getting ready for a new set of tyres, essential for such a long voyage, so factoring in that cost too (circa £1000). I chose to opt for the new tyres.

However, organising the rally itself does not have to be as arduous as it might initially seem. When organising the Lake District Rally in 2022, the main difficulty was finding somewhere reasonably accessible to stay, with sufficient number of bedrooms, and car parking, which was not either on a motorway junction or in a business park. Having done that, we opted for 'Rally Lite', which kept things simple, and in a road book, presented a series of suggested options for visits, which did not require any formal organisation and hopefully gave something to suit all tastes. We ended up with a fairly small rally by recent standards. Covid caused two overall event cancellations and the numbers dwindled from nearly forty cars in the initial iteration, down to about 25 cars in the eventual event two years later.

We used to have a feature in FP called the TOC tech forum, in which members could share pearls of wisdom about their cars. This seems to have discontinued in recent years and was indeed a source of some stress at one time, since a few members were rather prone to calling out some of the items posted as ridiculous and thus alienated some of the contributors who understandably, did not want to expose themselves to ridicule, and ceased their contributions. Quite why some of the rather, at times insulting, letters received were actually published is a mystery to me. However, this is history.

Is there any appetite for an occasional return of this feature. We do at times get technical ideas and publish them, and so far, have not had any backlash from anyone, and certainly anything insulting would be 'filtered' by yours truly, the editor. Speaking of returning features, we have had a bumper response to the What Else....Garage feature, and I will be including those in coming editions.

Finally, there has been a bit of a kerfuffle about spares. I would urge everyone seeking new spares to go straight to the horse's mouth as it were and either email or ring Citroen Classics (see page 23) for new parts, or Ian Harvey for s/h parts (see page 3) direct. Access through the club website has sometimes proved troublesome and although we are aiming to fix it asap, I think that there is no substitute for speaking direct to the relevant persons.



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Committee

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

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NEW CLUB SPARES

For information on spares, see pages 23 and 25

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President's Ponderings

More often than not, I wonder how to begin these ramblings. This month there is only one contender – the Dorset Rally celebrating the first 50 years of the Traction Owners Club. In addition to members from the Home Nations and Ireland, this year we were also joined by a number of our French friends from CTAB, the Brittany Club. The area, venue, activities, and of course the excellent organisation by Adeline and Gavin, all resulted in a most enjoyable experience. Furthermore, the cars generally behaved themselves well so all those who set out not only arrived in Dorset and completed the rally, but all returned safely home under their own steam (albeit quite literally in one case). No more spoilers here so you will have to read Carol and Graham Banner's report for the juicy bits.

Although we can't plan all the rallies for another 50 years, I am delighted to say we do have offers for the next two. The Dorset participants showed overwhelming support for the 2027 annual rally to be held in Southern Ireland and, for 2028, we have an offer from a Member in Essex – could that be the only way?

All set for Brittany following the eye-watering expense of replacing an otherwise very good condition tyre after an eagle-eyed person spotted a dangerously long gash in the tread of one of my fronts. On the international front, I regret there is still no news of another ICCCR.

Spares - Following a recent complaint concerning lack of communication from the TOC Spares service a fault was discovered in the "Contact Us" function on the Website. The Committee apologises for this situation which is possibly from when we were obliged to "migrate" to an alternative service supplier. It will be corrected by the time this copy reaches Members, but there is a strong possibility that any old enquiries may have been lost in the interim. I apologise if anybody is waiting for a response to a message sent via the website, but if so, please contact me and/or Bev Oates so we are aware and can redress the situation. Thank you.

In light of the above and other recent issues, there is a reminder about how to order new (ex Citroën Classics) and used (ex TOC) spares in this issue.

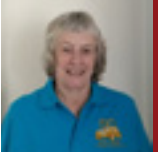
And finally ... Last time I mentioned two ex-members who have recently undergone major surgery. It was therefore wonderful to see Barry Annells at the Gala Dinner in Dorset with his son, Peter. And, if somebody wants a Slough Roadster, I am told Mick Popka's car is for sale on Facebook due to his situation.



New Members

Welcome to the Traction Owners Club to the following:

3062	Brian Kidd	Perth	Perth & Kinross
3063	Patrick Jacquelin	London	
3064	Chris Phillips	Pilton	Shepton Mallet
3065	Ian Mair	Rochester	Kent
3066	Steve Felton	Alcester	Warwickshire
3067	Douglas MacLean	Epping	NSW
3068	Robert Soar	Hayling Island	Hampshire
3069	Christopher Leader	Ystrad Mynach	Hengoed
3070	Nigel Cross	Cople	Bedfordshire
3071	Michael Fisher	Solihull	West Midlands
3072	Richard Miles	Blandford Forum	Dorset
3073	Oliver Wheatcroft	Nottingham	



Chairman's Chat

What a superb TOC 50th annual rally we had in Wareham. The Hotel, its staff and food were very good. We had a lovely variety of places to visit during the day and fun events each evening. Thank you to Adeline and Gavin for organising this first-class event. Carol has written a report on pages 10. Also a huge thanks to Martin de Little for taking all the photographs and videos.

The good news is we have potential rallies for the next 2 years – Ireland in 2027 and Essex in 2028 – I can't say anymore at this stage but thanks to those who have been "persuaded" to organise events for our members.

At the time of writing, early June, we still have several who have not renewed their membership. Numbers are decreasing mainly due to member's age and selling their Tractions. If this continues there will be a point when we, as a committee, need to look at the viability of running the TOC. I know we are not the only car club facing this situation.

Please remember we are all Volunteers on the Committee and so, at times, there may be a delay in receiving your new member's pack, a response to an email, second hand spares etc etc, etc. "Many hands make light work" so if you feel able to help us, then please come and join the Committee.

Beu



Drive it Day in the Peak District of Derbyshire



Thanks to.....

At the recent National Rally, Citroen Dealers Penton, provided a series of Citroen water bottles for the goody bags handed out to all entrants. Thanks must also go to our usual contributors, Longstone Tyres, Peter Best Insurance and the other Raffle prize donors, plus of course the Springfield Country Hotel and artwork author Annie Lovelass.

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

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

See section report for coming meetings/events.

Ireland

LESLIE SCOTT

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E: leslie@precisionagireland.ie

See section report for coming meetings/events.

Wales

ANDREW TWEED

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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

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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

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Our regular meetings are every three weeks alternating between pubs below.
The Angel Inn, Larling, Norwich NR16 2QU
The Compasses Inn, Little Green, Chelmsford CM3 1BU

Kent/East Sussex

ADRIAN PHILLIPS

T: 01892 785664

E: adriangphillips@aol.com

See section report for coming meetings/events.

London

ANDREW YORK/PETER SIMPER

E: london@traction-owners.co.uk

First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR

Avon/Dorset/Somerset

GAVIN AND ADELIN

T: 07803174001

E: ads@traction-owners.co.uk

See section report for coming meetings/events.

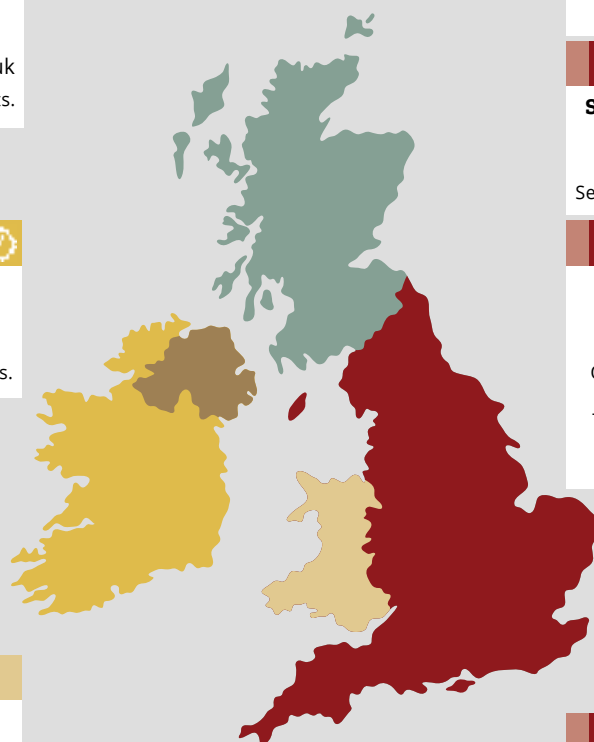
Surrey/Hants/Sussex

JIM GIBSON

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See section report for coming meetings/events.



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



TOOLS

Club tools
available for loan:

Northern, Lakes and Borders

Well, things have finally got going with a series of events in late May culminating in Drive it Day. Because we are somewhat depleted in the Central Lancs part of Northern, (due to a couple of bereavements and a one or two others who have been obliged to call it a day) we generally collaborate with either Preston and District VCC or another smaller local Classic car group when an event is due. This time we had agreed to go along on a run to The Ribble Steam Railway in Preston, and all was arranged until suddenly they remembered that, sorry, they didn't open on a Sunday!!!!

Much perplexed that a venue that draws most of its income from visitors doesn't open on a Sunday when most of society is looking for something to do with its money, we drew a line under that one, and looked elsewhere.

I suggested Hangar 42 at Blackpool Airport. This is a museum of sorts to the wartime RAF in that part of the world; Blackpool was a hub for fighters who were looking to intercept raiders heading for both Liverpool and Barrow. There was also a production line for Wellington bombers on the site. The museum is in a refurbished WW2 hangar and has full sized replicas of several marks of Spitfire, an ME 109 and has a selection of period airfield vehicles. The replicas are hard to distinguish from the real thing and have detailed cockpits which visitors can sit in, in order to get a feel for what life was like for RAF pilots in WW2.

H42 makes a lot of its income hiring out the aircraft as TV and Film props and is also restoring an example of an Airspeed Oxford of the type that Amy Johnson was flying when she disappeared during the war. Amy was a Blackpool girl. There are also various set pieces of a briefing room, NAAFI (still serving tea and wads) and other RAF Station areas. On certain weekends one of the two-seater Spitfires comes up from Biggin Hill and you can enjoy a ride in that (£1,200 or thereabouts, ouch)



Section News

We had two Traction in the DiD turn out, Ian Gardner and Colin Lee. My own car had still not been woken up at that point and I didn't think that a forty mile round trip in holiday traffic was a suitable shakedown for a car that hadn't been anywhere since Christmas, so I took the Volvo! The rest of the cars were a diverse bunch, including amongst others, a Mini Moke and a Chevrolet Corvette.

Has my Traction been used since? Well yes and no. I subsequently set myself a target of getting the car out for a local breakfast meet that was a modest three or four miles away and the previous day went round to the lockup in which it had been sheltering, connected up the battery, and squirted some easy start into the air intake. Well it cranked, but showed no inclination to do anything but an occasional spit. Jump leads to a spare battery prolonged the agony. Fortunately I had reversed the car into the garage and so I hooked it up to my modern car and lo, it started.

I let it run for a few minutes at fast idle, and then set off home, which is only about ten minutes away. But at the junction with the main road, the darned thing shut down and wouldn't start again. I was half way across the junction, and luckily a passing cyclist offered to help me push it to the kerb opposite. I then walked back to where my Suzuki was parked and drove around and jump started it again. I then crawled the last quarter mile or so in second to keep the revs up and arrived safely at home.

As expected, the car, having been switched off and left on the drive for a few minutes, cranked again, but did not offer to start. I put the battery on charge, and left the scene for a couple of hours. The charger duly showed a green light to say it was done, and I tried another start. Cranked slowly and then more vigorously, but after a brief splutter, was again, quite dead. Now at home I have a proper heavy-duty mains jump starter, which I don't like to use except in an emergency, since it throws a lot of amps out. But I was getting a bit fed up by now so I plugged it in and switched on and the car, after a couple of very vigorous revolutions fired and ran, and again, I left it to run for twenty minutes or so before switching off.

I left it to sit for half an hour or so and then returned. No joy. It cranked, but would not fire. What was the problem? First and foremost, the battery condition was apparently poor. It is about four years old and with the inevitable

occasional use that a classic gets, it was obviously getting tired. So, with a fairly large engine full of thick oil to crank, as well as running an electric fuel pump, there was presumably not enough energy left for a decent spark. The car hasn't run for almost five months either, so we are also probably looking at the 'old stale petrol' syndrome. There is obviously nothing seriously wrong, since it ran quite happily when jumped.

Anyway, this being Saturday evening, that was obviously that for the breakfast meet the next day, a new battery being the likely solution. I charged it up anyway and tried again the following morning, but was not surprised when it failed to perform.

So, I took the Suzuki. Why not the Volvo or the Beetle? Because the bl**dy Citroen was blocking the garage exit! Sometimes I think that I should have taken up golf! Or at least kept my Cambridge which always started after a couple of turns on the starting handle to prime it, regardless of how long it had been left unused.

The breakfast meet itself was great. We were at St Catherines, the sun shone, and there were actually two Traction there, Paul Taylor was out in his 7C and the late Bill Dyke's Legere turned up with its new owner. Member, Adam Czutzkovna was also there, although I didn't see his Traction. Colin Lee had hoped to come but was chasing an oil leak from the timing chain cover. Engine out again.

So that's it. Exciting stuff. Hopefully I will have fixed the Traction again by the time that you read this.... or put it on eBay.

Keep driving.

Bryan Pullan

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

Peak



Drive it Day was a lovely sunny Sunday. We met at Tansley Barn Graden Centre and were able to park in the field. We had 7 Traction and 12 people which was great. Nice to display the Traction for a while and chat to the public coming out to buy their plants!



We had a picturesque drive around the Peak District ending up at the Miners Arms in Eyam for an excellent Sunday Roast.

There are no further meetings planned at the moment, but I will email local members as dates are fixed, so please email us if you wish to be added to the group email.

Don't forget we also have a set of TOC Tools that you may borrow.

Bev Oates

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

Surrey/Hants/Sussex



Hi everyone, apologies for radio silence. For those of you not aware our TOC Surrey-Hants-Sussex meetings are held on a monthly basis on a Saturday morning from 830 to 1230 at Blackbushe Airport, GU17 9LQ, just 5 minutes from J4a M3, where there is excellent on site catering and we have dedicated parking. Our gathering is held within the umbrella of the French Car Drivers meet which is held on site here.

This meeting proved very popular during 2025 and has continued to be so from the start of the year, obviously with numbers improving as the weather has got warmer and drier and we hope that you can make it to one of these meets soon!

July 18th, August 15th, September 19th

In addition to encouraging people to come along to our Blackbushe meet we are also looking for cars to display again at the British Motor Show at Farnborough International exhibition Centre on August 21-23. You can display for any of the 1/2/3 days. Please let me know as soon as possible if you can make your car available for our stand. The site is very secure by 24 hour guarding.

Please contact me jamesgibson602@gmail.com
07594232602

Jim Gibson

For contact details see main table at beginning of this section

Eastern



Dear all, apologies for no info recently. I have yet been able to set up my Traction email address even with knowledgeable friends help, resulting in the much cursing of Windows 11 & 1/2.

So, let's get up to date via this brilliant Mag! At a recent local Coffee & Classics + Autojumble at Needham Market I went via Dyane and ended up a short distance from a gleaming Traction, Dixi! New owner Helen has been busy; Dixi was attracting lots of attention being the only Traction there. I was thrilled to see her, even gave her a hug. Helen is enjoying visiting local car events, friends letting me know Dixi is seen out and about. Thank you Helen, I knew, you'd be a match made in heaven for my lovely car.

Please note Coffee & Classics is firmly on the car meet map now, BUT! A plea from the organiser Emma, please do not get there too early eg: 8am as the gate opens at 10am. There

has been queuing on the main road causing a nuisance, we do not want to attract the wrong attention. The bank holiday weekend saw well over 200 cars, plenty of room and easy access.

Don't forget if Tools required just give me a call and leave a message on the land line, we will get back to you. We are hosting a Technical Weekend, 1st-2nd August 10am kick off, originally, we started for DS's but we now do our best to help all models of Citroen. If you need guidance to carry out a task, make sure you have the necessary parts/oils require and let us know what day you hope to attend (helpful to book hoist time if needed). We usually go to a local pub for Saturday dinner so please let me know if a meal required, we have to prebook the menu. Kettle is always hot so pop by for a natter, you don't have to get your hands dirty. Room for camping if you would like to stay over.



The Tweeds sent in this image of Dixi, now in their ownership. Editor

Our regular meet ups are well attended, mixing in with CCC there is always a varied selection of cars in the car park. Both pubs offer food if required, no need to book. Don't feel obliged to turn out in your pride and joy if the weather is inclement, all marques welcome. We tend to arrive 6.30pm onwards, in both pubs we meet in the right-hand bar.

Regular Meet Ups plus additional events

- 1st - 2nd August Technical Weekend, Little Home Farm, Thorpe Morieux IP30 0NT Suffolk
- 3rd August Coffee & Classics, 10am - Noon Needham Market, Suffolk
- 4th August The Angel Inn, Larling, Norfolk
- 17th August Coffee & Classics Evening 5pm - 9pm Needham Market Suffolk
- 25th August The Compasses, Little Green, Essex
- 7th September Coffee & Classics 10am - Noon Needham Market, Suffolk
- 15th September The Angel Inn, Larling Norfolk
- 5th October Coffee & Classics 10am - Noon
- 6th October The Compasses, Little Green, Essex
- Coffee & Classics are held at Garnhams's Field, Badley Hill, Stowmarket Rd, Needham Market IP6 8RJ

Jasmin Gagen

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



Jurassic Coast Rally

Jurassic Coast Rally

18th May – 22 May 2026

Firstly, I would like to say a huge thank you to Adeline and Gavin for organising such a wonderful 50th Anniversary rally. The hotel offered comfortable accommodation, excellent service, delicious food, and ample parking. With 49 Tractions and 98 attendees, including members of Club Traction Avant de Bretagne, (CTAB), it truly was Traction heaven in a stunning setting with plenty to see and do.

We arrived on the first day in high spirits. Good journey down, car had performed well and the sun was shining, although it wasn't to be the case for the remaining days. Later, in the evening, still in high spirits, we assembled for pre-dinner drinks resplendent in our red, white and blue clothing while Jim Rogers entertained with his accordion.



The following day we had a "prompt" 8.30 am drive to Kimmeridge to visit The Etches Collection Museum for a private tour. All present and correct, looking very official in our Traction 50th Anniversary clothing. We set off in convoy; all was going well for a few miles and then the mayhem started. Who put that steep hill in the way? Overnight there had been some torrential rain and strong winds which resulted in wet roads covered with leaves. (Seriously Network Rail, I totally get the problem now!) As the cars slowed down, we came to a complete stop. When we could start moving again, it took a great deal of wheel spinning to get going. Other traction problems involved one refusal, so the passengers had to get out and walk, and one attempt to get into 1st gear whilst moving. Naming no names here, but you all know who you are!

We weren't quite sure what to expect at the museum, old fossils not really my thing, but it was very interesting, well-presented and it is an astounding collection by just one person, Steve Etches.

Next stop Purbeck Park car park. There was relief all round when we realised we didn't have to tackle the hill, but sadly the mishaps hadn't finished, there was one traction with a wheel in the ditch in the car park! Traction guys are a helpful lot and soon had it towed out to continue the journey to Nordon train station for a visit to the mining museum and then to catch a steam train to Swanage. Surely nothing else was to go to go wrong? A helpful attempt at guiding a reversing manoeuvre to prevent another ditch visit ended up with the front wheel colliding with a foot! At this stage we were less than 2 hours into the rally!

The visit to the mine was quite an insight into the process of mining clay and the employment



practices in the 1970s. The guide had worked there for his entire working life. His role was above ground, two of them hauled the carts up, pushed them to the loading area to be tipped into the waiting lorries. It was piece work, paid by the tonne, no breaks, just lunch on the run. The miners and the loaders all were paid the same wages, the total amount being split between them. Hard work but their average wage was twice the national average. He lived outside the mine, but some of the miners lived in underground houses and never saw daylight. My mind went back to the striking British Leyland workers at that time.



The steam train to Swanage was a delight, but as it arrived in the town, the rain started. By now it was 12.30, so a hostelry had to be found to wait it out. I am sure Swanage is delightful, some youngsters doing crab lining in the rain didn't seem to mind the weather, but it wasn't its best in the gloom. All was not lost, the sun came out as we walked to the station for the return journey.

After a lie down at the hotel, we were ready to start the evening entertainment.

Chris Bailey had thoughtfully put together a slide presentation of all the club rallies. No mean feat to trawl through all the photos sent in from members or obtained from Floating Power. Just where do you keep all those magazines Chris?

The presentation was a fascinating insight into the club's camaraderie and highlighted the important role the annual rally plays in building that sense of community.

The audience enthusiastically identified not only people from past events, but also the owners of various cars, even when the owners themselves were nowhere to be seen in the photographs.

One particularly amusing moment came when Bernie recognised a pair of shorts in an old photo as the very ones he was wearing that day.

In total, more than 300 photographs were shown and clearly enjoyed by everyone. Well done, Chris.



The following day we assembled in the car park at 9.30 to drive to the Isle of Purbeck Viewpoint for a group photo shoot. As the weather was very cloudy and too windy for a drone, it was decided to postpone until the next day. There was a certain relief that the hill was not to be tackled 2 days in a row. The rest of the day was free choice. The excellent Rally book had provided information about 29 different attractions in the area.

We choose to visit the Tank Museum, home to one of the largest collections of tanks and armoured vehicles in the world, and what a fascinating exhibition it proved to be. The website describes it "as bringing stories of tanks and their crews' life in an awe-inspiring modern museum where the visitor comes face to face with over 300 tanks and read the soldiers' powerful stories." I can only add that the section of the current Ukrainian war sent a powerful and chilling message.

In search of fresh air and exercise, we headed to Lulworth Cove. Stunning views, but we didn't stay long, the fresh air turned into a very stiff cold wind, despite the sunshine. We headed back to the hotel to freshen up and prepare for Wednesday's evening entertainment, the quiz!

Strict rules applied here, only 6 to a team, 1 point only per correct question and no half points. We worked our way through 30 tough questions covering general knowledge and only 5 Citroen specific questions, tough on the petrol heads, although the identify the spare part section went someway to appease. A few tricky moments with answers regarding mustard, but Gavin did a splendid job quashing the rebellion!



The final morning of the rally arrived, bringing one last chance for the grand photo shoot at the viewpoint. The weather was cloudy, overcast, and windy, but the show had to go on.

We headed back up the hill, giving ourselves a slight advantage by setting off 15 minutes early and having the hill to ourselves.

The car park is on MOD land, and as traction after traction arrived and formed an impressive horseshoe display, some of us took the opportunity to read the regulations board.

The notice stated that drone flying was not permitted. At that exact moment, we looked over to see Gavin busy preparing the drone for the group photo, which immediately added a sense of suspense.

While Martin did an excellent job with his camera and tripod to capture the group shot, some of us kept glancing skywards, half expecting dramatic action over the drone. Instead, the arrival of an MOD motorbike proved something of an anti-climax, and all was well.



Our final excursion was to The Sculpture Park by the Lakes who had thoughtfully provided a dedicated parking space for Tractionists. As we all dramatically roared into the park, causing heads to turn and cameras out, the sun made an appearance and suddenly, jackets and jumpers were all resigned to the back seat.

It is a beautiful park which showcases contemporary sculptures set in 26 acres of lakes, river and woodland. It didn't disappoint; the paths and tracks were well set out to guide visitors around the main displays with plenty of areas for quiet contemplation.

On the way back we decided to stop at Lulworth Castle, mainly for the tearoom and other facilities. Parking at £3 an hour seemed quite reasonable, except that on paying when exiting, the automatic number plate system decided that the traction was a coach and demanded a fee of £20. The lady in the tearoom attempted to sort it out, we paid her £3.00 but I'm not sure that's the end of it!

The rally concluded in the evening with a sumptuous gold gala dinner, followed by the raffle and presentation of prizes. Graham Bradley was the lucky winner of the Longstone Tyre. Eric Pennington won the Springfield Country Hotel stay

voucher, (but it won't be the same without us!) and Chris Bailey won 3rd prize £100 cash, (perhaps towards a library for all those Floating Power Magazines?) But there were more prizes to come.

"The Beautiful shot of your car photo" was won by Martine Guillard, (CTAB). A suggested caption was "Typical Traction driving technique, Lights on, foot down hard and hope for the best".

The Funniest shot was won by Stephen and Tina Prigmore. "The Rally Eventful prize", a Traction in a Bottle, on loan for 12 months was won by Julian Taylor. No doubt a tale to be told at future rallies and slide shows!

The entertainment continued with an excellent local guitarist who kept many of us up long past our normal bedtimes, the only thing missing was the handbags on the dance floor.

The next morning, as the sun rose, 49 Tractionists departed the hotel for home or onward journeys.

Thank you to everyone who helped organise the rally, and to all the "Tractionistes" for their wonderful company. You made the 50th Anniversary Rally such a memorable and successful occasion.

Carol Banner

Now...from left to right,no just kidding! The rally participants at the viewpoint.



Nice Coupe (left)



*Julian Taylor gets his
car in a bottle.*

*Photographs by
Martin de Little*

*Martine Guillard
takes a car for a
paddle.*

*Prize Winning
Image (right)*



Events

The major event of the year, the National, has now been and gone and is reported elsewhere in this magazine. There are, however, loads of meets and shows in your local area and so please also consult your area rep for events in your region.



British Motor Show

British Motor Show is on for 21-23 August at the Farnborough international Exhibition centre. Anyone wishing to display their car (in any condition!) for 1/2/3 days please email jamesgibson602@gmail.com or phone Jim on **07594 232602**



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Breakfast with Citroen

Jim Gibson has just had confirmation from Citroen that all Club members are invited to a breakfast meet in their Citroens at caffeine and machine in Stratford upon Avon on Sunday, the 26th of July which the manufacturer is sponsoring and will be a closed event to Citroen models only. This is the first time that we can recall Citroen doing anything like this, so it's important that we give it as much support as possible as they clearly want to recognise their heritage and have said they will run further events at other locations if this proves successful. Details from Jim Gibson on 07594232602.

**CITROËN UK
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ARRIVE AT ANY TIME DURING THE EVENT

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**FREE ENTRY
FOR CITROËN GUESTS** **USE CODE:
citroen26** **CHILDREN &
DOGS WELCOME**

REGISTER FOR FREE: <https://tinyurl.com/citroenhill>

Register via the link on Caffeine & Machine's website and navigate to 26th July to locate Sunday Service R Citroën - The Hill



La Poste Honours André Citroën

La Poste Honours André Citroën with an Exclusive Special Stamp

On July 6, 2026, the French postal service “La Poste” will issue an exclusive stamp block in honour of André Citroën (1878–1935). This tribute acknowledges one of the central figures of French industrial heritage.

A Life for Industrial Progress

As outlined in the official press release from Philaposte, this new issue traces the most important milestones in the visionary's life. Born to a Dutch father and a Polish mother, André Citroën acquired French citizenship at the age of 18 to study at the prestigious École polytechnique. The foundation of the brand was laid in 1900 when he discovered a novel chevron-shaped gear design in Poland, acquired the patent, and founded his first company, “Les Engrenages Citroën”.

However, André Citroën's impact went far beyond pure engineering. During the First World War, he built a munitions factory within just four months; its workforce—which grew from 3,500 to 13,000 employees by 1918—benefited from unprecedented social advantages. Following the return of peace, he adapted Taylorism, which he had observed in the USA, to manufacture automobiles on a large scale and at affordable prices, thereby bringing mobility to the general public.

Through creative and modern marketing—from illuminating the Eiffel Tower to the legendary „Croisière Noire” and „Croisière Jaune” expeditions—Citroën rose within a decade to become the largest European and second-largest global automobile manufacturer. The objective cited by La Poste, to always be five years ahead of the competition, is reflected in the numerous mythical vehicles that have made Citroën the most widely collected automotive brand in the world today.

Technical Specifications of the Special Edition

Additionally, a special, “Souvenir philatélique” will be offered in a limited edition of 20,000 copies (Print: Offset/Héliogravure) at a price of €5.00.

Pre-sale and Signing Sessions in Paris

For those visiting Paris in early July, a special opportunity awaits: On Friday, July 3, and Saturday, July 4, 2026, an exclusive pre-sale (avant-première) will take place at the „Le Carré d'Encre” boutique (13 bis rue des Mathurins, 75009 Paris).

On Friday, July 3, the artist Antoine Doré will be on-site for a signing session from 10:30 AM to 12:30 PM, followed by Henri-Jacques Citroën from 11:30 AM to 1:00 PM.

Regular sales will officially begin on Monday, July 6, 2026, at selected post offices, via Philaposte's subscription service, the Musée Postal, and online.





WIPEOUT!

Err um...Chris..... further to our idle conversation about wipers..... MDL investigates his dodgy wipers.

Unless I miss my guess.... the post 1952 Traction wiper mechanism was probably designed by the same fellow who invented the - leaking - scuttle vent..... Hopeless geometry to begin with, and tricky to make work properly.

As the owner of our 55 Normale for 16 years I repeatedly put off fixing the wipers until the other day. The very worst job on Traction they said, and they were right.

The repair was forced upon me because pulling and tugging on the EG (Essuie Glace) knob achieved nothing - it simply would not move.

Right - corroded Bowden cable.

Assuming that the problem lay with the motor switch, in getting the motor out from under the dash (while it fought me to a standstill) I discovered that the Bowden cable which operates the same mechanical switch on the wiper motor had corroded and the wire inside seized. Why? Because it runs underneath the vent on the scuttle, which of course - leaks!



The wiper motor is not directly connected to the wiper mechanism. It is mounted on two rubber bushes and as the rubber bushes perish, so the motor falls away from the wiper mechanism and thereby disengages from the same.

Left - the no longer available reparation kit from CTA/Sweden

My early solution to the problem when driving in rainy conditions was to hang onto the steering wheel, thrust the other hand up and under the dash grab, hold of the motor and offer it up and against the wiper mechanism, all the time worried that one's fingers might get mangled in the process. A lump of rubber jammed between motor and firewall was a later solution.



Many years ago I bought a "kit" with which to rebuild the motor/wiper mechanism. I must have walked past it a hundred times in the garage but finally..... On examining the kit it was immediately obvious that a rubber "grommet thingy" (and a flimsy brass ring) intended to sit between motor and mechanism would not last five minutes. So, I turned up a ptfe version.

Left - a disc on the motor has a square hole in it. A 3mm dia pin on the wiper mechanism needs either the rubber grommet and brass ring or something better.

The ptfe "driver is" an interference fit on the wiper mechanism. It, the ptfe "driver", engages with the wiper mechanism in the square hole of the disc on the motor



Left - the heart of the wiper mechanism.



Left - the round bar going off to the left is the part that projects into the cabin and on it is fitted a grey hand wheel..

Below - the motor now mounted on its two bushes on and against the wiper mechanism. Note the grey hand wheel referred to later.



I had fondly assumed that the Bowden cable as a means of switching the wipers on and off was the very best that technology could offer back in 52. I mean, the wipers had never shown any signs of having a self park function so why had they not used wire and a switch?



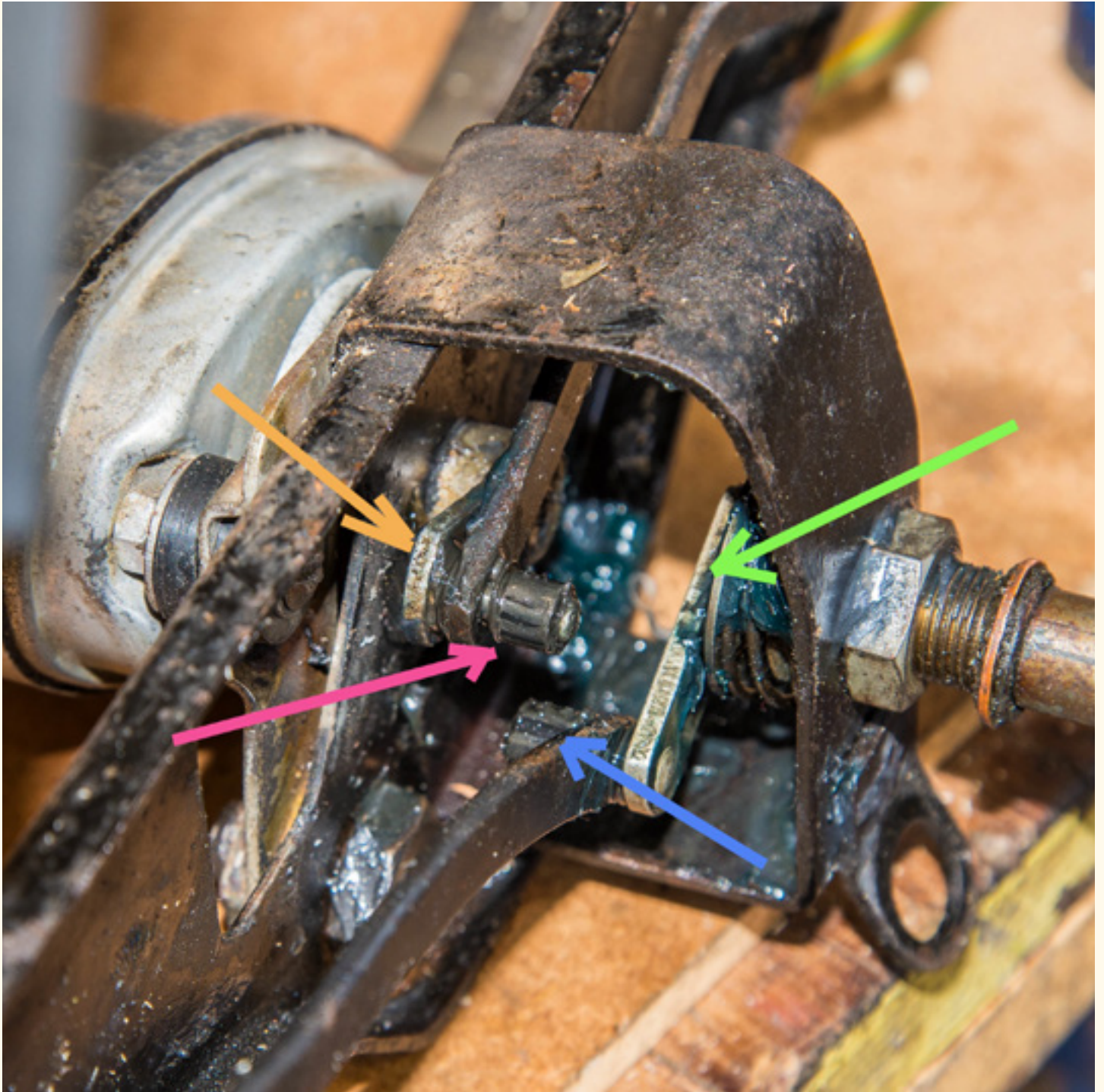
When investigating the switching mechanism, it became clear that there is in fact a mechanical "park function" even though in my long experience with the car it had never worked.

I made a decision to continue with a simple electrical switch and simply guesstimate when the r/h arm was at the lowest point of its arc in order to "park" it.

Now and if you are still with me..... When this mechanism was invented it would have been apparent that because of the manner in which the arms are made to move (see below) it would be impossible to park both wiper arms – at any time, ever, at all.....

WIPEOUT!

So it was that the mechanical park function was only ever intended to work on the r/h arm (as seen from within the cabin) and the driver would have to turn the grey knob on the dash in order to park the l/h wiper arm.



Therefore, it would be necessary for the l/h arm to be free to move independently of the r/h arm but also work with it when required to wipe the entire screen. What larks?

Who knows if they ever realised it, but coincidentally Citroën had just invented an intermittent wipe function, albeit hand operated, only applicable to the l/h wiper arm and all rather basic.

This then is how this fiendish 1952 on wiper mechanism works....

1. Left the motor – 6v which drives crank (aka the driver crank) sand coloured arrow.
2. It turns anti clock wise as viewed from the cabin.
3. The crank drives directly the r/h wiper arm (as seen within the cabin). See steel bar heading off to top right....
4. The motor/reduction gearing within the motor will stop when power is cut and simultaneously a 4mm dia brass pin should drop into a hole in the gears.
5. In principle the r/h wiper arm will then be at the bottom of its arc at the bottom of the screen. Or perhaps not.
6. The brass pin can just about be seen in the above photo r/h side just in front of the blue field winding.
7. On the other side of the driver crank, pink arrow, is a hard rubber roller.
8. The motor drives the crank, the crank moves the r/h wiper arm AND then....That rubber roller strikes/pushes on another rubber roller – blue arrow.
9. This second rubber roller is connected to the driven crank – green arrow, and a crank arm to the left wiper arm can be seen – see tip of blue arrow - heading off to the bottom left.
10. This same driven crank – green arrow - is connected to a short 12mm o/d shaft, seen here heading off to the right of the picture, to which is affixed the grey hand wheel in the cabin.
11. In summary then; the motor drives the right-hand wiper arm. The left-hand wiper arm is “pushed around” by the driven roller. If the driver can “land” the r/h arm at the bottom of the screen by judicious use of the EG knob (mechanical or electrically operated) then driver can turn the grey hand wheel and drop the l/h arm onto the bottom of the other end of the screen.

Martin de Little

I disconnected the knob operated electric switch on my Slough Traction some years ago. The motor is now operated by a push pull wiper switch from a Wolseley 1500, Editor



Your Letters

HISTORY PLEASE

Hello Bryan,

I would like to find out how to trace the ownership history of my Paris-built 11BL (1957). I am guessing that some other TOC members will have investigated this previously. Maybe you could put my 'letter to the editor' in 'Floating Power'? I have already asked the TOC Helpline. I have also raised this query on the TOC Forum, but, while this produced a few responses, it didn't help find the answer. There may be TOC members who have some experience of this topic who don't use the Club forum.

I also asked (in French) using the contact form of the website of La Traction Universelle, but I received no answer.

Thanks.

MAURICE MILLAR

TOC member 1166

School Project

Hi Bryan

Enjoyed the second instalment of the two year school project and just to keep you in the loop I am now in touch via WhatsApp with Gwilym and we could extend that into a group chat as Stephen Prigmore suggested in his published letter to you.

So I am fixed up to meet Gwilym on Friday June 5th to drop off his missing Six radiator and a fuel tank, which by chance I had sitting unused and unloved in my attic.

I also hope to donate a heavy duty Singer upholstery sewing machine complete with the necessary piping feet accessory if I can fit it in my Renault Talisman Estate.

I see your next closing date for Floating Power is June 14, so hopefully will be able to send in some fotos and a meeting report.

Regards Marcus in France

We have a further installment elsewhere in the magazine, but school holidays approach so progress may slow slightly.

SAD FAREWELLS

Letters initially addressed to John Oates.

Dear John

Thank you for your communication

I sold Bleu Belle my Slough built Light Fifteen after being the custodian for 23 years, during which time the TOC have been great with technical advice and in particular spares, when Chris was running that side of things.

I greatly enjoyed having and using the car and she is now settled in Dorset after her 23 years in Northern Ireland

Dan Uprichard

Dear John

Unfortunately, I won't be renewing my membership as my age has caught up with me. I am 82 and regretfully I have had to sell my Citroen.

I wish to say many thanks and I have enjoyed the magazines and the occasional buying of parts, plus looking forward to the magazine's arrival and all the fabulous photography and excellent articles, so a BIG thank you again.

Best wishes

Chris (Koller)

Sorry to lose both of you, but I am glad that you have enjoyed the magazine and its articles over the years and that we have been of some help in helping you to enjoy your remarkable cars. Editor

TRACTION SPARES (New)

As per the item on page 25, 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 July and August, **TOC2681**. 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

(New) Parts Shop Website:

www.citroenclassics.co.uk/parts-shop.php

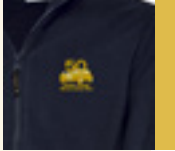
TRACTION SPARES –(Second-hand and Sundry Other Bits)

Over the past few months, there has been a steady stream of enquiries from members seeking a variety of items and in many cases, we have been able to help them. This has generated welcome additional financial support for the Club and more than offset the costs of storage. It is not our intention to maintain a regular source of Traction parts, but we feel it is useful for us to keep a small stock of the more obscure items, particularly for Slough-built and pre-war cars, which would otherwise be unavailable.

Many of the spares that were donated to us and were collected from Switzerland have now been sold, but there are still at least 4 reconditioned water-pumps, 5 carburettors and a variety of other parts for 6-cylinder cars. We also have a few pairs of reasonable steel rear wings and a few pairs of fibre-glass front wings, not to mention quite a few wheels, mainly French but one or two British. Please note the accompanying photographs for some of the other parts, including steering wheels, water pumps, switches, badges, wheels...

By the time you read this, there will be a parts list of items in stock with Citroen part numbers on the Club Forum and we also plan to have a comprehensive list of the other parts that we have. It is also our intention to plan an open day later in the year to allow members to come, see and buy whatever we have. All of the parts would be open to offers as we are keen to dispose of as much as possible and reduce the storage costs to a minimum, while keeping a small selection in hand if anyone needed anything in a hurry or could not find what they needed anywhere else. **In the meantime, do keep contacting Ian Harvey if there is anything specific that you need or would like and he will see if we can help (secretary@traction-owners.co.uk 07976 705871).**





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/>

Grille Badge



Please note that all official club regalia is now dealt with by **Logo That Polo** (above).

The former TOC Shop is now closed and all of the previous stock has been sold, with the exception of **Grille Badges**, which can now be obtained from the Chairman, Bev Oates, at a cost of £20.00, plus postage.

See Committee page for contact details.

Bernie Shaw also has a number of Citroën related books and manuals. Contact him for an up to date list of items still available.

Ordering Spare Parts

As most people are aware, there are now two very different routes and processes for ordering spares.

NEW SPARES – All enquiries for New Spares should be addressed to Citroën Classics' Parts Department in Wokingham, Opening Times: Monday to Friday, 9am until 5pm.

Email: parts@citroenclassics.co.uk

Phone: +44 1784 462217

Website: www.citroenclassics.co.uk

Current discount code, July and August: **TOC2681**

TOC Members benefit from a discount on purchases from Citroën Classics.

To receive this reduction, Members must quote a special code when ordering. This code is the only way to verify eligibility for discount because CC does not hold or have access to the TOC membership database, (GDPR!) A new code is published in the Citroën Classics advertisement in every edition of FP and is valid for a two-month period until the next issue. Please have this code ready before you call. The code also works in their online shop - simply enter it during the checkout process to obtain the discount.

The highly dedicated team at Citroën Classics provides an invaluable service. They receive an incredibly high volume of daily calls and choose to answer them personally rather than using automated menus. Should you experience a delay, it is because they are hands-on—either advising a fellow enthusiast, helping a customer in the shop, or packing parts. If you are directed to voicemail, please don't hang up and redial, but leave your full name, number, and a clear message so they can properly assist you when they return your call. Otherwise, try again after about 30 minutes.

The Integration Process

The handover and transfer of existing Club stock has been completed, but CC still has considerable work ahead to incorporate the additional Traction stock alongside their established D, HY, and other Citroën lines. This entails not only physical storage but also adding a vast number of new references to their inventory control and re-ordering systems. The staff continue to develop their knowledge of the range of new components and the various Traction models. It's a steep learning curve. To help them help you as efficiently as possible, please keep the following in mind:

Terminology Variances:

Sometimes, the part name you use might differ from the official inventory description. If you have an old TOC or Citroën part code, please share it—the team can search these codes to help track down the exact item you need.

Be Prepared:

Having your exact model details, Citroën or Club part numbers, and that vital TOC discount code ready before dialling makes the process faster for everyone and helps keep the lines moving.

If at all possible:

Try to avoid the lunchtime rush. Calling multiple times between 12pm and 1pm just creates longer queues while the team also tries to take a quick break!

SECOND-HAND PARTS – Storage and selling of second-hand items remain the responsibility of volunteer Club Members.

In the first place, enquiries should ideally be addressed to: **Spares@traction-owners.co.uk**

This service is provided entirely by volunteers and their time has to be shared with family commitments, holidays, and rallies. The aim is to acknowledge enquiries within 48 hours but, as physical stocks are not located at any Member's home address, it may take more time to actually confirm availability.

The **Spares@traction-owners.co.uk** option is the best way to register a second-hand spare enquiry, but there is also an option to leave a spares related message via the "Contact Us" function on the website. However, we have recently been made aware of a failure in the automatic forwarding system which led to the loss of at least one incoming message. Steps to correct this are in hand and we apologise to anybody else who may have experienced a problem with the contact form.



Battery Health Check

Battery Health Check: How to Look After Your Car's Battery



After attempting to wake up my Traction this Spring after an abnormally long winter's break, I came to the conclusion that the battery, although allegedly fully charged up when the car went into hibernation at Christmas, and disconnected to avoid any parasitic discharge, still did not have the muscle to fire the car up, and only after plugging in my mighty mains jump starter would it start. The battery was about four years old, and had the hard life that classics tend to have, lots of short runs, intermittent charging as a result, etc. etc.

*In this guide is offered practical advice, culled from a variety of sources, on looking after a car battery, and how to tell when yours is ready for recycling.
Editor*

1. Spot the Signs of a Flat or Failing Battery

The tell-tale signs that show when a battery is flat or failing include:

- Struggling starter motor – Does the engine struggle to start when you switch on the ignition? This likely to be the first sign of trouble.
- Dim headlights – Are the headlights dim at idle, but then brighten when you rev the engine?
- Change in sound at idle – When you first turn the ignition and switch on an electrical component, does the car's idling sound change?

2. What Causes a Low or Flat Battery

Here, we list the factors which can cause car batteries to lose power:

- Leaving exterior/interior lights, or other electrical devices, switched on when the ignition is off. Or does your radio still require a small current to preserve a memory chip? Called a parasitic discharge by some.
- Frequent short trips, which don't give the battery enough time to reach full charge. This is especially the case if your car has an elderly dynamo, which may be underperforming as well.
- Using too many electronic devices, especially when the ignition is first switched on.
- Extreme hot or cold weather can reduce the amount of energy a battery generates.
- Old age. Car batteries should be replaced every five years, even if they've been well maintained. A classic car battery may only last two or three, especially if the charging systems are not upgraded.
- Corrosion of the battery terminals.
- Loose cables, poor earths, or a defective charging system (e.g. faulty alternator).
- Inadequate maintenance. You should check the battery at the same interval as you check the oil – every fortnight.

3. Simple changes to how you use your car can help maintain a healthy battery.

For instance, you should always switch electrical components like a radio for example, off before you turn off the ignition. This means that when you next use your car, there won't be an excessive load on the battery.

If possible, keep your car in a garage when it's cold as low temperatures make it harder for the engine to turn over, especially when the oil is stone cold, putting strain on the battery. And if you don't use your car often, make sure you 'exercise' the battery every now and again by going for a longer drive as this will charge it up again.

4. Check the Battery Voltage and Electrolyte Level

You can check the actual voltage and electrolyte levels, which will help you to spot problems and see if it needs replacing. You can observe the condition of your car's battery using a hydrometer. A hydrometer is used to check the mix of sulphuric acid and water in the battery's electrolyte, which will give you a better idea of how well the battery is able to hold its charge. You won't be able to use a hydrometer, however, if your car has a low-maintenance battery, which will be sealed for life. To use a hydrometer on an old style battery, insert it into each battery cell and draw up a small amount of liquid using the pipette. Record the result for each cell, then work out the average. A fully-charged battery should have a reading of 1.265 or higher. If it's lower, it's time to replace the battery.

Voltage Readings

You can also use a voltmeter to good effect. It doesn't have to be built in, but if you have an accessory socket (a worthwhile addition to your Traction), you can get plug in ones which will give a continuous digital reading. Alternatively, a hand-held voltmeter can be used across the battery terminals.

- **Engine Off (Resting):** A healthy, fully charged battery should read approximately 12.6 volts. Anything below 12.2 volts indicates a weak charge or a battery in decline.
- **Engine Idling (Charging):** The voltage should jump to **13.5V – 14.7V** as the alternator takes over. Less than this might indicate that the generator is not charging sufficiently.
- **With Heavy Loads:** If you turn on the headlights, etc. the voltage might drop slightly but should still hold steady above 13.0V. with the engine running.

5. Clean the Battery Terminals, Clamps, and Cables

Acid and grime build-up on terminals, clamps and cables can result in poor battery performance, so you should clean and maintain the area regularly. Start by removing the clamps from the terminals (negative first). Then, use a mixture of baking soda and distilled water with an old toothbrush to scrub acid and dirt from the terminals, clamps, and cables. This mixture will neutralise acid and make it easy to clean the terminal posts. Dry the area with paper towels, before replacing the clamps, making sure to avoid overtightening the clamps on the terminal posts.

You fitted an alternator, so did I.

However, the level of RPM required to 'excite' the alternator's circuitry and make it charge is higher than that of a dynamo. This is countered in a Traction by fitting a smaller pulley than usual to the alternator, the large pulley that drives the fan and water pump as well, is driven by the camshaft and so is not rotating at crankshaft speed as it would be in another car. There is a limit, however, to how much smaller the pulley can be and it often needs a blip on the throttle when starting up, to get the show on the road, and if your journeys are short and low revving, then the advantage that the alternator otherwise offers, may be limited. Watch your ammeter and ignition warning light.

Finally, a battery can read as "fully charged" on a basic voltage meter and can fool your 'automatic' charger into thinking that it has finished its job. but still lack the amperage to crank the engine, because of a phenomenon known as a voltage drop under load. A battery's voltage is its electrical pressure, while its amperage is the actual electrical current required to turn the heavy starter motor

Several specific issues can cause this discrepancy:

- **Sulphate Build-Up / Bad Cells:** If the battery is old or deeply discharged, lead sulphate crystals can build up on the internal plates. These crystals act as a barrier to current flow, meaning the battery holds enough voltage to power the dashboard lights, but cannot push the sudden 300 to 500 Amps needed to start the car.
A battery should not be left stored in a discharged state.

Battery Health Check

- **Surface Charge:** Sometimes an alternator charges a battery right before you turn the car off, giving the surface of the battery plates a temporary boost in voltage. However, the rest of the battery remains drained, and this "surface charge" disappears instantly the moment the heavy load of the starter is applied.
- **Corroded or Loose Connections:** Green or white fuzzy build-up on your battery terminals, or loose cables, create massive electrical resistance. This restricts amperage from actually reaching the starter motor, even if the battery itself is healthy.
- **Bad Starter Motor:** If the battery is perfectly fine, the starter itself might have worn-out internal components (like brushes or solenoids) that draw too much current when trying to rotate the engine.

A Safety Warning: Lead Acid batteries give off gases when charging which can be inflammable. When out on the road this is not generally an issue, but if you remove your battery to charge it, or do so in the garage, then it needs to be in a well ventilated space. Using a high rate of charge beyond normal trickle charge levels can cause a battery to overheat, plates to buckle, and even an explosion. If you have access to a charger which can give a rate of, say 40 amps, then this should only be used as an emergency fast charge for a short period, and temperatures monitored, a normal trickle charger should be used when a more extended charge period is applied.

Finally, do recycle your old battery. Some car spares emporia will take your old battery in exchange for a new one, (Halfords for example) and there may also be a facility at your local council recycling centre.

What else do you have in your garage?

This is our garage in Hammersmith, West London. The Traction is a Slough-built car from 1950, bought about 4 years ago and subsequently embellished by John Gillard and Darrin Brownhill.

The other cars are all Morgans, KX13 being a 2013 Plus 4 bought new (the only car I've ever bought new), NDW being a 1956 Plus 4 which I have owned for 55 years and which I foolishly gave to my son for his 21st birthday, and JK7246 being a 1937 Series 1 I have owned for over 30 years. The only one missing is a 1938 Morgan Series 1 4-seater which lives at the house in France. (Picture also attached + said son and Christine's Mercedes 300SL behind.)

As you may surmise, Morgans have been a life-long affair and I am only recently a recruit to the Traction world. The car was bought pretty much on a whim and I love it, almost as much as my wife whose favourite car it is. As a result of becoming over-refreshed at a charity auction (not for the first time) we 'won' a prize of a weekend at the Chateau de la Motte Husson with Mr and Mrs Strawbridge from 'Escape to the Chateau'. The plan is to drive there in September in the Traction (Darrin allowing) to take the car back to its country of origination. I will take pictures and send them to you with a short piece if you think it worthwhile.

Kind regards, Oliver Croom-Johnson



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Bailey's Banter

The TOC's 50th Anniversary Rally has been and gone. I expect that you will enjoy reading about it elsewhere in this issue. Thank you to **Adeline** and **Gavin** to all the hard work organising it and arranging the weather. It was a great event and great to meet up with so many old friends. A few cars that were expected to take part had other ideas the target of 50 cars for the 50th anniversary was not quite achieved – but nearly 50 Tractions is not a bad turnout! And every car that actually set off, arrived in Dorset and made it home again.



Jim Rogers fiddles with his car!

Having said that, there were a few misfires and backfiring, so we had something to talk about over dinner.

Simon Saint suggested that the many and various causes of Traction backfiring would be a useful topic to discuss here. A good idea – something I will try to address in a coming issue.

One of the cars that was unable to make was suffering from driveshaft problems - a failed universal joint which should have been an easy fix. A new set of bearings was ordered but did not fit – it turned out that the drive shaft was an upgraded design using different parts from standard. That's something to think about if you, or a previous owner, has fitted something other than standard.

It made me think a bit. A lot of our cars have some kind of modification. If we are the owners who made those modifications, we know what we have done. But how does the next owner know?

My Normale is now 75 years old. It was more or less standard when I acquired it. Over the years I have been "looking after" it I have made a few changes which I know about but will be a nightmare for someone else unless I documents them.

Here's what the next owner can look forward to:

- 12 volt Lucas 17 acr alternator mounted on home-made bracket with wide-belt pulley
- Quite a lot of untidy, mostly red wiring on either side of the bulkhead with a lot of cable ties and not many fuses
- Additional indicators
- LED headlight bulbs
- Sprung wiper blades on 5mm flat wiper arms mounted on splined adapters
- Diaphragm clutch
- drive shafts with CV outer joints
- Rubber bushes in the upper wishbone – off-side only
- ID19 engine block and crank shaft – requiring a special shaft to drive the water pump pulley and modified flywheel
- 123 electronic ignition
- Translucent blue sun visors



Other cars may have gone further with a DS engine and 4 speed gearbox, "floating" brake shoes, alternative carburettors, electric fans, electric water pump, electric fuel pump, power brakes, power steering, diesel engine, 5 speed gearbox, fully electric...

I doubt my translucent blue sun visors are going to cause any confusion but I really ought to document the other things - by which I mean, make a list of what's changed, what the new bits are and where they came from, what bits would needed to obtain to put it back to original and where the original bits are (if I still have them and if they are any good). I could hide the list behind the battery for the new owner to find eventually.

I did not take pictures of all the cars at the rally so you are spared that. But I did take an arty picture of the back of my car which I took too late to enter into the photo competition. 39 Tractions and 2 DSs made it to the viewpoint at Purbeck for an aerial photo – this had been postponed by a day because of the weather and unfortunately the new date clashed with a work so our Traction was not one of them.

Despite the gold of the rally, there were no gold Tractions but one yellow/orange one belonging to **Alan Maryon-Davies** did appear even though I didn't see it. Thanks to **Martin DeLittle** for that one.



Alan Maryon-Davies inspects the troops at the viewpoint in Dorset

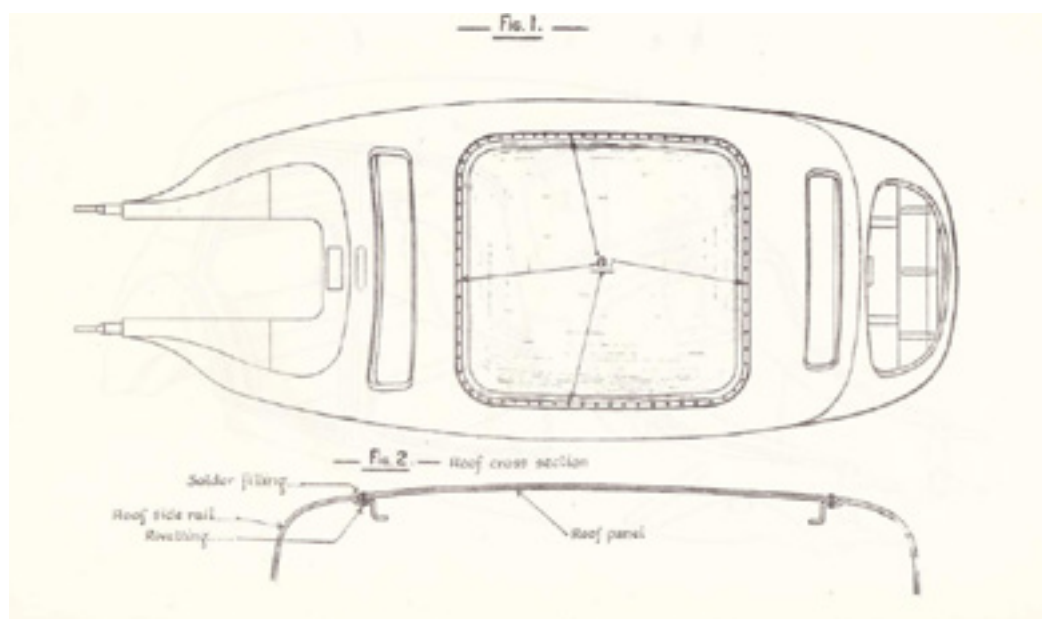
As you might expect, the viewpoint is quite high up. There are some surprisingly steep hills in Dorset. I got caught out on one and had to select first – whilst still moving. As we were in convoy, this caused some difficulty for the one behind and the one behind that and so on, until further back, one car had to stop and do a hill start which caused some of the smoke to escape from its clutch. There was no permanent consequence though (I hope).

The cars ahead of me didn't seem to have this trouble. What I was missing was low speed torque. The Solex carburettor manual has a section on diagnosing problems – item 7 is titled “insufficient power when climbing” and lists some possible causes. We can rule out “engine not yet warm”. “Choke tube too large or too small” seem unlikely so we are left with “incorrectly adjusted ignition timing” and “main jet too small”. The timing may well be out – I should check it. It's not quite as easy as you might think as there is no timing mark on the crankshaft pulley. In fact, there is no crankshaft pulley – only the fan belt pulley which is driven by the camshaft. The timing requires locating a groove in the flywheel by dropping a pin down a hole in the clutch cover – that gives you 8 degrees before top dead centre (TDC). But you want 12 degrees before TDC – why could they not have put the groove there? So you have to do some sums involving the diameter of the pulley and Pi and work out what 4 degrees of crankshaft angle is, remembering that the pulley is driven by the camshaft at half crankshaft speed.

The possibility that the main jet is too small is interesting as, just recently I saw reference on a WhatsApp thread that 123 themselves suggest increasing the size of the main if you fit their distributor. I can't find anything in the 123 literatures about this.

Nor can I understand why it would be helpful. Something about a better spark needing a richer mixture? I do think my carb may have some dirt in it as occasionally I have to pull the choke out to make it idle properly. The first thing is to check the timing and the plugs. I could fit the new set of plugs that I won in the raffle at the TOC rally. I should also give the carb a good clean before thinking about changing anything inside it.

A thing I really do need to do is have a proper look at my roof.

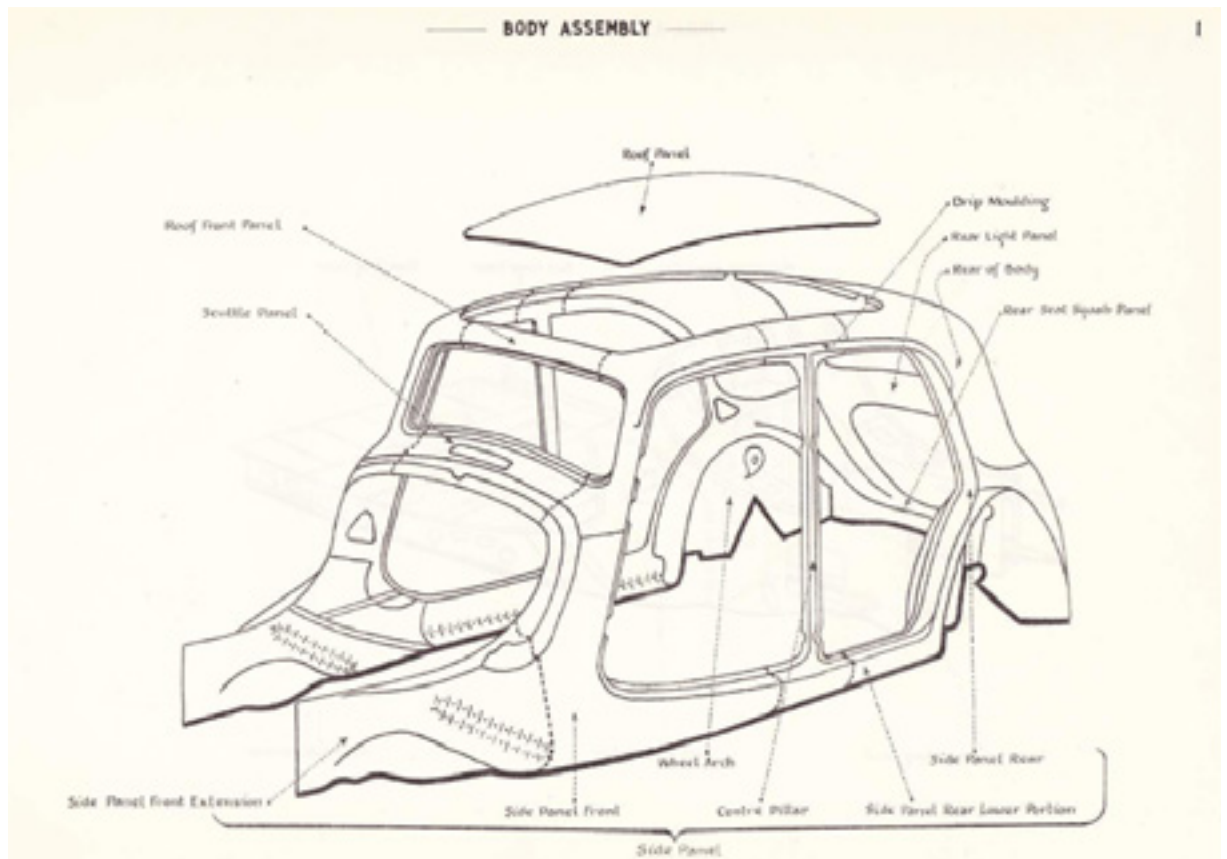


It has filler in it – they all do, to smooth out the joint around the roof insert panel. Mine may be covering up more than that. Swelling means it is certainly not smooth now and it is now cracking up. I am sure that water getting underneath the filler is doing no favours to either the filler or the roof. The problem is that once I start having a go at it, I will have to see it through, no matter what I find.

This joint is invisible on some tractions, but you can see a witness on quite a few. It has been visible on mine for the whole time I have owned the car and has been deteriorating without me really noticing how unpleasant it has become.

Peter Simper told me that the whole panel was missing on his Normale when he acquired it. A full-length canvas sunroof covered the hole. It wasn't terribly weatherproof.

The diagrams in the body repair manual show the roof panel to be rivetted in position with solder sealing and smoothing the joint. When I start to strip off the paint I'll find out what's holding mine together – I hope it's more than filler.





Our Two-year Mission to Restore a Classic

Creeping Forwards

By Gwilym Batchelder, helped by Tom McElhannan, Year 10 Student (14 years old) Royal Worcester Grammar School

I was going to entitle this latest article "one step forward and two steps back", but in writing all that we have achieved since our last update realised just how much has been done. "Two steps forward and one back" is therefore closer!

Real and tangible progress is being made on the reupholstery of the seats. The templates for all parts of the rear seat (cushion and squab) have been cut and marked for pleating. This team of students have been loving their fortnightly visits to Morgan working with their super skilled technicians. All is being done as sensitivity as possible with wadding and anything that can be reused, being carefully labelled for going back into the seats. The team have had 'a play' on Morgan's industrial sewing machines, getting to grips with these. As I write, we have our last trip over to Morgan before the summer break tomorrow with everything set to be sewing the whole visit. This is a huge achievement in itself!



One of the issues the 'trim team' have faced is not being able to work on much in school as they don't have access to a sewing machine capable of sewing leather. They have put their newly learnt skills into practise in school by deconstructing and preparing both front seats but thereafter haven't been able to do much more in-between our Morgan sessions.

In steps Marcus Lasance!

Marcus has extensive knowledge of Big 6's having worked on and restored a

number previously. He got in touch with me – no mean feat tracking me down via school and then reception. Cutting a longer story short, Marcus caught an overnight ferry from France with boot full of parts and a sewing machine capable of



sewing leather. As one student described him: "what a legend and lovely man". We were able to spend a memorable afternoon in school, learning from Marcus' knowledge and meeting a few of the team between lessons. I cannot thank Marcus enough for his time and generosity.

It should be said that I and the team are so grateful for all the help, time and generosity of some in the club and beyond. I have finally realised the extent of the project I have undertaken. (I have forgiven Simon and back speaking to him again don't worry! My wife is making progress in forgiveness too – both Simon and !!!). We hear and read so often of all the negative and doom and gloom in the world. We have been bowled over time and again by people's willingness to help and support us in this endeavour. There are many good people around about us, I name a few below:

Robert Williams of Yellow Box Engineering – I had the privilege of a lovely conversation with him on the phone one breaktime. He so kindly sent wet liner seals in the post the very next day and is overhauling the oil pump for us.

On the point of wet liner seals, the engine block and head are making progress. Block has been skimmed and piston liners in the process of being refitted thanks to Robert's seals. Interesting to note that the Citroen Repair Manual states the barrels are to "stand from 0.08mm to 0.12mm above the face of the cylinder block upper flange." I believe there has been talk previously on this in Floating Power which recommends 0.05mm to 0.1mm. We have plumbed for 0.08mm covering both!

Keith and Greg at Bromsgrove Engine Services have been excellent in helping us with all this "technical engine stuff". Again, I cannot speak highly enough of them and their extensive expertise. This project is about getting the car back on the road and enjoyed, but so much more too. Keith and Greg have welcomed one student with another following this week, for work experience in their workshops, including them in all aspects of their business. The student returned not only having had a hugely valuable experience but also cementing in their minds the future route he is wanting to take as they consider their career path.

Simon Saint continues to be a huge support. We have spent considerable time labelling up parts so that students (and !!) know what they are. This has enabled students to start pulling elements off our storage rack and take more ownership of taking them apart, cleaning them and then putting them back together with the help of the repair manuals.

To give an example of this, students have deconstructed the gear shifter mechanism and now also front drums. They have then cleaned, painted and reconstructed these really by themselves. Drums and brakes slowly being disassembled.

Brakes being stripped down (below)



Our Two-year Mission to Restore a Classic



This has allowed me to order replacement parts e.g. bearings and send brake cylinders off to be overhauled.

The gear shifter was reconstructed, and we even managed to shape and replace the rubber cup with a leather one to match the seats.

Gear shifter reconstructed with red leather 'seal' (below)

Morgan Motor Company continue to be so supportive and behind the project. The bodywork has reached a bit of an impasse with much skill required to repair/replace the sills. Students have done all the preparation work for these and panels have now been purchased to aid this process where possible and enable it to speed along.



Students enjoyed deciphering the Dutch labels on these parts when they arrived working out where they should go!

The aim is for the majority of bodywork sills to be repaired over the school summer break. This would mean we are close to the exciting stage of painting the bodywork before starting to rebuild. Hence attention has turned to the reconstruction of the front and rear axles.

Deciphering and labelling sill parts (left)



Front cradle (above)

The front cradle is coming along nicely. Silent blocks have been replaced, and the top wishbones are now just about ready to fit again. Once again support from Grandad: Ian Briggs has been so appreciated here as he has led this element and enabled it to carry ticking along in-between student sessions. Ultimately, we would love to get the car back on wheels and to school in the new academic year so that we can more easily work on it and get the engine back in. We don't yet have tyres and various other parts to enable this to happen and so it will likely be a busy summer holiday phoning, chasing and organising.....

Please keep the support and interest in our project going – any contacts or offers of help greatly appreciated by all.

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 Big 6 (small boot)

Recently completed extensive engine rebuild, documented in FP Vol: 48 Issue 3 & 4 and Vol: 49 Issue 1. The car has only had two owners in the last 30 years and is in show room condition. It has been reupholstered in a light beige colour. Additional features are front seat belts, electric cooling fan, two new tyres and a new battery. Many photos and a much more detailed description can be found on <https://www.carandclassic.com/I/C1897994>. Some spares - **£30,000 ovno**
Contact Julian Pratt on 07824 313541 or julianrpratt@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.robbs74@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 over (still in wrapper) £1
1 no French s
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

NOW SOLD

NOW SOLD

NOW SOLD

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 FOR SALE:

I have recently passed on my 1950 Slough built Traction Light 15 and have the following items for sale:

1. pair of rear doors
2. front near side door
3. rear near side wing
4. boot lid (without wheel cover)

All basically sound but some requiring a little remedial welding. These were replaced on my Traction with parts the Club acquired in 2002 (South Africa comes to mind?).

5. Bumpers and brackets - front chromed with number frame, rear stripped and primed - these were replaced with stainless steel.

6. Citroen two part Front Wheel Drive Repair Manual from 1938 in workshop condition.

7. And finally if of interest to any TOC members, new or old, 169 Floating Powers from 1998 and a few from the 1980s.

Any of the above can be fully photographed and condition described in more detail.

Contact Gordon on 07803 266826 / gordyrobson@gmail.com for more info / offers, before lost to the Traction community, and final transport to the skip. Available in the Darlington area.

PARTS FOR SALE:

I have recently purchased 2 new inner cardans from Rakkatrac in France. However, I had forgotten, or never knew, that the splines on my Roger Williams driveshafts were slightly smaller than standard. So, rather than the faff of sending them back to France, I was wondering if anyone had a need for such. They are still boxed, unused (obviously!), and cost me some £290. Open to offers.

Terence McAuley, Corsham
07984 689118

Fulvia99@icloud.com

PARTS FOR SALE:

Gearbox. Needs repair and overhaul.
£50

Collect only from Cheshire

Mike McDonald F.C.C.A. (Retired)

Home 01565 873145

Mobile 07789 398702

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.

MEMBER SERVICES

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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



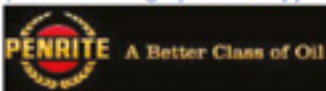
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