

Floating Power

September - October 2026

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

**Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust**

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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the November/December *Floating Power* will be

Sunday 18th October 2026

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Car show at
Lullingston Castle,
image and car by
Adrian Phillips



Editor's Epistle

Happy Autumn everyone, whatever happened to Summer? Some spectacularly sunny and hot weather, and I hope that everyone got out and enjoyed it. It did have its drawbacks however.

I nearly winged someone locally, recently, due to not being able to see their indicators in bright sunlight. It is becoming increasingly difficult to see indicators on some modern models, in sunny conditions. Reliance on a coloured bulb in a clear housing rather than an amber lens is something of a step backwards on some cars. Of course, there are those which put up a set of Blackpool Illuminations when turning, which, although ostentatious, does get the message across, albeit I do wonder how (and at what cost) do you replace a couple of feet of strip LED buried in the front wing when the assembly conks out one day!?



On a different matter, you will notice elsewhere in this edition, an obituary to former member, Roger Williams. Some of you may remember Roger, who contributed a number of tech articles many years ago and you may have fitted one or more of his replacement upgrade components, related to brakes, drive shafts, etc.

We have a member advertising in this magazine who thought that he had a set of standard Cardans, now at the end of their life, who has found out on dismantling, that he has a pair of Roger Williams Cardans. Alas he had bought a set of standard ones as replacements before realising this, and has now advertised them because they don't fit! Presumably a previous owner of his car had fitted the Williams alternatives. So, the reason for this comment, is one of documentation. Do you record any changes from standard in your car? And, if your car is modified, perhaps unknown to you as a subsequent owner, did you unwittingly compromise your insurance by stating that the car was standard.

So, first and foremost, do you record, fully, anything non-standard on your car? My own car has a set of non-standard drive shafts with modern CV joints (not by Roger Williams) and a quick perusal of the car's files will tell all about this. No particular issue there. But at what point, do you tell your insurer that you have modified your car? My car has all sorts of modern bits and bobs fitted, an alternator, LED bulbs, a rewired set of windscreen wipers, etc. Unlikely to be of interest to my insurer, but should I tell them anyway (I do, actually, as part of the agreed value declaration). Obviously if you have modified your car for additional performance (and there are quite a few cars around with twin SU's fitted, for example) then strictly speaking, you should tell your insurer.

So, two things here, firstly it is wise to document in the car's files, any modifications, secondly, be realistic about what you should declare to your insurer, he won't be interested in your timing chain tensioner, but may well want to know about your performance carburettor setup, or your non-standard braking system.

Finally, John White suggests in his Section report that because some recent Nationals have been in the Southern half of the UK, maybe it is time for a Scottish National Rally, which hasn't happened since 2017. He is probably right there; the difficulty is finding someone to offer to organise it and volunteers for anything administrative tend to be very thin on the ground in TOC. There was also a gap of two years caused by COVID limitations after 2017, so it isn't quite as bad as it sounds and we have had northern Nationals, in the Lake District and Northumberland since, which are a more realistic travelling distance. Nevertheless, he is right, it is a heck of a long way from Scotland to Lyme Regis or similar, so maybe it is time, in 2028, for another northern UK effort.

Anyway, make the most of what remains of the 2026 season and look forward to a late 2027 National, this time in the Emerald Isle. See page 16.



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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

Fifty annual rallies and counting ... which means plans are now taking shape for number 51. As stated last month, we shall visit Ireland in 2027 and my thanks go to Leslie and Joyce Scott for having accepted the challenge of organising the event. One unforeseen challenge is that the Ryder Cup will be taking place in September and that is already impacting on accommodation availability and prices. As a result, we are holding rooms but need to confirm our booking by the end of October as you will see on page 16. In view of this unavoidable deadline, in the first instance please respond rapidly, and updates will be posted on the dedicated WhatsApp Group and on the website. To ensure being kept informed, I strongly recommend joining the WhatsApp Group which is open to any TOC Member who is possibly interested in attending the 2027 Rally, please contact Leslie or me if you would like to be added.

But this year is not over yet. The AGM will take place on October 4th in Steventon Village Hall. The accounts and official calling notice appear on pages 24-27. Please remember the Committee members are "just a bunch of amateurs" striving to run the TOC in the best interests of the membership so please come and let them know what those interests are for you, and perhaps even step up to swell their ranks with new blood and fresh ideas. We shall also be present at the NEC in November.

What else has happened since the last issue?

Well, sizzling temperatures aside, the Brittany Rally was the usual excellent combination of good company, interesting visits, and enjoyable meals; fully living up to my hopes and expectations. However, I opted to miss the return north on the last day, in order to remain in the Loire Valley, spend a few days with old friends, and re-trace the steps of fondly remembered family holidays in Montlouis-sur-Loire during the late 1950s.

Due to the extra costs associated with the rally embracing the 14th July National holiday, this year's participants were asked to consider an alternative date for future CTAB rallies. The result was a clear preference for moving the event to late June. Make a note.

Throughout the two weeks I was in France the weather was jolly warm, but proved - were it ever in doubt - that a properly maintained Traction does not need additional fans and/or electronic wizardry to stay adequately cooled in unusually high temperatures. I'm sure I heard the car laughing at the slanderous suggestions concerning the tendency of Sixes to overheat. I covered about 1100 faultless miles at a little over 20mpg and my only concession

to the extra heat had been to remove the (obviously unnecessary) heater tube and fit a pair of spacers to hold the rear of the bonnet slightly open, increasing engine-bay air-flow.

Back in the UK, towards the end of July Citroën UK hosted a day at The Hill, a Caffeine & Machine venue near Stratford on Avon. Open to all models, the turnout was most impressive with a very wide range of vehicles from Traction to the latest EVs. It was obviously a marketing exercise with new models on display and also attracted a large number of car enthusiasts with less Gallic tastes. I hope Citroën found it worthwhile and, if so, will consider similar future events, bringing such an impressive variety of cars together, raising the Brand profile and acknowledging their heritage.

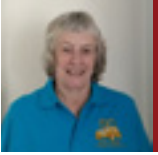
Although we did not always see eye to eye on everything, I was nonetheless saddened to learn of the death of Roger Williams in June. Roger was a brilliant engineer and made a number of excellent contributions to the Traction fraternity. In the '90s, when I was clocking up hundreds of motorway miles every week, his 10x31cwp was a superb asset in my Légère and I was very pleased to fit one of his oil pumps when I rebuilt the engine of the 6 in 2017.



New Members

Welcome to the Traction Owners Club to the following:

3074	Mr Tony Harrison	Hastings	Sussex
3075	Mr James Maddox	Stoke-on-Trent	Staffordshire
3076	Mr Derek Horsham	Uckfield	Sussex
3077	Mr Simon Cook	Derby	Derbyshire
3078	Mr Malcolm Watts	Dorchester	Dorset
3079	Mr Gerald Harding	Melksham	Wiltshire
3080	Mr Philip Nunn	Southampton	Hampshire
3081	Mr Vincent Macklin	Dunraymond	Eire
3082	Mr Stephen Potter	Bristol	Avon



Chairman's Chat

As we move into Autumn, I hope you all, well UK and European members, enjoyed the glorious summer and used the opportunity to drive your Traction and RWDs.

Since the Annual Rally John & I have taken part in various local Runs and Shows. We also drove down to the Caffeine and Machine event near Stratford- it was great to see so many Citroens there. When we arrived we were asked to park our Traction under the trees so the official photographer could get an "atmospheric shot" - it did look rather abandoned.



The 2027 National Rally in Ireland will be going ahead at the end of August - do please join the What's App group to find out all the information. Please note we need Deposits by the end of October to ensure rooms in the Hotel - More information on page 16.

Our AGM is in Steventon on Sunday 4th October - do come along and have your say. If you are unable to attend but have suggestions/comments to make prior to the meeting then feel free to email me.

The NEC Show is on 13th - 15th November - if you are able to help please contact Ian, our Secretary - see page 22 for more information.

Over the summer Bernie & I have been reviewing the TOC's little yellow Rule Book. The updates have been agreed by the Committee and it is now available on our TOC website in the Members Only Section. In the future new members will be signposted to the Rules on the website as we will no longer be issuing an actual booklet - a sign of the modern times!!

A few weeks ago, a member left a message on our landline requesting information about buying a grille badge - unfortunately they didn't leave a name, membership number and the number was withheld. If that was you, I am sorry for not calling you back - try me again please - my mobile and email are printed on page 3

Thank you to everyone who bought 50th TOC anniversary merchandise - it was great to see so many different items worn at the Rally. The Committee are now looking into working with Logo that Polo to produce standard TOC logo items. More information in the next Floating Power so you can get your orders in for Christmas - sorry to mention the C-word!!

Bev

Traction Owners Club: Section Details

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

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See section report for coming meetings/events.

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See section report for coming meetings/events.

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See section report for coming meetings/events.

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See section report for coming meetings/events.

South West

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See section report for coming meetings/events.

Northern, Lakes and Borders

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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

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See section report for coming meetings/events.

Peak

BEV & JOHN OATES

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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

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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

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See section report for coming meetings/events.

London

ANDREW YORK/PETER SIMPER

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

Avon/Dorset/Somerset

GAVIN AND ADELINE

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See section report for coming meetings/events.

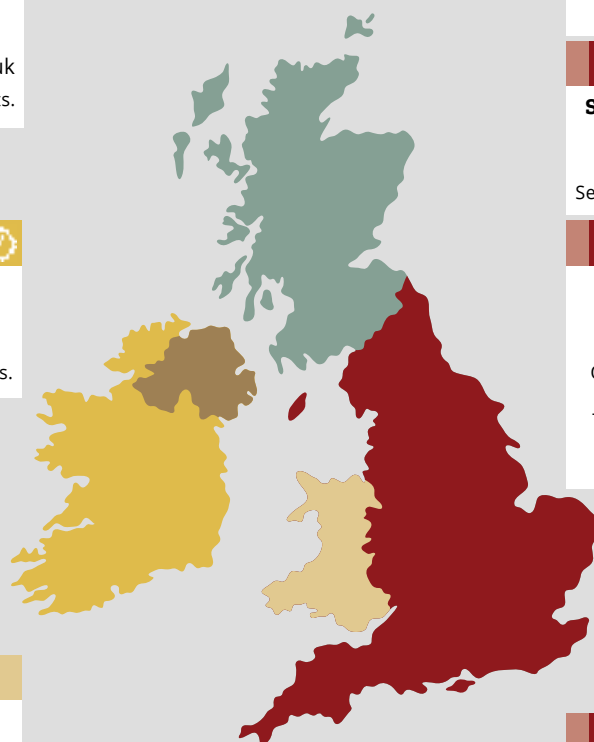
Surrey/Hants/Sussex

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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:

Southern Scotland



Yes, it has been a few months since my last article !

However other than the annual list of car shows we visit nothing much of substance regarding changes on the South of Scotland scene.

Being so far from the majority of TOC members does put us at a disadvantage when it comes to the big annual events such as the Club Rally and such like.

Maybe it's time to consider a Scottish rally as it has been quite a while since the last one, correct me if I'm wrong, 2017, held in the Trossachs?

Answers on a postcard

The largest motoring event in Scotland (The Glamis Motoring Extravaganza) has passed and was well attended with over 2000 entries, sadly only two Tractions, Celine, a Legere owned by Frank from Arbroath and less than a dozen various Citroen models.

Local member Graham Irwin played host to myself and new member Brian Kidd at his unique Scottish Lavender Farm a couple of weeks ago.

The lavender only blooms for a few weeks and then Graham's team harvest and it distills into essential oils to produce perfumes, soaps and many other gifts.

Well worth a visit with the guided tour explaining the whole process.

The Tractions looked really at home with the lavender rows in full bloom and all looking quite Provençal !

The Scottish Tractions must be in excellent roadworthy condition as no requests to borrow the Club tools to date,



just remember I can get these to you if you are in need.

Leaving you with a couple of pics from the lavender and Glamis days.

Bonne route,

John White

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

Northern, Lakes and Borders



What to report?

Some very hot weather, which at its height did not encourage the use of any car without aircon, but at the time of writing in early August, things have cooled significantly and in spite of what the weather forecasts have said, we have had rain up North during July in Lancashire and Cumbria, so local desertification has been averted and things are still reasonably green.

The regular Sunday breakfast meets are ongoing and most will continue through the year, the likely exception being the third Sunday of the month at Heskin Hall which usually calls it a day at the October date, and restarts later in the New Year.

Not a great deal else to report, the St Catherine's meets have seen some Traction participation, and we have also had Traction action in one of the Mid Week Runs that we share with the Preston and District Vintage Car Club.

Section News

I haven't used my own car a great deal in the last few months. Starting problems bedevilled the car early in the year after winter slumbers and a new battery was prescribed, which improved matters slightly, and then a dodgy main earth was eventually tracked down, which helped improve things, but alas, other pressures in the form of holidays, and other car related projects have interfered and only a couple of Citroen sorties have been the end result. Oscillating petrol prices have also made just wandering around the lanes for the sake of it, a less attractive prospect recently.

Thanks to John Dawes who has picked up an additional item to add to the toolset. I haven't yet, at the time of writing, been able to meet up with him to collect it, but I am sure that our paths will cross soon.

Bryan Pullan

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

Peak



The next Peak Section meet will be on **Sunday 18th October** at the Bentley Brook Inn (Fenny Bentley, Ashbourne, DE6 1LF) for a delicious Carvery.

We will send out details to all on our mailing list nearer the time.

Bev Oates

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

Kent/East Sussex

The section was delighted to be able to help when we got a call from the organizers of the War Weekend that was being put on for English Heritage for visitors to Dover Castle. We were invited to contribute a Traction to appear in a cavalcade of historic vehicles and to serve as the staff car for a German general who featured in a re-enactment scenario which was being staged by War & Peace. The notice was rather short but we were able to find a car for both the Saturday and the Sunday performances.



The announcer gave the section a very good plug in the commentary for the cavalcade which was very good publicity and our Tractions were much admired by the spectators. The re-enactment scenario involved a imaginary scenario from D-Day in which British commandos tried to kidnap the German general from his headquarters. They failed and were captured but when the invasion got under way, they were liberated by a combination of regular allied forces, which arrived in jeeps supported by a Staghound armoured car, and members of the French resistance. The whole was accompanied by loud bangs, explosions and smoke, but we had to remain in our vehicles and had only a limited view. The public spectators, though, could see all the thrilling action.

Our part was to drive into the arena and deposit the General at the headquarters. The professional re-enactors had been instructed NOT to pull us out and despatch us. It was over 30 degrees and we were wearing shorts which would have looked incongruous even though we were wearing Wehrmacht jackets (sporting Second Class Iron Crosses) and coal-scuttle helmets. The jackets were thick wool minimum 22-ounce cloth so we were very glad when the scenario concluded with a minute's silence in which we uncovered our heads.



The eagle-eyed readers of our social media post almost instantly spotted that only one of the Tractions had a small boot whilst the other was manifestly post-war. There were no complaints on the day.

After considerable efforts a couple of us got into the Motors by the Moat event a Leeds Castle where Tractions were classed as military vehicles. I have a theory. Killing two birds with one stone a Tricolore was draped over the bonnet as a French resistance emblem and compensating for having helped the Wehrmacht at Dover. But this was as nothing compared to Dave Wiley's achievement in infiltrating the section of the parade for the rare Rolls Royces on the lawn in front of the Castle which had a police escort. We completed our trio of castles with the Patina

show at Lullingstone Castle. Dudley Forsyth's is still laid up so Tractions were thin on the ground and he came in his Ford.

In the east of our extensive territory Ron Herivel organised a pub run to the Royal Oak in Blean from which Ron nobly escorted Gary home in his by then poorly Traction.

Adrian Phillips

For contact details see main table at beginning of this section

Avon/Dorset/Somerset



The extended good weather has presented many opportunities in the UK and France to venture out in our Tractions. Many car rallies, car meet ups and car events have been supported so far including :- Mendip Rally, 50th TOC and the 40th CTAB please see attached photos.

In addition, the section members are planning to attend the following car shows, amongst others: -

- Classic and Vintage Car Show, Middlezoy, 8th/9th August
- Classic Car Show, Exmouth, 9th August
- Henstridge Wings and Wheels, 29th August
- Ottery St Mary, Chanters House, 30th August
- Sidmouth Car Show, 12th September

The section has also welcomed several new members and have been requested to support a local Wedding.

I look forward to providing a further section report in the last FP as a close out for 2026.

Best regards



Gavin & Adeline

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



Pete Simper's Normale at Coultershaw Heritage Site in thoroughbred company.
(See Bailey's Banter). Image by Chris Bailey



What else do I have in my garage?



I only acquired my Traction in January 2026 so mine is a modest classic car stable here in south-west Cornwall. Whilst 'Yvette', the Paris-built 1956 11cv Normale is the new love in my life, she shares my garage with a later year but equally desirable modern classic - a 1991 Nissan Figaro.

I am still piecing together 'Yvette's' provenance. What I do know is that she was owned from new for many years by a French lady who, when she could no longer drive, gave it to her daughter who married an English doctor. The car was imported into the UK in 1982, so I can only imagine this was when the couple moved to England.

The trail goes cold for a number of years with two or three ownerships I have not yet been able to establish, despite an appeal to the DVLA to release the information on the grounds of historic vehicle provenance. But the next concrete evidence of 'Yvette's' past I have are photos and video of her competing in the H&H Classics Paris-Madrid Vintage Rally in 2014, driven by a Mark Humphries. Neither he nor the car are mentioned in reports of the placings, but I assume it made it all the way.

Paris-Madrid Rally 2014
YouTube - Rally Round - 7 Oct 2016

YouTube



According to the last but one owner before me, Ronan Sill of Burton-upon-Trent, the Traction then spent five or more years cosseted in a private classic car collection when I don't think it was driven much. Ronan then had it for about three years during which time he used the car regularly and toured on the Continent. He sold it to a

gentleman in Dorset who, after just a few months, put it into South West Vehicle Auctions' Classic Sale in Poole at the end of January 2026.

My love affair with Tractions goes back to the 1960's in Swinging London when they were a fairly common sight on the City's streets and cool to have. Famous Traction owner, Ray Davies of The Kinks lived near me in Muswell Hill thus cementing my lifelong ambition to own one. However, life, work, marriage, children, divorce, re-marriage and more children got in the way and so, not until my seventies did I dare to start looking.

When I drove up from Cornwall to SWVA's auction preview in Poole I expected to be disappointed, but on seeing a gleaming and very straight 'Yvette', as I was later to name her, I could not believe my luck in finding such an original but beautifully presented example of the marque. Having never bought a car at auction, I took the advice of a fellow tyre-kicker there and requested a telephone bid on the day. It worked a treat and I was lucky to win the vehicle within the guide price.



She has either been kept in cotton wool or extensively restored with not a spot of rust and many new, still shiny, replacement parts visible. And with the benefit of the 11D engine which launched the DS in 1955. But at 70, some things start to fail, but so far only the dynamo, the inner cardan joints and a front wheel bearing need replacing. Mark Harding of Devon Tractions has been on the case.



But I'm forgetting the other treasure in my garage. Only 20,000, all made in 1991 and sold only to Japanese winners of a lottery, the car making such a hit at the 1989 Tokyo Motor Show. Essentially a retro automotive stylistic exercise, the Nissan Figaro embodied all things European in car design from the 50s, 60s and 70s, but based on the indestructible Micra Mk1 engine and Micra running gear.

What else do I have in my garage?



Sharing ground-breaking automotive technology in much the same way as Andre Citroen, the Figaro was one of the first cars to be built by robots and featured revolutionary laminated steel technology for the monocoque body shell - fine in dry climates, but susceptible to rust elsewhere. Otherwise the car has everything - 3-speed automatic, air conditioning, electric windows, electronic ignition, fuel injection and possibly the world's first in-car CD/radio player.

Spot the difference! This is actually the second Figaro we've had. The first was identical in every respect and bought in 2007 from photos and a video taken at Yokohama docks before shipping to the UK.



The present one came from a slightly less glamorous West Bromwich during the Pandemic. Over ten years on, good ones were getting harder to find so we ended up buying cheap but spending the same again on repair and

restoration at the excellent Figaro Shop in Didcot, Oxfordshire. Like the Traction, the Figaro attracts attention wherever it goes, especially with the roof down in good weather and at the beach.

But the Traction and the Figaro aren't the only pieces of pleasing machinery to grace my garage. Squeezed out by the need to keep 'Yvette' dry and cosy, my fleet of eight scratch-built radio-controlled model boats have had to be re-housed elsewhere, but this one - the 1.5 metre steam-powered Princess Victoria - remains defiant on the workbench.



Probably the only scale model in existence of this Falmouth-built 1907 81' steel-hulled passenger steamer which plied up and down the River Fal between Truro and Falmouth, the Princess Victoria graced the cover of Model Boats magazine when launched in 2024. Other model boats are available - the paddle steamer Waverley, RMS Scillionian III, Tara Getty's Bluebird of 1938, three fishing boats, and a 1950's motor yacht and 1946 Hydroplane from iconic US wooden boat-builders, Chris-Craft.

Peter Binns

May 2026



What else INDEED?



Here is something different! Very different apart from the fact that the manufacturers name starts with a "C"! Chevrolet.

Firstly some of the tech stuff, it is a 1960 Chevrolet Impala 4 door Sport hardtop, a pillarless body, sometimes known as a flat top, pretty self explanatory when you look at the roofline.

This era of American built cars were largely similar, a separate body on a heavy chassis with a front engine driving the rear wheels.

My car has a small block 283 cubic inch V8 (about 4.6 litres) driving through a 2 speed cast iron Powerglide automatic transmission.

All this in 1960 seems old tech when compared to the monocoque front drive Citroen which was designed in the early 1930's! It was a time when car design had a linkage to the country of origin, unlike today when a basic platform design might be used by manufacturers in several countries.

This Impala came into my life back in 1989, I was working in Georgia USA, eventually staying until 2001 when I retired back to the UK.

Looking for a project to satisfy my old car obsession at an affordable price I saw this forlorn car with flat tyres and interior removed in a nearby garden.

Turns out the car had been purchased at 2 years old by the owner's uncle in South Carolina, so effectively that means I'm the 3rd owner.

I got the car running and driving and used it to go to and from work.

Fast forward to 2001 and I retired and imported the car to the UK. It arrived in Southampton and I drove it back to Cornwall.

Since then it has been used lightly for local shows, the lanes are narrow where I live so not a daily driver!!

Clive Hoskins

WOW! (Editor)

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, September and October: **TOC1228**

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.



2027 National Rally

Itinerary is still just an outline but we will follow sections of the Ring of Kerry and visit places of interest en route. The rally will be based at the Castlerosse Hotel, Killarney and we hope to have five French cars with eleven participants joining us from CTAB.



Arrival date is Monday August 30th, departure Friday 3rd September, 2027.

There is a WhatsApp group named TOC 2027 Irish Rally- please contact me or Bernie to be added to this group.

I am having some problems with my TOC email address ireland@traction-owners.co.uk, as an alternative please use leslie@precisionagireland.ie

All costs, apart from ferries, are indicated on the booking form on the following page. Please note that room rates are per person.

TOC members to pay £75 to the TOC Ltd by Bank Transfer by the end of October

Sort Code 20-20-62

Account 40617679.

Non-TOC Members to pay the Hotel direct. (contact details on booking form)

For members, the TOC will make adjustments to the exchange rate nearer the time of the Rally.

Alternatively, you can camp or use a mobile home at Fossa Caravan and Camping Park which is three kilometres from the Castlerosse Hotel on the same road. Also, if the Castlerosse Hotel is oversubscribed for dog friendly rooms, Fossa Caravan and Camping would be another option as many of their mobile homes are dog friendly.

Confirmation is required before end of October 2026 of final numbers for the hotel, due to our dates clashing with the Ryder Cup being held locally. If you contact me, I will give fuller details.

Leslie Scott



TOC Irish "Kingdom Rally"

At The Castlerosse Hotel, Lower Lakes, Killarney, Co Kerry

30th. August to 3 Rd. September 2027

Please complete in BLOCK CAPITALS

Driver's Name _____

TOC membership No _____ Passenger Names _____

Dietary or other Requirements _____

Address _____ Post Code _____

Phone: Home _____ Mobile _____ Email: _____

Vehicle Details: Model _____ Year _____ Registration No _____

	Rate up to End of October 31 st .2026	Total
4 nights Monday to Friday double room	€510 <u>per person</u>	
Double () Twin () Please tick your requirement		
4 nights Monday to Friday single person room	€660 <u>per person</u>	
Evening Meal only * per person	€45	
Rally Attendance Fee <u>per person</u>	€75	
Grand Total		

* Please note This supplement (per person) is for members who do not wish to stay at the hotel but have made other arrangements, or live locally. Breakfast and Dinner are included in the room prices for residents. For anyone wishing to camp **Fossa Caravan and Camping Park. +353 (0)64 663 1497** is three km. from Hotel. If you wish to stay for **additional nights, or are not a TOC member**, please contact the Reception Team, Castlerosse Hotel, Lower Lakes, Killarney, Co Kerry, Phone: +353 (0) 64 6631144 Email: res@castlerosse.ie

Rally Attendance fee includes

- Rally Plaque
- Road book with itineraries
- Entry Fees

N.B. Hotel: Dogs not allowed in main building two double room dog friendly chalets are available.
Fossa Caravan and Camping Park has additional dog friendly accommodation available.

I agree to the terms and conditions of the rally as set out by the Traction Owners Club.

Signature _____ Date _____

THE VITAL SPARK

I thought it might be worth letting folk in the club know of the problems I had with our Traction last year when we went to the Brittany rally. The car had just been down to Malvern and back for the annual TOC rally, but started to run erratically on the way back home. As I had adjusted the points prior to Malvern, I thought that I must have done something to cause this. (It actually returned better mpg than it had for ages on that trip!).

After resetting the points, it ran better – but on a run it started to misfire. Without going into all the detail, over the next few days I replaced the points with another new set, replaced the condenser, put new high tension leads on, tried an electronic ignition and wired a separate live to the coil directly through and independent switch and fuse from the battery to eliminate any problems with the car's wiring. In all cases it would run fine, but on a run would start to misfire after either a short distance or considerably further – unpredictable!

Further checking revealed that the coil was getting hot – too hot (such that I could not keep my hand on it!). The coil was several years old and so it was decided to get a replacement. The day before setting off, it seemed the problem had been solved, but my son suggested a spare would make sense, and so he got one on next day delivery.

Liz and I set off from Yorkshire, stopping for the night near Leicester on the way down to Newhaven. The next morning, in the pouring rain, it started to misfire again. I put the other new coil on. It ran OK for a while. During the journey down I kept swapping parts. It would run for a while, but then start to misfire. By the time it stopped altogether in Oxfordshire I contacted the RAC, but there was a significant wait, so I decided to have another go at it, got it running and we set off, letting the RAC know we were going to try to get back home.

We had travelled well over 100 miles before it started to misfire again, so I decided to leave the motorway and try to get home over the A629 through Penistone. It was now dark and wet, and the car was running badly. I got a call from the RAC at about 10 pm (there was no way to contact them once booked!) asking how we were progressing and they asked for my eta home and said they would ring again then, and if I was in trouble would come out. Fortunately, despite running badly, we managed to get home having had a call from the RAC about 3 miles from home (at about midnight).

I put the car in the garage, and we went to bed – having spent about 36 hours and covered about 400 miles.

The next morning, we re-arranged the ferry, accommodation, etc., transferred everything into the 2CV, and set off for Brittany.

We had an excellent trip, and it turned out not to be so bad being the only 2CV at the event. While we were excluded from the parking at the start, when on the runs through the various villages we got waves and cheers wherever we went!

The 2CV did something that the Traction would never do – an average of 47 mpg!

It will come as no surprise that I discussed the issue with folk at the event, most of whom have more knowledge than me, and following advice bought a “Flamethrower” coil when I got home.

The car didn't get a real run out until the spring. It seemed ok for a while, but then started misfiring again. I discussed this (again) with my son, who told me that he had become aware of there being fake NGK plugs on the market. My car had new NGK plugs in it which had been put in when I had taken it away to have a lot of work done on it. They apparently look very much like the genuine article, but are not made in the same way. So I put the old plugs in. I then took the car for a 120 mile drive on two consecutive days and it didn't miss

a beat. (My wife Liz refused to go anywhere in it until it had been proved reliable again!). If you look on the internet there is quite a bit about these fake plugs. I have also come across folk with motorcycles who have had the same problem – binned the new plug and put the old one back in when the bike misfired.

Since then, still with the old plugs in, (and a set of brand new Champions in the boot), we have been down to Dorset and back for the 50th Anniversary Rally – thanks again Adeline and Gavin - which was an excellent event – with no misfiring and no need to swap coils. I now have a temperature sensor on the coil and can see that it is not overheating. I also have 3 spare coils including the old one, two sets of points and condensers, an electronic ignition system, a spare rotor arm and distributor cap, all of which are kept in the boot.

As a postscript, I mentioned this to the MOT man when taking another car there, and he said “Nay lad, when I trained I was taught that if you have a misfire the first thing you do is swap the plugs”. I know this now! The moral is – don’t assume that just because something is relatively new that it is OK.

.... and what is more annoying is that I did have the old plugs in the boot!

Incidentally, there are also a lot of condensers around now which are poor quality and can fail – some won’t even work from new (which is, I suppose, better than it failing after the first 50 miles!). I now have the condenser mounted on the outside of the cowling on my Dyane so that I don’t have to remove the fan to replace it.

Jim Rogers

I have had a similar experience and am advised that there are a lot of counterfeit NGK plugs about and some garages are currently reluctant to use them, since they seem to cause irregular misfires such as Jim describes. Beware. Editor

Obituary - Roger Williams

It is with sadness that we mark the passing in June this year of former member, Roger Williams.

Roger was known in Citroen circles for the engineering, research, development, and the manufacture of modified Traction-Avant parts to get around some of the car’s perceived shortcomings. These were offered to Traction owners via his company, Steam Car Developments based in Beverly in East Yorkshire.

Many who met him will recall that Roger’s workshop was filled with machinery that he had rescued from auctions when engineering businesses went under. He did not merely collect machines; he improved them, modernised them, always pushing for better accuracy and better results, with replacement Traction components manufactured to the highest standards, and often well beyond original specification.

Roger’s approach was uncompromising and many owners will have benefited technically over the years from his work. His son Robert, continues his work through Yellow Box Engineering, a successor company which has continued to manufacture many of Roger’s innovations.

The Traction Owners Club sends its condolences to Roger’s family.



R.W.D.

It's been a while, hasn't it? The reasons are various. However, the interval means I have moved forwards with my 5hp. You might say "at pace", if you frequent the corridors of Westminster. Other vacuous phrases are of course available.



A flying start was the arrival via my French friend in Newcastle of the parcel of parts from France. French with a Geordie accent? Don't be silly, he speaks as nature intended. Unlike an Italian resident in the city who specialises in Alfa Romeos and DS models. His conversation waxes from the Tyne to the Tiber. However, his workshop is something to behold believe me. Time served on both Alfa and Citroen, what skills! What speech!

So, a complete set of cylinder head nuts to play with, a petrol tap and that elusive engine breather. The latter is a brand new part which is going to shine like a little diamond in my oily coal hole of an engine compartment. Never mind.

I tidied the casting and threads before dropping the thoughtfully supplied copper washer in place and cooking on gas!

I did mention that there had been no mention of cost for these parts but within the parcel lurked a scruffy hand written note and some bank details. So that has saved me the trouble of buying him a present. I'm still just grateful that he took the time and trouble to help me.

The cylinder head is torqued down. Spark plugs gapped and fitted. I purchased a set of brass fittings to connect the HT leads. They just require a little soldering.



Prior to fitting the replacement petrol tap I had to remove the broken stub of the old one. Having purchased a small set of easy-outs, I was puzzled when I had difficulty finding a socket or spanner to fit. Now I possess two tools

of some vintage which have accompanied me on many a task. One is known as the screwdriver of all things in our household, such is its versatility. Diminutive, with a Bakelite handle in one of those swirling patterns once in vogue. The other is a set of magneto spanners. Both I'm pretty sure "borrowed" from my father's toolbox many years ago. It was to the latter that I turned and I found a perfect fit. Stub removed in a jiffy,

The replacement petrol tap has been fitted without any further catastrophe. I just need to refit the bracket which carries the electrical connections and supports the steering column.

I have poured oil into the engine, but as yet none has flowed out. Now you may think that is a good thing. However, at the bottom of the crankcase there is a small brass tap through which oil should flow when opened if the level is correct. Ah but is the tap blocked I thought, so I need to investigate that before I carry on pouring oil until the golden liquid spills out onto my shoes. Another check is also required, which involves unscrewing a brass plug, and on running the engine, ensures that oil is splashing out. This is a precaution which ensures that the buckets at the crank end of things are flinging the stuff about as Citroen intended.

So, progress.

Despite the distractions elsewhere in my garage. Last year, Father's Day saw me behind the wheel of a big Healey. This was not planned but Harvey and I had planned a visit to The Great British car Journey in Derbyshire. What

was part of the plan was for him to drive a "proper" Mini Cooper prior to us visiting the museum. Alongside the museum is a collection of classics which you can book to drive around a pre-arranged test route. The overall theme is followed, as the whole fleet comprises of vehicles manufactured in our own fair isles. Francophile car nuts need not apply... Amongst the Austins and Fords chugging around was a metallic blue Austin Healey 100/6. It sounded glorious. Sucker for a straight six that I am I paid me subs and joined in. Oh, the sound and sensation!

Since Mrs Peel wasn't going to permit a second mortgage there was little chance of me owning such a car. I toyed with buying a very good replica, based on BMW Z3 mechanicals it looked lovely in two – tone metallic blue and white – I'm sure you've seen the archetypal colour scheme. Instead, I thought better to stick with originality. If not a big Healey with a three litre six then why not the car BMC replaced it with.

An MGC!

So off I went and purchased a really pretty roadster in pale primrose yellow. Why am I boring you with this? Well, it meant something had to go. And that was my Traction Avant. A very, very hard decision. It was such a very good example. So, imagine my concern when having checked it over for me, my tame mechanic said, "you're not planning on keeping this are you?". Faced with throwing a lot of money at the car, I was made an offer which I could have, of course, refused.

Only I didn't. Now I have a truly excellent example of a car that I first dreamed of owning when I was a teenager. A Morgan. And an empty bank account naturally.

Time now to concentrate on the 5hp then. Ah but no. What was that darling? Repaint the porch and front door? No, I haven't forgotten the new kitchen extractor is still in its box....Andrew (Peel).

A Morgan? No, I don't understand either. No doubt Andrew will explain in due course. Editor



Events

Things are winding down a little now as the season cools (along with the weather in some parts of the country, hopefully.) Still to come is the Lancaster Insurance Classic Show at the NEC in November, followed in Spring 2027 by the Restoration Show at the same venue. There may be events locally to you that are still continuing, into late Autumn, so do consult your area rep for details of what may be happening near to you.



The Lancaster Insurance Classic Motor Show

LANCASTER INSURANCE CLASSIC MOTOR SHOW 2026

13-15 NOVEMBER NEC, BIRMINGHAM

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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 12 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 22 Oct to help your club earn extra benefits.

This is the UK's largest indoor classic car event. It will take place at Birmingham's NEC from Friday, November 13 to Sunday, November 15, 2026.

Fancy experiencing the world's largest gathering of car clubs?

If that's whetted your appetite, the club scene is only getting bigger from here. This November's Lancaster Insurance Classic Motor Show brings over 320 vehicle clubs to the NEC, spread across seven halls, so bring comfortable shoes.

There are some big birthdays on the stands too: 140 years of Mercedes-Benz, 120 of Lancia and many more!

And this year's theme, Debutant, means every club has been challenged to bring vehicles that have never been seen at the NEC before. So even the regulars will see something new.

USE DISCOUNT CODE **CCTRACTN6** TO SAVE when booking!

The club will be at Stand 5-738

2027 NATIONAL RALLY

Still at the early planning stage but expressions of interest are invited for an Irish Rally. Please see page 16 for more details.

MENDIP TOUR WINNER

Hi

I'm a little slow in getting this to you, but thought you might be interested that my 1951 Paris-built 15cv won the "Best Post War Car (1949-1969)" at a rainy Mendip Tour in May this year. Considering some of the hardware on display at the rally, I was very pleased to pick up the huge plaque.

Anyone interested in attending next year, no date has been released as yet, but details may be found here: <https://www.candhmotorclub.co.uk/mendip-tour/>. The rally is a roughly 100-mile trip through the Mendips, starting near Weston-Super-Mare and ending up on the lawns of Wells Cathedral (for film buffs, the location of the film Hot Fuzz). Open to any car marque provided it's over 25-years-old, it is a very popular event, selling out its 150 places within a week or two after entries open.

Regards,
Jim Close



SOE ESCAPE COMMEMORATION

A small, friendly ceremony was held on Thursday, July 16th, in Mauzac, to pay tribute to 10 SOE agents who escaped from the Nazi prison thereabouts .

The Pertrac Découvertes association, through its president Ronald Knoth, who remains deeply committed to the duty of "Passing on Memory," presented the municipality with a commemorative plaque reading "Escape of 10 SOE agents from the Mauzac prison on July 16th 1942."

Submitted by Ronald Knoth



In Committee

Committee meeting held on Zoom 24th June.

TOC Rule Book

The “little yellow book” received by members when joining is currently being updated by Bernie & Bev – once changes accepted by the Committee it will be added to the TOC website and no longer available as a paper copy.

Finance

We have successfully moved for an accrual to cash basis accounting system which will make it easier for reporting to HMRC. The annual accounts to be printed in the next Floating Power – ahead of the AGM. Tim Newing will take over as Treasurer at the AGM. Cleve to remain on the Committee and act as an adviser to Tim – thanks given to both men.

Membership

We currently have 486 members which includes 23 in Europe and 33 Overseas. Membership only down by 16 to this time last year. Chris Bailey has agreed to take over as Membership Secretary from the AGM. Thanks given to John for his years of being in the role and to Chris for taking on this role.

Editor

We agreed we ought to share the information regarding the successful Royal Worcester School project with the Classic Press. Bernie to ask Simon Saint to check that the School are happy to do this and how we use photographs and then liaise with Chris regarding appropriate Journals.

Social

Gavin and Adeline were thanked for organising an excellent 50th Anniversary rally in Dorset.

The Rally for 2027 will be organised by Leslie Scott in Ireland – as yet no details available.

Citroen are holding an event in Stratford on July 26th so we need to encourage members to attend this new venture.

NEC

This is on November 13th-15th. We agreed we need a Stand but must not expect Ian to take on full responsibility. Sara agreed to offer support. We also wondered if the Royal Worcester School would like to attend and talk about their project. The theme this year is “debutantes” – Sara suggested we need “new” cars and members on the Stand. Sara/Ian to produce information for the next FP.

Website

Bev & Simon to meet to look at updates to the TOC website. Chris will “tidy up” the PowerPoint presentation he gave at the Rally and then add to the website – it has lots of photographs of cars and members over the 50 years!

Second Hand Spares

Ian hopes to have an updated list on the TOC website and forum fairly soon plus possibly holding an Open Day. The plan is then to reduce storage to one site rather than two which we currently have.

Any Other Business

“Borrow a Classic” – Sara looking into this to encourage younger members to join the TOC so will produce information for a future FP.

Merchandise – the 50th Anniversary merchandise has been very popular with most members attending the Rally having at least one garment. We now need to look at asking “Logo that Polo” to produce our standard logo for future purchases. Bernie agreed to action this. Possibly display options available at the NEC?

Next meeting – agreed we need a Zoom meeting at the end of August.

AGM – to be held at Steventon Village Hall on Sunday 4th October.



The Traction Owners Club Ltd

Explanatory notes on the accounts for the year ended 31st March 2026

Introduction

A year of 'significant change' with the Club's spares operation transferred to Citroen Classics. The existing Club stock was purchased by Citroen Classics at cost price. This reorganisation inevitably identified elements of stock which were no longer viable for sale and were either sold as scrap, or otherwise disposed of, resulting in items being written off in the books. This is the primary contributor to the loss outlined below

The Club's assets are now primarily held in the Club's Bank accounts. Some Fixed Assets, e.g Tools etc, along with viable 2nd hand spares are still being held and the latter sold where appropriate,

As previously indicated the Club has now also deregistered for VAT and will also be changing its accounting method to a "Cash" rather than an "Accrual" basis for the coming financial year.

Summary	2026	2025
The company made a loss before tax of	(25,503)	(3,655)
Spares sales in the year were	45,785	26,275
Net income on spares sales after costs was	(11,639)	8,396
Debtors	151	1,123
Other Income		
Subscriptions	25,576	26,129
Overheads		
Magazine Production	24,718	22,137
Postage & Stationery	452	1,085
Depreciation	628	2,247
Cash in Hand		
Barclays Spares Acc	£ 5,753	Barclays Main Acc £10,874
Barclays Deposit Acc	£45,628	
Total	£62,255	

Note: Should you have any queries please send them to me by email to admin@traction-owners.co.uk by no later than 28th September 2026

Cleve Belcher

August 2026

PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MARCH 2026

Notes		2026 £	2025 £
Turnover	2	45,837	38,920
Cost of Sales		<u>57,326</u>	<u>32,845</u>
Gross Profit		(11,489)	6,075
Administrative expenses		<u>39,172</u>	<u>35,595</u>
		(50,661)	(29,520)
Other operating income		<u>25,158</u>	<u>24,004</u>
Operating Profit (Loss) on Ordinary Activities Before Taxation		(25,503)	(5,516)
Tax on ordinary activities		<u>(242)</u>	<u>(188)</u>
Profit (Loss) For the Financial Year After Taxation		(25,745)	(5,704)
<i>General Fund brought forward</i>			99,044
General Fund Carried Forward		73,299	

TOC AGM

The AGM of the Traction Owners Club will take place on **Sunday 4th October** at the Steventon Village Hall, OX13 6RR.

Please arrive at 10.30 for refreshments.

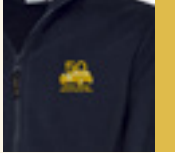
The meeting of the TOC Limited Company will commence at 11.00 followed by the general meeting and election of Officers.

Please come along and have your say on how your Club is run.

BALANCE SHEET AS AT 31 MARCH 2026

Notes		2026 £	2025 £
Fixed Assets			
Tangible Assets	3	7662	10,115
Investments		<u>301</u>	<u>301</u>
		7,963	10,416
Current assets			
Stock	6	5,970	76,630
Debtors/Prepayments Bal	4	(151)	(9,047)
Cash at bank and in hand	2	<u>62,255</u>	<u>25,362</u>
		68,074	92,945
Current Liabilities			
Creditors: Amounts falling due within one year	5	<u>(2,738)</u>	<u>(4,317)</u>
Net Current Assets		65,336	<u>88,628</u>
Total Assets Less Current Liabilities		<u>73,299</u>	<u>99,044</u>
Capital & Reserves			
General fund		73,299	





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 Citroen related books and manuals. Contact him for an up to date list of items still available.

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Bailey's Banter



No plan survives first contact with the enemy – so said Helmuth von Moltke the Elder, chief of staff to the Prussian army. I don't think he had a Citroen but, on this point, I have to agree with him.

Having gone through the rigmarole a couple of months ago of releasing a stuck clutch, I have found another cause of failure to disengage. I have broken my heel and have, for a few weeks, been sporting a big boot on my left foot. No left pedal pushing for me. Not the worst problem in the world, merely a temporary inconvenience during which I cannot drive a manual car and therefore cannot fetch the Normale from its lock up. Hence my plan to start sprucing up my Normale's roof has not survived contact with my household DIY activities. My plan is to sand back the roof to either sound paint or clean metal, add filler where necessary and paint with rattle cans. It won't be great, but will be better than it is and will stop the rust. Similarly, my plan to clean out my Solex carb will have to wait a little.

I did get to the **Coultershaw Heritage Site** where a water wheel drives a pump dating from 1782 which was installed to supply water to Petworth House, a mile away. It's a really nice place with a lot of history. **Tony Hodgekiss** volunteers there and let us know about the open day where classic car owners are invited to show what they've got. We went last year and Tony's and ours were the only Citroens there. This year Tony's

Light
Fifteen is
mid-brake

job and as we didn't take ours, I wondered if there would be no Citroens at all. But no – there were two Tractionns on parade, namely **Peter Simper's** Normale and **Tim Dodd-Wilson's** Legere. I had never seen Tim's Legere before as I normally see



him in his 2CVs or ENE the Faux Coupe. Tim's Legere car a bit less French than it did when it left the Paris factory in 1948, now wearing Slough headlights

and grille. Tim thinks his roof is in poor shape – and it is I don't think he's seen mine. Tim's car has indicators mounted on the C-pillar, like many French and Belgian made cars do, but his are different from those I am used to seeing. They are made by AXO and are similar to the type you often see on the front wings of later and/ or Belgian Tractionns.

We did make it to the D Rally, not in a D as mine a manual "BVM" rather than the clutchless "BVH" which would have been useful. I got into a conversation about the chrome spear on the bonnet of just one DS and did a bit of investigation to understand more about it.



It was made by Georges Héricourt - often operating under the G.H. or *Etablissements G.H.* who made aftermarket add-on accessories for several French cars in the 50s and 60s. He offered a fairly wide range of items, from false knock-off wheel nuts, custom grilles for Peugeot 203s and all sorts of adornments for the Simca Océane et Plein Ciel models. For Citroen they seemed only to offer this bonnet spear. Nothing else for the DS (frankly it needs nothing else – it doesn't even need this thing) and nothing at all for Tractions.

This could be because M. Héricourt was a little late to the accessories party. Essentially any accessory with which you might like to adorn your Traction was already available from Robri and O.L.D amongst others.

Robri first started making accessories in 1921 in Puteaux, near the Bois de Bologne and were still making them at least into the 1970s. They made dress-up items for VW Beetles as well as French cars and reproductions of most of the range are still available.

O.L.D stood for Olivier Lecanu-Deschamps who was the owner/proprietor of the small specialist coachbuilding firm known as "Lecanu". The company was located at Levallois-Perret, a mere 6km from Robri's premises. During the 30s, 40s and 50s O.L.D or Lecanu designed, and built, the sports-racing bodies for Delahayes and Talbot-Lago chassis.

The Delahaye car company never really recovered after WW2, but struggled on until about 1955. O.L.D / Lecanu was competing with better-known names such as Chapron and Saoutchik for the shrinking coachbuilding business that remained. Did they make trailers and accessories whilst running the coachbuilding business or was diversification into car accessories a desperate attempt to survive? From making stylish bodies for the most expensive French cars, they somehow seem to have ended up making trailers and roof racks for the more ordinary family cars. An entry in the Accessories catalogue on the TOC website shows what appears to be an advert for the O.L.D. roof rack. It certainly shows a car wearing one but the prices are for something else, exactly what I do not know. One day I will obtain a roof rack to cover the less shabby paintwork that I am

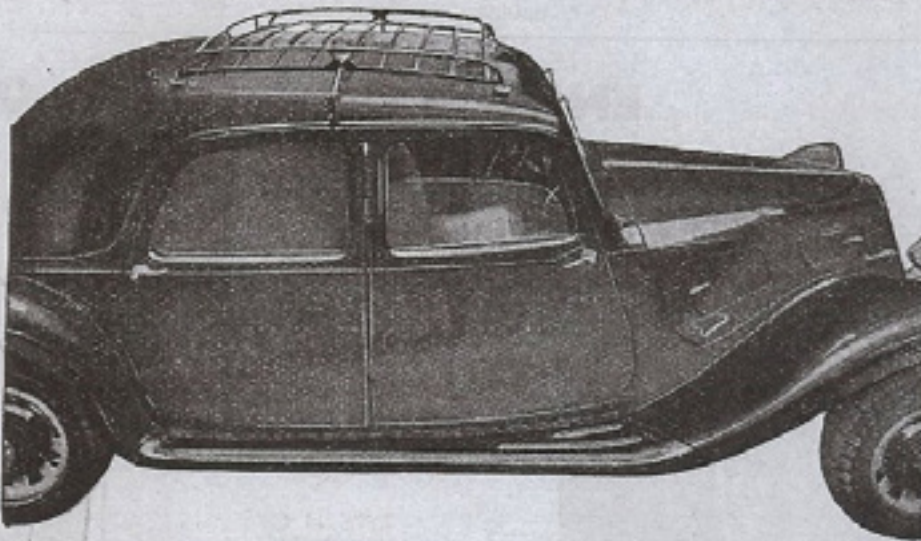
O. L. D.

Émaillés noirs avec baguettes de caoutchouc serties d'aluminium rainuré et poli.
Prix à la paire.

	7 CV et 11 CV légers	11 CV Berline Normale	11 CV Cond. int. Familiale
Avec garniture aluminium	410. »	440. »	480. »
Émaillé noir	295. »	325. »	365. »
Brut	245. »	275. »	315. »

Supplément pour teinte à la demande 80. »

Bien spécifier à la commande le type exact de carrosserie - la date de sortie de l'usine et s'il s'agit ou non de roues "pilote".



yet to inflict on my Normale's roof. A more practical reason for getting one is to prepare for a long trip in the car. It would be nice if it were an original type made for the Traction Avant rather than something modern from Thule and there do seem to be quite a few "galleries" available in France, for about 100 euros, albeit all of them being very rusty. Would the vendors be willing to send a roof rack to me in the UK? It would take a big envelope and a lot of stamps, only for Evri to leave it behind a bush a couple of miles from my house. The easier way would be to drive the car there, fit it and drive back. The rust would suit the car well – the rubber feet would need to be present and correct though.

More interesting than a broken foot and roof racks is what's happening in Kent. **Chris Jones** is fitting a V8 into his Familiale. Marvellous. The engine is from a Daimler SP250, the fibreglass sports car of the 1960s, with transmission from a VW Transporter. So, this is not a true recreation of the fabled 22CV, but it will be pretty close. The 2548cc engine was designed by Edward Turner and was also used in Daimler's version of the Jaguar Mk 2. My Dad used to speak with reverence about Turner's engine – quite why I don't know as he never owned a Daimler. There is no doubt that it had a very good reputation but did not survive the takeover of Daimler by Jaguar. A V8 engined Familiale would be a very fitting thing. There was of course a 22CV



Familiale on the Paris show stand in 1934. It certainly did not have a Daimler engine – it is not certain that it had any engine at all. There is a recreation of a 22CV in the Netherlands based on a Normale shell which has gone the whole way with copies of the headlamp shells and bumpers to match the original. I don't know if Chris is planning to do that or just enjoy the smoothness and torque that a V8 provides – and of course the V8 exhaust burble. I look forward to seeing and hearing Chris Jones' car on the road.

During the TOC's Annual rally in Dorset in May I was pleased to sit next to **Simon Saint** at one of the dinners and we remarked that a number of people had been struggling with backfiring before or

during the rally. We started discussing causes and cures and agreed this was a complex issue. Simon suggested that it might make a useful article – and here we are.

If you don't like the techy stuff - you might want to skip the next few (how many?) paragraphs and go straight to the summary – or even another section of the magazine.

Firstly, what is meant by "backfire". Backfiring is ignition of fuel outside the engine's combustion chamber. There are two possible locations – in the fuel/air inlet system or in the exhaust system.

For fuel to ignite, three things must be present – fuel, air (or at least an oxidant) and an ignition source. The fuel and air must be mixed within the flammable range – too lean (not enough fuel) or too rich (not enough air) and it will not ignite. The flammable range for petrol in air is between of 1.4% and 7.6% by volume.

In a diesel engine the ignition source is provided by the heat produced by rapid compression in the cylinder – but a petrol engine needs a spark to cause ignition – or at least it is supposed to. A very



hot, sooted-up petrol engine may continue to run on after the ignition is switched off due to the presence of hot spots which maybe residual carbon deposits. A surface temperature of 2470C is required to ignite petrol vapour.

Let's deal with the inlet backfire first. The purpose of the inlet system, whether it be carburettor or injection, is to deliver a flammable mixture of fuel and air to the cylinder, to be sucked in via the inlet valve. The exception would be when the fuel is injected directly into the combustion chamber – for example on Ford's EcoBoost and VW's FSI engines.

In the case of the Traction Avant the fuel and air are mixed in the carburettor so there should be no surprise that a flammable mixture is present in the inlet manifold. The job of the carburettor is to get the mixture right and the job of the manifold is to transport the mixture to the inlet valves without it going bang, or letting more air leak in.

The only thing that is preventing ignition in the manifold is the absence of an ignition source. I have managed to create a bang in the inlet when I have been trying to start an engine with the plug leads in the wrong order. If you do this and get a spark in a cylinder that is on its inlet stroke and therefore sucking in a flammable mixture it really should ignite. And when it does the flame front will travel back through the open inlet valve towards the source of the fuel/air mixture at a laminar flame speed of about 0.4 metres per second. That's actually quite slow for a flame speed – other gases, such as hydrogen, have ten times higher flame speeds. However, if you think the distance between the carburettor and the inlet valve is about 0.4 metres you will understand it will take about 1 second for the flame to reach the carburettor. I would expect it to be quite a bit faster in reality as there will be some turbulence which speeds flames up.

With the plugs connected in the right order, a mistimed spark can only cause an inlet backfire if the timing is a long way out, in which case there will be no power at all, or if something else is providing an ignition source. That would mean the flammable mixture being exposed to a temperature of at least 2470C. There is a hotspot connection between the exhaust manifold and the inlet manifold to act as a preheater – but it will not get that hot. The only other potential ignition source – and probably the most likely cause of inlet backfiring – is a leaky inlet or mistimed valve allowing an amount of burning gas to escape from a cylinder on its power stroke.

A leaky valve should be diagnosable by a compression test. Potential causes will include incorrect valve rocker gap, damaged valve seats, damaged valve guides and broken valve springs. If you replace the cylinder head it is good practice to re-torque it after a few hundred miles. This allows for some compression set of the head gasket which could be more than 0.1mm. You should check valve clearances after doing this as compression of the gasket will reduce the valve clearance by this amount. This should of course be done at the right temperature – a pushrod and the engine block can each grow by maybe 0.25mm when they get to operating temperature. The Traction manual states the clearance should be set cold at 0.15mm. My point being that care should be taken to ensure that the valve clearances are set correctly.

A mistimed valve would be the result of misassembly (which would be annoying as it would mean taking the engine out to fix it) or a worn chain or even jumping a tooth. I would have expected either of these to result in the valve timing being retarded whereas it would need to be advanced to cause ignition.

And so to the other type of backfire – in the exhaust. The job of the carburettor is to make a flammable mixture and the job of the combustion chamber is to burn it completely. Less than complete burning in the cylinder will allow unburnt fuel and air to reach the exhaust.

But – should we expect an engine to burn all the fuel? No – and certainly not one designed nearly 100 years ago. Traction engines are not designed to be "lean-burn" engines. It is normal for some unburnt fuel to reach the exhaust line and it is equally normal for some air to get there too. If they are present within the flammable range for petrol in air an ignition source will make it go pop.

If the engine is running reasonably well it should burn close to 99% of the fuel that it uses. That is not to say the engine is 99% energy efficient – far from it, but that's another story.

Your carburetor-fed Traction engine is almost certainly running a bit rich – that is to say it is taking in less air than is needed to completely burn the fuel. The stoichiometric mixture ratio for air and petrol is 14.7 to 1 by mass. If you want to burn 1 kg of petrol fully you need 14.7 kg of air. Fuel vapour is 3 to 4 times more dense than air – so the stoichiometric ratio by volume is about 4 to 1 – about midway between the 1.4% and 7.6% limits of flammability.

Pretty much all of the air will have been reacted to Nitrogen, Carbon Dioxide and water and a few other things, all of which are non-flammable diluents for the purposes of this discussion.

Most parts of the exhaust will not be anywhere near 2470C but sharp edges, carbon deposits can easily cause small, localised hot spots exceeding that temperature – and that's all you need to create an ignition source. We don't have any turbochargers to cool the exhaust so we can assume the presence of an ignition source is possible and a flammable mixture, if present, may be ignited.

The 1% residual fuel will need to find at least 13 times as much oxygen to create a flammable mixture – and the only way it can do that is if the engine is running very lean, maybe due to an air leak into the inlet manifold or if there is an air leak into the hot part of the exhaust.

Another possibility is that a poorly running engine will send a flammable mixture of unburnt fuel and air into the exhaust – maybe from only one cylinder. A faulty spark plug or lead may cause that. Cars that have not yet converted to electronic ignition such as 1-2-3, may find their points gap closes up over time leading to poor sparks in the combustion chamber which can lead to late ignition and incomplete combustion in the time available before the exhaust stroke begins.

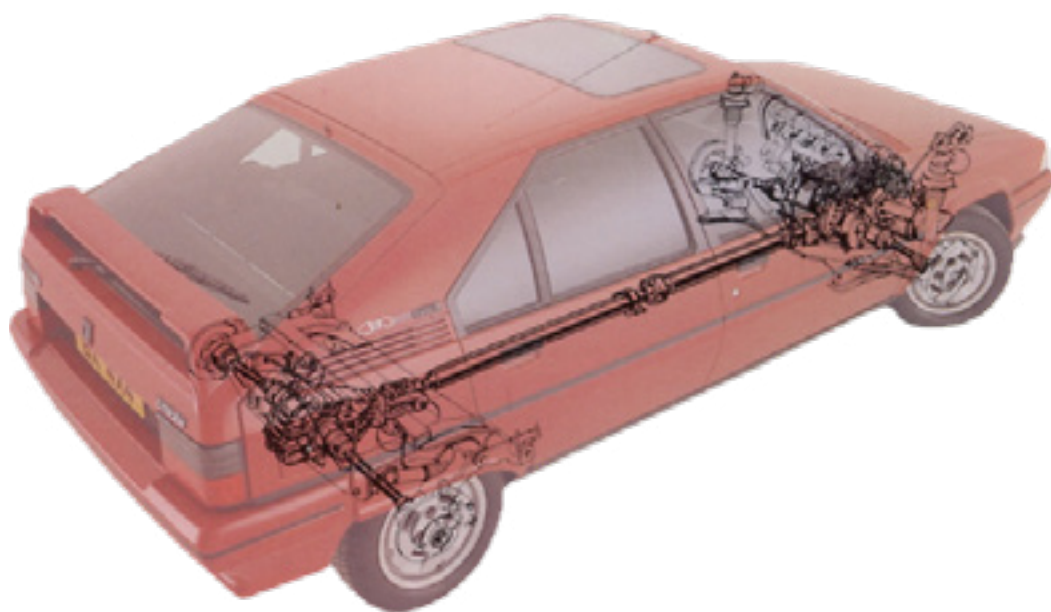
I had an exciting experience in my 1959 V8 Chrysler due to worn points. This has separate exhausts for each bank of cylinders and it built up a potent mixture of fuel and air in the silencer on the left side which is located underneath the driver's seat. Having got the car up to about 60 MPH I lifted off the gas for a second or two, then opened it up again. There was a very large bang immediately under me. The car behind disappeared in a cloud of smoke and stayed well back. What was once an oval section silencer was now round – but strangely still intact.

To summarize all this – to avoid backfiring you must:

- Have the plugs wired up in the right order after you've fiddled with them
- Check you have set the timing gears correctly before you install your newly built engine
- Be sure your valves are in good condition – a compression test is a good start
- Have the valve clearance set within limits at the right temperature and check after retorquing the head
- Have the ignition timing and points gap set correctly
- Have no leaks around your inlet manifold
- Have no leaks around your exhaust manifold or exhaust system. If none of that works turn the radio up and enjoy it. People pay a lot of money to make their modern cars pop and bang and you're getting it for free.

And now we come to a different topic – chatting with **Barry** and **Peter Annels** at the Citroen Festival in July we realised that Citroen had omitted to offer a 4x4 version of the Traction. From the company that earlier had offered the half-tracked Kegresse and later the 4x4 2CV Sahara and even the 4x4 AX and BX – why not a 4x4 Traction?

Probably because it would be a solution to a problem that did not exist, but that should not stop one wondering how it could be done.



The "simple" way would be how Citroen and BMC did it with their smaller front wheel drive cars, the 2CV and the Mini Moke – just stick a second engine and gearbox in the boot. Because a key facet of the Traction's design is to push the wheelbase to be as long as possible, there is no rear overhang. If one was to fit the standard engine and gearbox it would have to be the wrong way round – engine ahead of transmission. The crown wheel would need to be swapped to the other side of the pinion to make the wheels turn the right way. I think you would say goodbye to both the boot and the rear seating space. Maybe starting from a Familiare would be logical – or, given that there is no specific purpose to this machine, you might just be able to squeeze the engine into a roadster.

A transverse engine in the back would be an alternative – but not very period. The front and rear engines would not be well matched – but that may not be a problem. Plenty of options to choose from though.

A single engine approach might seem simpler but there is a significant problem to solve that the transaxle gearbox present – the centre differential. This must be located between the gearbox output and the connection to each of the drive shafts – of which there will now be four. So you can't just take a drive off the end of the transaxle gearbox because then you cannot intercept the drive to the front shafts.

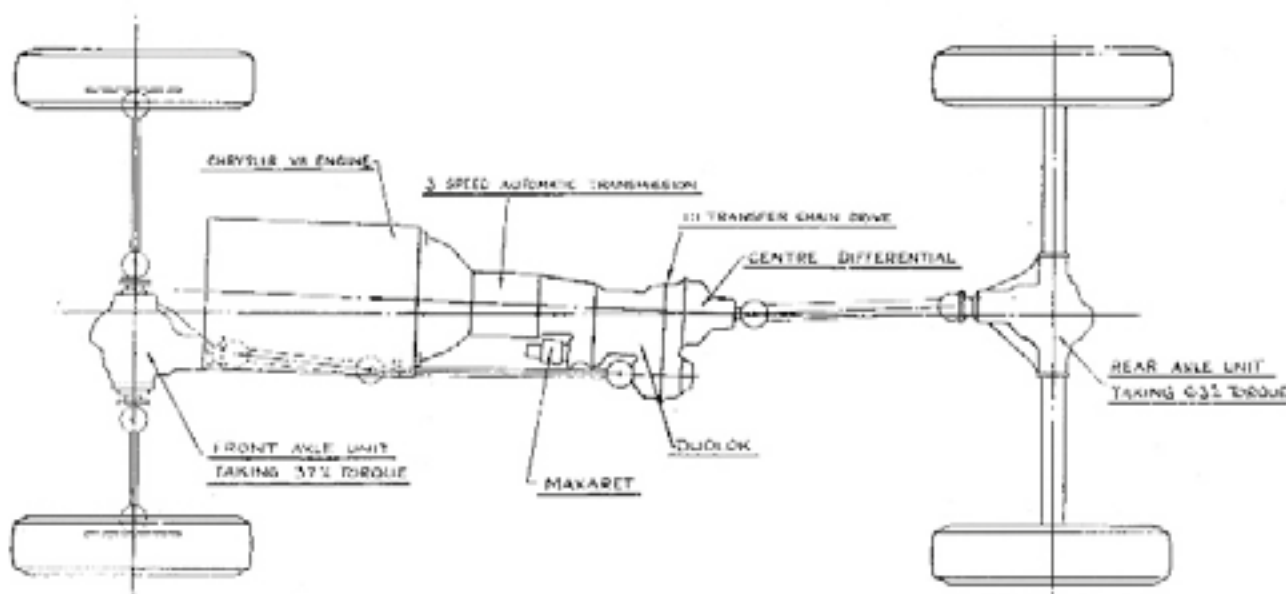
For the same reason you can't simply take a drive off the non-gearbox end of the engine either and connect to a separate gearbox – well you can but you won't be able to include a centre differential because it could not connect to the input of the front gearbox.

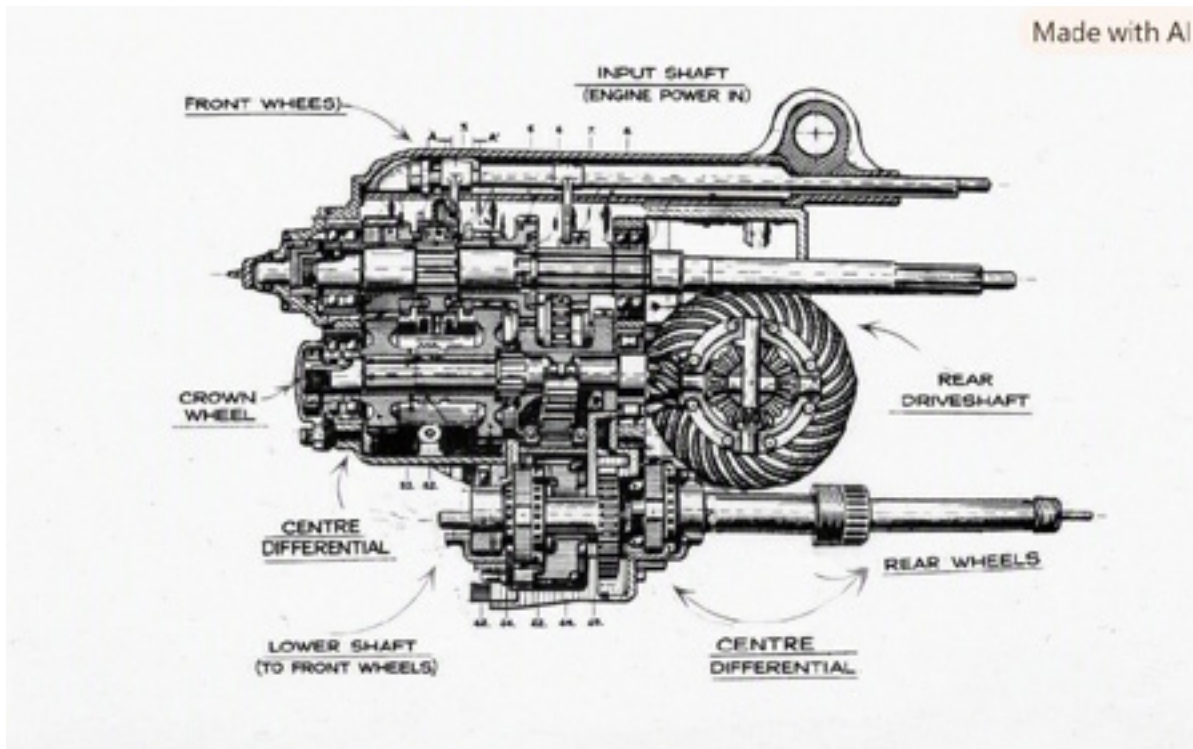
Why do you need a centre differential? When driving in a straight line you don't need any differential. The differential on each axle takes up the difference in speed between the left and right wheels when cornering and resolves them to a mean rotational speed. When going around a bend the front wheels follow a different path than the rears and so the mean rotational speed will be different from front to rear. Hence the need for a centre differential.

You will find 4WD vehicles that have no differential – or have them welded up. This is ok and probably a good thing when racing on loose surfaces but on tarmac that difference in speed will have to come out somewhere – tyre slip and hence tyre wear or broken driveshafts or gears will be likely results.

An intriguing thing is there was a 4x4 version of the Renault 4. Unlike the Sahara and the Mini Moke, it did not have an engine in the back. And yet, the R4, like the 2CV and the Traction has front-back engine with the gearbox at the front. I don't have many details but for a conversion cost that nearly doubled the price of the vehicle, Sinpar somehow modified the gearbox to provide a second output to drive a prop shaft running under the car to a differential driving the rear wheels. Was there a "centre" differential in the front gearbox, as well as the one that drive the front wheels? I don't know. So how was it done on the Audi Quattro – Audi did include a centre differential inside their gearbox? They started with the advantage that, in the original Audi 80 the engine was placed ahead of the gearbox – that may be terrible for front-heavy weight distribution but it made it easier to replace the gearbox with a 4WD version.

TRANSMISSION LAYOUT





The same is true for the Jensen FF – FF standing for the Formula Ferguson conversion of the Jensen Interceptor. In this case Jensen did have to twist the engine a bit to make room for the front differential.

Citroen gave themselves the challenge when they created the BX4TC Group B rally car. A standard BX, as you know, has a transverse

engine driving the front wheels – just like the BMC Mini. Did they put another engine in the boot? No – they turned the round by 90 degrees and put it ahead of the gearbox just like the Quattro – but without the success. On the other hand, both the AX and BX 4X4 that the public could buy did use the standard transverse engine with a Steyr Puch transfer box added to the gearbox somehow, to drive the rear wheels.

Having considered all of this – and with no intention to do anything about it – I think the best way to make a 4WD Traction would be to leave the engine where it is and create a new gearbox with a transfer box and centre differential that drives a props shaft running under the centre of the car to a body-mounted rear differential driving independently suspended rear wheels. Rather than spend many hours designing such a gearbox, I asked Copilot do it for me – it took a bit of back and forth to tell it what I wanted but it gave me a credible picture that would look right in the workshop manual. More work required for a design that could be built and would actually work. What is clear though is that the ground clearance would need to increase.



As well as a BX4TC, there was just one Traction at the Citroën Festival – well done to Jim Gibson for showing his very standard Normale and for competing against an early suicide-doored 2CV in the Citroën Decades challenge. Well done to Jim and the team for coming a very close second. You were clearly robbed.



TYRES

Many of you will only be driving relatively modest mileages in your Classic cars, whether Citroen or other makes. The average is 837 miles per year, down from past annual averages of around 1,200 miles. Most owners apparently take their historic vehicles out only about 16 times a year and often on short journeys to local meetings, etc. rather than longer expeditions.

So, when servicing, it is tempting to look at the tyres and think, 'loads of tread left here, will be good for a few more miles yet', But is that true? Possibly not, the compound that the tyres are made out of does include anti-ageing material, but still degrades naturally over time due to UV light and oxygen exposure, a process called oxidisation, and becomes hard and eventually brittle. Grip suffers due to lack of flexibility and hardness of the contact area, and the tyre becomes less resistant to damage, and may eventually degrade to the point of collapsing if subject to excessive impact such as a pothole or kerb impact. If it does that at speed, and blows out, then it doesn't take much imagination to foresee the possible consequences.

On the average modern car in daily use doing, say, 12,000 -15,000 miles per year, the tyre wears out before it actually degrades to that degree and age is not an issue. Your classic may well take ten years to get anywhere near that in mileage terms. Plus, your tyre may well have sat in a warehouse for a couple of years before you bought it, especially if not a common size, and so may not, strictly speaking, have been new at the point of purchase. You can find the age of your tyres by reading the four-digit DOT date code printed on the tyre sidewall.

How to Read the Code:

Look for a raised window near the letters "DOT" containing four numbers. First two digits: The calendar week of manufacture (from 01 to 52). Last two digits: the year of manufacture. Example: A code of 2321 means the tyre was manufactured in the 23rd week of 2021. If your tyres only have a three-digit code, they were made before the year 2000 and must be replaced immediately.

Lifespan Recommendations

- 5 Years: You should have your tyres visually inspected by a professional every year once they reach five years of age.
- 10 Years: This is the absolute maximum lifespan. Major manufacturers like Continental Tyres and Michelin state that tyres must be replaced after 10 years, regardless of how much tread depth is left.
- UK Law: For heavy commercial vehicles, buses, and minibuses, it is strictly illegal to use tyres older than 10 years on front axles. While there is no legal age limit for standard passenger cars, old tyres can fail an MOT test if they show signs of structural deterioration.

Signs of Ageing.

Look out for:

- Fine spiderweb-like cracks on the sidewall (crazing).
- Bulges in sidewalls.
- Deep cracking inside the tread grooves.
- Hard, brittle, or distorted rubber.

Vehicles that are left parked for long periods or stored outdoors deteriorate faster because of UV and other weather exposure.

And, when your tyres are finally written off, don't just chuck them behind the garage, take them to a recycling centre or ask your new tyre supplier to get them recycled. There are multiple uses for old tyre material, especially for 'soft' sports pitches and playground surfaces.

Bryan Pullan

Classified Adverts

Classified Adverts – Members

Small adverts are free and are for the disposal of vehicles and parts that are their personal property.

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue although every effort will be made to publish in the next issue of Floating Power.

The Editor does not accept liability for printers' or clerical errors although care is taken to avoid mistakes.

'Members' advertisements will be inserted for two issues only. If the advertisement is still required beyond this point, then it must be resubmitted to the Editor. Please notify the Editor if you wish to delete the advertisement prior to this.

Adverts can be emailed to the Editor at the address below. For members sending adverts by post, please check current editor's address on page 3.

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

Trade adverts are available in colour or black & white at 1/4 page only.

Please note

All Cars and Parts for Sale adverts appear on the TOC website approximately one week after Floating Power is posted to members.

Please email adverts to:
editor@traction-owners.co.uk



CARS FOR SALE

FOR SALE:

1950 Paris built, small boot 11B Normale.

Owned and garaged by me for 33 years. Diaphragm clutch 2004. 12v conversion, suspension overhaul and other work by John Gillard in 2016. Very good usable condition. 22,500 miles covered by me including 2002 Norway rally and several trips through France and Belgium.

Contact Gavin Mills 07859 886420 or email gavinmills422@gmail.com, Writtle, Essex, £12,500



FOR SALE:

1955 Traction 11B lhd

in good condition; the car was professionally spray and the bodywork presents well. CV joints are fitted and the brakes were refurbished by John Gillard. The interior has been refurbished using a Renel supplied interior in the correct period material with matching door cards. A new headlining was also fitted. At the same time a new carpet kit was bought and fitted over suitable sound proofing material. The car also benefits from a new steering rack and steering wheel. A nice car that must go hence the reasonable price of **£7950.**

Contact ronherivel@icloud.com or 07718 922294. Kent based.



FOR SALE:

1953 Legere Owned 24 years. Good running order New headlining, seat covers and door cards

4 years ago. Recent brake master cylinder, shoes and cylinders. Gearbox rebuilt with new water pump Good Michelin tyres and new exhaust back box.

£7850 ono Christopher Rabson.

Car located in Bognor Regis.

07714244750. c.rabson@btinternet.com



FOR SALE:

Citroen Big 6. Left the Slough Factory in the Summer of 1950 and was first registered in 1951 in South Africa. It has travelled a long way in its life living in Australia and other parts of Africa. It returned to the UK in 2013 via Switzerland. I acquired the car in September 2016 and over the next 3 years completed a no expense spared ground up restoration costing considerably more than the asking price.

This car is probably the best Big 6 in the UK and Europe, it has a current MOT certificate and is Road Tax Exempt. The car has been upgraded to provide effortless touring on today's roads including: Power Steering, LED lighting, DRL's, High Level Brake Light, Rear Fog Light, 5 x Inertia Reel Seat Belts, One ISOFIX child's

seat attachment, Electric Fan and Water Pump, Period Cabin Heater and a Retro Radio with Bluetooth and Hands Free. Fully documented history of the rebuild with photographs and of the car's previous life. We have recently completed a 1,000-mile trip to France with no issues. This car is fast, comfortable, and super reliable.

£34,995 to include a lot of spare parts. If you are interested call me. Philippe Allison 07899 658634

FOR SALE:

C3 Cabriolet

1924. Rare right

hand drive model. Re-built engine and magneto, new hood, new

leather upholstery and door cards with embossed Citroen logo. 5 good Michelin tyres.

Was a runner but transmission requires attention. Comes with many spares including back axle. **£3250 ono. Walford Bruen 01395 568909.**

kembu@btinternet.com



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 **NOW SOLD** (still in wrapper) £1

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 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 FOR SALE:

For Sale: 4 Michelin Radial 165R400 tyres loads of tread, even wear, no cracks the tyres are date stamped as follows:- 2007, 99, 95 and 95.

£40 each or £150 for 4

Contact Gavin Davey **07803174001**

PARTS FOR SALE:

ID19 engine and gearbox. £100 buyer collects. Walford Bruen **01395 568909**. kembu@btinternet.com. (east Devon)

PARTS WANTED

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

MEMBER SERVICES

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

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



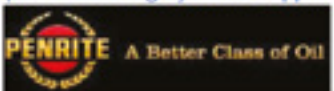
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