

Floating Power

January/February 2015



Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

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Floating Power is the official magazine
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Missing Magazine?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the
March/April Floating Power is

Sunday 8th February

**To submit your articles, photos and
letters to the editor, email
Bob Street on:
editor@traction-owners.co.uk**

Cover Image

As a nod to the erstwhile 80th
Anniversary Year, here's a photo from the
Citroën archives entitled 'Snow'. By kind
permission of Citroën Communication.

Editor's Epistle

Happy New Year and all that!

Here's a photo of me preparing to audition for the next series of 'Grantchester' (third pipe carrier)! Incidentally, if you actually lived through the fifties (or even the sixties), don't watch it, as it's a cross between the Famous Five (the villains all have post-it notes on their foreheads saying 'Villain') and a lecture on how behind the times people were (yes, well it was sixty years ago, but I know that's no excuse today). In case we didn't know it's the fifties, in the first few minutes of episode one the vicar's housekeeper greets him with "What the Dickens!?" in a Dick Van Dyke cockney accent..... In turn unintentionally hilarious and too hideous to watch.



Now, where was I? Oh yes. Well, actually it's a photo of me at our AGM Run. I say 'run', because it wasn't a rally; just a gentle jaunt across the Cotswolds in small groups of three or four cars with regular stops for sight-seeing and sustenance.

Everyone I spoke to thought it was great fun. Paul de Felice (I think it was he) suggested we might dress up in forties and fifties gear and most of us had a go. In my case, worryingly, I found I had most of the necessary clobber already hanging around in the wardrobe, so I'm not quite as 'down with the kids' as I thought. (I can hear the wife quietly counting to ten, lest she says anything.....).

This was probably my last AGM weekend, due to our imminent move to France, but I'm sorry more members couldn't share in the terrific atmosphere these gatherings produce. Apart from the more sober official meeting on Sunday morning – allegedly the whole point of the exercise – the rest of the weekend is a carefree chance to talk Traction, eat and drink to your heart's content and simply let your hair down for a few hours in the company of some charming people.

So yes, France beckons. After half-living there for fourteen years, we're finally making it a permanent thing, starting from around March. Therefore, the next edition of FP will be my last (altogether now: "Ahhhhh.....").

VACANCY FOR EDITOR

I know you're a creative lot, as witnessed by your letters on how to get a mortally wounded Traction revived and ready for an early start the next day. Requirements of the editor's job are simply a computer, ability to write your name and a reasonable amount of free time to gather all the letters, articles and adverts together every eight weeks.

No special software is required and I'll be there to hold your hand until you shrug me off with a witty "Get lost you old git!"

The calendar job (previously the domain of the editor) has been kindly taken over by Martin de Little, so you only have to produce six FPs per year. And you don't have to write an Editor's Epistle every issue ("Thank God" say the readers!)

So, please at least contact me to check out the 'job' in more detail. If you feel you could sign up for just a year or two, that's fine. It's not a job for life – no one has one of them anymore (except the Queen)! ☺

Until the next time.....

P.S. If you aren't already a member of the Citroën Car Club, you won't be receiving their magazine, 'The Citroënian'. In that case you won't be reading the excellent TA section, written by Chris Bailey, one of our members. Each month he comes up with some amazing information about TAs and in the December issue he covers TA heaters, methods to heat a TA windscreen in winter, Maigret's car, indicator problems, adjusting gear box levers and our November AGM. (And he works long hours for a living!). I feel the green eyed monster whispering in my ear.....

Editor's Epistle	2	Tug Tech	24
Contents / Committee	3	2CVGB National	26
President's Ponderings /		A Traction imitates an Eagle	28
New Members	4	Events Diary	30
Chairman's Chat	5	News	31
Section News	6	Front-Wheel Drive	32
Your Letters	9	News	34
AGM Weekend	15	TOC at the 2014 NEC Classic Car Show	35
TOC Tech	18	Classified Advertisements	36
Steve Reed Appeal	23	Display Advertisements	39

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President's Ponderings



I was obviously too relaxed and demob-happy when I wrote my last PP because I forgot to include any Christmas wishes. I therefore start this with an apology and wishes for a healthy, happy and prosperous New Year to all, lest I forget again by the time I get to the end.

I was sorry to miss the AGM but Madame insisted she wanted a real holiday which did not involve cars – and she wanted it right then! I understand the weekend went well and those present enjoyed themselves but it has been suggested that the cost of the whole weekend package may have deterred some people from attending. Our Hon. Ed. tells me that, on the Friday evening, he met “a lovely local couple” (they will know who they are but, sadly, Bob’s brain no longer does!) and they pointed out that there was a Premier Inn just a few minutes away. If cheaper accommodation might encourage more attendees by eliminating a cost problem, Paul de Felice can be tasked to check out locations for next year’s AGM with lower cost alternative hotels close by. It is imperative that nobody is precluded from attending the AGM on cost grounds so your early feedback on this matter will be greatly appreciated by Paul and the Committee as a whole.

The NEC Classic car show saw another good display from the TOC. The main reason for having a presence at the NEC is to promote the Club with a view to recruiting new members by converting non-believers and convincing any others who may be teetering on the brink. To this end, it is important that we create a good impression and the four tractions and one RWD which we were able to accommodate demonstrated a good cross section of models to attract would-be owners. At the same time 2 screens showed a variety of

Traction-related footage from films, television and period advertising in deference to the official show theme whilst eye-catching to all casual passers-by.

Over the three days a lot of interesting enquiries were fielded by the stand staff and an encouraging number of membership forms were distributed to those people who appeared to show genuine interest. Only time will tell us how successful we have been, but thanks to all concerned for their efforts – and in particular to **Steven Wright** who coordinated our stand this year.

With the NEC behind us the season is pretty well over until next **Drive it Day, April 26th**. Like many of you I have a number of minor (plus a couple of major) jobs lined up for this winter and, once I get started on the list, I am sure others – all minor, I hope - will manifest themselves. The trouble is I also have another (non-chevroned) project which has been maturing for almost as long as the Cloverleaf did. I must get stuck into that this winter, before I completely forget where all the bits are (and where they need to go) – and definitely before Mme’s deadline is reached and I, along with the many bits am banished to hell. Hey-ho, peace and good will to all men!

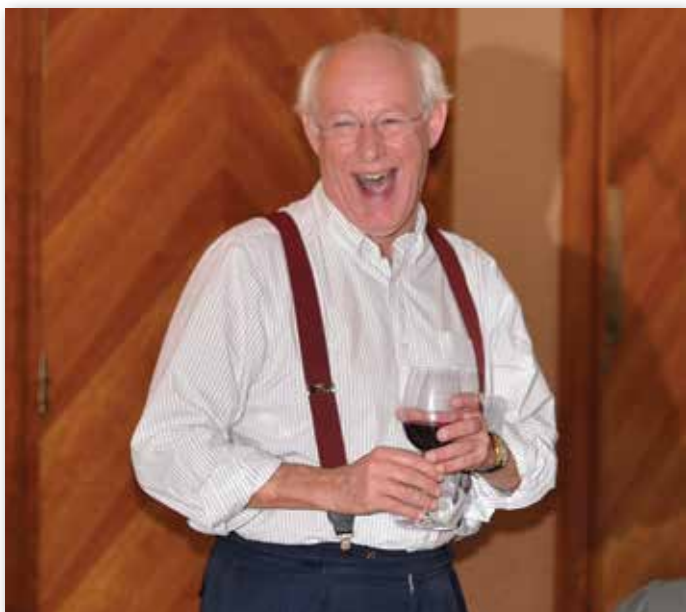
I should like to pass the Club’s congratulations and best wishes to **Simon Saint**. In addition to his two current hats - TOC Area rep and UK delegate to the ACI - he has now been fitted with the Crown of 2CVGB Chairman. Perhaps this could lead to some joint meetings in the future?

Once again, all the best for now and looking forward to seeing familiar and new faces in the year ahead.

New Members

Welcome to our new members who have recently joined the TOC.

2430	Mr Peter Prowant	Florida
2431	Mr Graham Sharp	Wiltshire
2432	Mr Peter Griffiths	Powys
2433	Mr David Selfridge	Co Antrim
2434	Mr John Bradley	Cambs
2435	Mr Bryan Pullan	Lancs
2436	Mr Andrew Brown-Jackson	Derbyshire
2437	Mr Martin Jelley	Lancs



First of all, can I thank all those good people who turned up for the AGM? Although a significant number decided to turn the event into a weekend of festivity, I still think it is very creditable that some 50 odd souls attended the actual meeting, given the very disparate geographic spread of our membership. I recently attended my local cricket club AGM, where by definition the membership is local, perhaps within a maximum of 30 minutes' drive. Despite having a challenging agenda where the Club is proposing to spend in excess of £500k on a new clubhouse, the AGM still only stimulated between 10-12% of the membership to appear!

AGMs are always curious affairs in that the Directors of the Club, being a limited company, are legally obliged to hold a meeting primarily to formally agree the accounts, so that they can be deposited at Companies House (thus avoiding potential financial penalties!) and also to provide an opportunity to elect or, as is more usual, re-elect Directors. Subject to there being no fundamental disagreement from members as to the figures, which are circulated via FP in advance, the formal or legal part of the meeting can be a relatively short affair. Consequently, we try to use the opportunity to solicit views and ideas from the assembled company and, equally, post-meeting reflect to see if any alteration to the arrangements would help this process. So if you have any specific ideas let me know.

You will have picked up from the AGM minutes that a number of changes are to take place. Bob Street, our Editor, is leaving the UK for his beloved France. Following this move, Bob does not see that it will be logistically possible for him to continue with the Editor

role – apparently his new location is somewhat rural. *(Yes, flaky broadband and iffy electricity supply. An everyday story of rural France ☺. Also, I think the editor should be able to attend club events and I'll be living a few miles from Spain. Members living in the south of the UK are closer to the Brittany Rally than I am! So I'm afraid I can't just hop back across the channel for the occasional visit. Ed.)* So, we need a volunteer both willing and able to take on this function. Clearly, it will be easier to achieve a smooth transition while Bob is still with us in the UK, so if anyone feels up to the challenge put your hand up now!

Also, Tony Malyon after some 14-15 years' immersion in keeping the club's Profit & Loss account, Balance Sheet and bank accounts in order has indicated that he wishes to stand down. Allan Reece has kindly indicated that he is willing to step up to the plate.

I personally would like to thank Bob & Tony for the unstinting efforts they have put in on behalf of the Club and wish them both well for the future and trust that they will keep in touch by attending events whenever possible.

The Club can only function if members are willing to take on organisational roles and responsibility for its day to day activities so in the immortal words of JFK I would say:

“Ask not what your Club can do for you; ask what you can do for your Club”

Finally, my thanks to all members of the Committee who have given of their time so freely over the past year, and for their support.

Cheers

ARE YOU YOUNG, THRUSTING AND A WANNABE MULTI-MILLIONAIRE?

Then we like the cut of y' jib sir! The committee is looking for new members to come in and refresh the team. We need your thinking on how to develop the club over the coming years. Ready to speak up? Good. Contact Cleve at chairman@traction-owners.co.uk and be ready to bare your breast and pull up your trouser leg. Ed.

Section News



TOOLS

The tools sign indicates which sections hold specialist tools. A deposit is required.

SCOTLAND

Northern Scotland

First, may we wish you all a very MERRY CHRISTMAS and a healthy, happy and peaceful NEW YEAR. Bit late, but better late than never! On the same subject, there is to be a joint TOC/CCC Christmas lunch on 7th December at Banchory. Too late to go into FP, but we have been phoning round members in the northmost area, so more on that in the next issue.

Brian Garden (near Inverurie), one of our newer members, has now collected his new in-line brake servo unit and taken numerous photos and measurements on the servo set-up as fitted to the Aboyne Light 15. He'll be busy over the winter months fitting it and carrying out other work on his car.

Not much else to report, but this is the time of year when we will all be busy doing some sort of servicing, repairs or modifications to our beloved tractions. If you need help or advice in any way, feel free to give us a phone or email at any time. We are perhaps past our first flush of youth, but between us we have well over 100 years of owning and working on Tractions and may be able to help. That is what our Club is all about!! Smithy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: smithy777@btinternet.com

SOUTHERN SCOTLAND

October 31st – November 3rd saw another 'Concrete Camping' weekend at the Tarbet Hotel, Loch Lomond. Aably organised, as ever, by Robert Cunningham, it was a joint event for 2CV Ecosse, Citroën Car Club – Scottish Section and the TOC.

Incidentally 'Concrete Camping' is a phrase coined by 2CVers who can apparently be a bit embarrassed about staying in hotels, preferring the manlier image of staying under canvas. Come on lads and lassies, get real, no one expects that in Scotland in November.

In the event, mine was the only traction parked outside the hotel, but there were at least 15 2CVs together with a Xantia, XM, ZX, C3, C5, DS and a Lomax look alike.

We had to work for our stay. This was no 'gather round the open bonnets' meet. Bill and Susie Wright are well known for their 'Paris – Dakar' style outings and this year included excursions to Dunoon on Saturday and Inverary on Sunday. Both of these included a trek over the 'Rest and Be Thankful' (**for wee Sassenachs see http://en.wikipedia.org/wiki/A83_road Ed.**) This, in fact, was closed until Sunday afternoon because of landslides and we had to follow the single track, hair-pinned, 1 in 4 in places Old Military Road in organised

convoys to get round on both occasions. Pretty scary at the time, but left you feeling smug and satisfied afterwards.

The hotel was also a challenge of a different sort. In spite of its capable and cheerful East European staff, it had clearly seen better days and provided unscheduled delights like dodging a strategically placed bucket to collect water running down from a ceiling light in one of the lounges – bizarrely the light was still on.

Deep underfloor cracking noises migrating across our room at 4.30am as the central heating struggled into life and helping sweep up broken glass from a barmaid's disaster in time to the Singalongamax coach party entertainment – did I mention the hotel is owned by Shearings? - on Saturday night were further memories that will linger a long time.

Ultimately staying there was a hoot and provided a non stop source of conversation. Add into the mix a scratch folk band performance by the 2CVers, the CCC Scottish Section AGM and a whisky tasting and you have, perhaps, the perfect formula.

The Sunday outing to Inveraray also carried on in a big loop back to the hotel via Glen Lochy and Crianlarich. Tractions and 2CVs have very similar performance ultimately, so we were well able to keep up in the convoy drives. With its replacement coil fitted – in fact the 58yr old SEV oil-filled one refitted when the new Ducellier packed up – the old car didn't miss a beat. Amazing!

Next year is already planned, but in a different hotel. Sob. Would be nice to see more Tractions – full details below, hot off the presses from Robert Cunningham.

Peter Fereday



"Fill A Hotel" will take place on November 6th-9th 2015 at the Best Western Crianlarich Hotel, with 2 night or 3 night stays available.

The hotel has 36 rooms which are available on a first come first served basis. All rooms are being held back for our exclusive use until the end of March, so the message is book soon to avoid disappointment (especially in the case of the single rooms). Once the hotel is filled I will have a standby list in case of cancellations.

The great deal is:

3 Nights Dinner B & B £99 per person sharing Twin/Double

2 Nights Dinner B & B £79 per person sharing Twin/Double

£10 single supp per night £5 per night for dogs.

Included are a welcome glass of Fizz on Saturday before the meal and a glass of wine with dinner each night. There will be a Ceilidh on Saturday night. The hotel has free Wi-Fi throughout.

To book, contact THE BEST WESTERN CRIANLARICH HOTEL 01838 300272 quoting "double chevron"

Please e-mail me at rwc.firingon2@gmail.com to advise that you have booked, so that I know who is coming. Please also use this e-mail if the hotel is full and you want to be added to the standby list. Those without e-mail can contact me on 0131 449 4449

WEST OF ENGLAND

Please join us for our Annual Lunch and Planning Meeting on Sunday 1st March

at the Britannia Inn, Bath Rd, Wells, BA5 3LQ.

For details of future planned activities contact:
Den Hewitt

Tel: 01934 834274

Email: denhewitt@f1550.fsnet.co.uk

NORTH EAST ENGLAND

For details of future planned activities contact:
Graham Handley Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our Christmas lunch was fully booked as always. More news on that in a later F.P.

Our first two meetings of 2015 (January 18th and February 15th) will, as usual, be standard meetings at The Fairmile from 12 noon in the meeting room.

The Third Sunday of March (15th) happens to be Mother's Day, so we will not be able to have our meeting room. Only set meals pre-booked are offered for that day.

All members, family and friends are always welcome.

Contact Helen on TOC e-mail or phone 02083 307216 and leave messages and we will reply as soon as we can for any additional information.

Happy New Year to everyone and happy motoring for 2015

Please contact Helen Shelley 02083 307216 or e-mail helenshelley@msn.com to book places. Also use this e-mail to keep you updated.

SOUTH MIDLANDS

Just a reminder about La Vie En Bleu, which this year will be held on the 24th and 25th May. For information please visit www.prescott-hillclimb.com or contact me on 01905 454961. More specific news to follow in the next FP.

For details of future planned activities contact:
Simon Saint

Tel: 01905 454961

Email: janeandsimonsaint@hotmail.com

MID SHIRES

No news on the section front. However.....

I've just bought a 1932 C4G! Needs total restoration, but hope to have it ready for the next Sywell show.

S....

(Hope you'll keep us up to date in the RWD section, Stephen? Ed.)

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242

Email: stephenprigmore@hotmail.com

EASTERN

Suggestions are always welcome from eastern section members. Drive it Day we plan to lunch at The Bell Inn at Wendens Ambo, Essex. Then on to Audley End House and Gardens nr Saffron Walden, Essex. Further details in the next FP.

You are also very welcome to join the Eastern Section Citroën Car Club meetings.

The Eastern Section CCC is hoping to start up a six-weekly Tuesday night meet-up, near Attleborough, so members 'out in the sticks' have a chance to talk all things Citroën. Their current regular meetings are held at The Compasses Inn, Little Green, near Chelmsford, Essex, CM3 1BU. They arrive from 7pm and food and real ales are available at reasonable prices www.compasseslittlegreen.co.uk. Next meetings: 13th January and 24th February. If I have any short notice suggestions come in, you can be notified via the ESP (Eastern Section Pop up meeting) email, so please make sure I have your current or preferred email address.

For details or suggestions for future activities contact Jasmin Gagen

Tel: 01284 827039 eastern@traction-owners.co.uk

Section News

PEAK

We had a very successful meeting at the Yew Tree in Cauldon on October 19th as lots of members turned up to enjoy a good pint of real ale, a pork pie and a good natter.

Our first meeting in 2015 will be a week later than usual, due to John & I being involved in our local pantomime. *(But you're already in the TOC! Surely no difference? Ed.)* So it will be on **Sunday 8th February**. The venue is not yet sorted – but we will make sure it is on a main road in case of snow!

Please put Drive It Day in your diary – **Sunday April 26th**. Come and join us for a pretty run in Derbyshire and a nice pub lunch.

Bev

**For details of future planned activities contact:
Bev & John Oates
Tel: 01629 582154 Email: bev.oates@gmx.co.uk**

LONDON

Meetings last Tuesday of month (except December), 8.00pm Rose of York, Richmond, TW10 6UY.

**Peter & Sue Simper
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IRELAND

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SOUTH WEST

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mail.howard@btconnect.com**

REST OF WORLD (ROW)

HAPPY New Year ! From the RoW-section

Walter & Noëlla

**Section Co-ordinators - Rest of the World
Traction Owners Club**

Website: <http://www.traction-owners.co.uk>

You can contact us by email:

rest-of-the-world@traction-owners.co.uk



Your Letters

WHAT'S IN A NAME?

Hi Bob

What a surprise to see my 'ol motor on the TOC cover.
Thanks.

One little thing though..... we'll have to send you to
Coventry: it's **Norwich Cathedral** not Coventry
Whooooooooooooops!

Great mag though, well done.

All the best,

Tom (Evans)

Hi Tom. I'd like to award you a Golden Spanner, but I don't think the rules allow for someone spotting that the Editor misprinted their original text. Sorry! Ed.

BIRTH CERTIFICATES

Now that tax discs are no longer issued, I wonder whether Slough car owners might be interested to display on the windscreen a reproduction of the disc that would have been issued when their Traction was first licensed? I have no connection with the firm that is making these, but thought it would be worth a mention in FP. The more complete the owner's information on the car's first registration, the more authentic are the reproductions. They are in full colour, with the style exactly as it was for any particular year of issue, and can be ordered pristine or slightly faded to replicate ageing. The stamp of the issuing county or borough council can be reproduced with the precise wording (e.g., Staffordshire C.C. - Licences) desired. If you have the original buff log book, ordering an exact replica of the car's first tax disc is easy. The firm producing these excellent repro discs is Creative Tax Discs - email: sales@creativetaxdiscs.co.uk. Cost is under £10, for which you get two discs.

Best wishes

David De Saxe

(I've spoken to Bill Blackmore at Creative Tax Discs and he is prepared for a deluge of orders from TOC members! Ed.)



LAST OF THE SUMMER WINE



You may find this image worthy of inclusion in Floating Power? Bernie and fellow members (**Stephen Prigmore and Paul de Felice. Ed.**) at Sywell Piston and Props weekend posing (with awe and wonderment I might add) at a Latvian-built, Motorupnica! (*I've seen them for sale in the Lakeland catalogue. Ed.*) Almost swayed into trading in their treasured Tractions for one of these rare machines! Rear wheel drive as well. As a future Traction owner and keen cyclemotorist, this machine may well feature at TOC events in 2015. The Sywell weekend saw an impressive display of TAs on an equally impressive TOC stand.

Thanks Bernie for the welcome and friendly banter.

Regards, Ralph Richardson
FRANCE

MUTANT NINJA TRACTIONS

Had heard about there being two Tractions outside the Hotel Metropole in Hanoi (Letters July/August 2014). As we were going that way to the old town we kept an eye out for them.

Approaching the hotel we saw lots of brides being photographed. It transpires that Vietnamese practice is to take photos of the bride BEFORE the wedding and then post those photographs up and around the wedding venue on the big day. Apparently, this takes place all day and every day outside the hotel.... not least because the hotel is regarded as a particularly prestigious backdrop.....

Of particular interest was the tendency for some of the photographers to sit in the middle of the extraordinarily busy and dangerous road to get their shots. Note the assistant who stands nearby by way of indicating to the traffic that it should go around them.... (Explanation.... using a long and "prime" lens, as most of the photographers were, requires that the photographer has to step back quite a bit to get full length shots. If that means sitting in the middle of the equivalent of Park Lane at rush hour then they seem happy enough to do it.)



I spotted the Légère (last three digits of the reg 777) parked up outside the hotel and what I took to be air con outlets on the dash (brown plastic). Reception told me that a punter was out in the Familiale (last three digits of the car 867). We had a drink and awaited



its arrival. Once parked up I had a chat with the driver and he opened the bonnets of both cars.

The Légère has a non-original steering column is broadly intact, but a non-runner. The air con system is in the battery tray with brown plastic vents on the nasty faux wood dash. Note the non-original front screen glass (Hanglas) and the natty chromed starting handle.

The Familiale has a Toyota engine (note the absence of a gearbox behind the rad) and running gear meaning; automatic transmission and RWD. Note the wooden drinks cabinet, wooden prop shaft cover.

Cheers

Martin (de Little)

(The complete set of Martin's photos can be seen at <http://tinyurl.com/plm7nkg>)



BLUE PETER?

Hello Bob

Firstly may I, through you, thank all our TOC friends for their support and thoughts following our crash after Ferté Vidame/Angouleme? We are steadily recovering, whilst our traction is heading for storage in Suffolk pending a possible rebuild.

Graham Bradley is indeed right about the timing instructions (Letters Nov/Dec 2014). Setting the ignition to 8 degrees before TDC is easy enough, but how to "now adjust to 12 degrees"?

This is my solution:

You will need a blob of blue tack or gaffer tape and the loan of your daughter's iPhone. iPhones have an extremely accurate and sensitive compass app.

So, set the distributor to 8 degrees before TDC as per the manual, "blob" or gaffer tape the iPhone to the top and turn the distributor to achieve 12 degrees before. Simple!

Now as the distributor rotates at half crankshaft speed, all you have to decide is should you turn the body 2, 4 or 8 compass degrees? There's an intellectual puzzle for the coming dark winter nights.

(Yes, well I'll leave that puzzle to my betters! Ed.)

Best wishes, Mike and Verna

How

Your Letters

My partner found this interesting old road test in the local newspaper archives.

Regards

Tom (Evans)

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Few changes, and yet ahead of its time

"IF YOU'VE got the nerve to turn the wheel, she'll go round," said Mr. James Tuddenham of Cawston, the owner of a Citroen Light 15, who came with me on a road-test of this intriguing piece of Continental machinery the other day.

He was referring to the cornering qualities of the front-wheel drive car, with its all-round torsion bar suspension. And he was right. But without tritardation at first, but then with delight, I put the Light 15 through each bend on the Snetterton section of our test at least 10 m.p.h. faster than any comparable British car I have driven there.

I found the test of this car an exhilarating experience. Certainly it is "old-fashioned" by modern standards—its design has changed little in 20 years—but such are these present standards that the Citroen has an immediate appeal to the man who wants a car that looks solid and businesslike.

An Unwavering Line

In matters mechanical, it is, however, ahead of its time. The drive from the four-cylinder 1911 c.c. engine, with its detachable wet liners for easy overhaul is carried through a three-speed box, controlled by a lever which protrudes through the dash panel. Thence it passes to a differential beneath the radiator, and out via strong flexible couplings to the front wheels. The integral unit is mounted in a unit-construction body, the whole affair being slackerly rigid and rattle-free.

The engine noise is slightly more than in its British contemporaries and the steering is "live" to the touch



and heavier in operation, but, to quote its owner again, it is nice to feel part of the business when driving a car. In spite of the greater resistance of the steering, it requires no effort to hold a turn, even at 65-70 m.p.h., and even at these speeds the degree of turn can be changed without immediately setting up a dangerous roll. Both hands could be taken off the wheel on the long straight at Snetterton, for the car would follow an unwavering line.

Performance

A word about performance. Top gear is not very much use below 20 m.p.h. if a smooth, swift pick-up is required, but this is only a three-gear car, and second will produce a trouble-free 50 m.p.h. for overtaking. Maximum in top is about 83 m.p.h., but the ease with which the Citroen negotiates a winding road enables high averages to be maintained without the need to keep the little pedal buried in the carpet wherever the road straightens up a bit.

The gear change is a little slow on the synchronism side and I found the lost art of double-declutching paid dividends. But how thrilling to recapture the joy of driving a car of this character!

The interior gives the same impression of solidity. There is generous use of good, well-polished wood and the leather trimming is of first class lasting quality. The instruments are clearly read and it need hardly be said that the ammeter and oil pressure gauges have not been replaced by little lights that go on and off, with or without any particular significance.

Hard Driving

After several fairly high-speed laps we reluctantly tore ourselves away from Snetterton after, I confess, leaving so much Citroen tyre rubber on the bends that anyone falling out of the car would in all probability have bounced right back. In spite of continual hard driving throughout the test, the sealed tank was re-opened on our return and it was found that fuel consumption had been only 20.5 m.p.g. Normal driving produces about 27 m.p.g.

MOTORING NOTES

BY Conrod



HOW HONEST IS THAT OLD FAMILIAR FACE?

WHAT is the most important "clock" on the dashboard? Motorists have their own particular fancies, but in the eyes of the law the speedometer is all that matters.

THE URGE TO BE OUT AND ABOUT

As an inspiration to those planning touring holidays, the National Benzole Petroleum Company has published a delightful collection of photographs of rural Britain, entitled "Our National Heritage." Among the 30 plates is one of the Norfolk Broads, taken, I believe, near Ranworth. A glance through its pages certainly produces the urge to be out and about. Which, of course, is just what the National Benzole Company wants.

In Varzi's Footsteps

I am told by Mr. John Sargitson, of Botolph Claydon, that his racing Bugatti, which I recently described in a review of East Anglian motor sport as "reputedly built for Varzi," was definitely built for the maestro, and, indeed, was raced by him on many occasions. It is nice to know that such a historic vehicle has found a home in these parts.

Will It, Won't It?

It is understood that at least one of the new B.R.M. cars will be at the first Snetterton open race meeting on April 24th, "providing it gives a satisfactory showing at an earlier meeting." It remains to be seen if the new cars (also V16s) have inherited the B.R.M. jinx. Snetterton is, however, one of the few tracks where a B.R.M. has won two races in one day. Here's hoping!

Sunday Service

I was driving along A11—a busy road at any time of the year—at lunch-time last Sunday when what I thought was a fuel-pump fault developed. But there was not one garage open to deal with an elementary replacement from five miles south of Attleborough to Heberston. Here, the fault was speedily traced to a perished flexible pipe between the pump and the carburettor.

This being the case it is surprising how inaccurate most of them are.

To be fair to the manufacturers, the speedometer is a highly sensitive instrument which is expected to give ceaseless service over many thousands of miles. Many have been recording speed and distance for twenty years and more, and it is not surprising that the plus or minus error of quite a few is considerable.

It is fairly easy to check the "speeds" over a known distance especially if one can find a reasonably straight mile. The test should be done at at least two speeds, say 30 and 50 m.p.h., and the error recorded. In event of a major fault, the motoring papers contain details of a number of firms giving a replacement service at quite reasonable cost—cheaper than the fine one might have to pay through neglecting that old, familiar face!

Big Brother

Another new car is announced—the Standard Ten. Similar in style to the Eight, but without that austere look, it has four doors, an opening luggage boot, wind-up windows and the fashionable amount of chromium around the radiator air intake. Petrol consumption of 49-53 m.p.g. is claimed (compared with the 32 m.p.g. of the pre-war 10) and a maximum speed of 53 m.p.h. The o.b.v. engine develops 33 brake horse-power.

How Far Have They Strayed?

The new M.G. cars, the T.F. Midget and the 1½-litre Magnetto, have provoked a stream of letters to the motoring Press, comparing them with the pre-war models. They fall into two schools: the dyed-in-the-wool enthusiast and those who are prepared to admit that the motor industry can change a style without spoiling it. Our views will be given in the next Motoring Notes, when the road test will concern the T.F. Midget.

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A FUNNY THING HAPPENED ON THE WAY TO THE FORUM

I was truly excited when the Club Internet Forum was born earlier this year and, as a new member to the club and also to the world of Traction, I signed up to it as soon as it would allow. I have used Internet Forums for cars for a long time now, starting off with my son's Mini Austin, and then onto my 2CV AZU and more recently a couple of Renault 4Ls. The forums that exist for those cars have been around a long time and are very popular, with many members contributing a wealth of information.

I am currently in the middle of my project for my 1955 11B "Barn Find" and the members of the TOC Forum have been very helpful, pointing me in the right direction for info, spares and their personal experiences. But there are very few regular contributors. To be blunt, it needs more members to make it the place to go for any English speaking Tractioniste

as this is the only European forum that exists in English.

So I would stress to members not to wait for the next Floating Power to have your question answered (although still write in with it too, as I love this publication); join the forum and put the question up there and while you're there, answer any questions to help those like me who are learning from scratch.

Yours "in the middle of biggest car restoration project undertaken"

Ian Wright

Luscan

31510

FRANCE

FROM RONALD KNOTH

Hi Bob,

This year we accomplished over 50,000 km since 2000 in our Traction Découvrable "Blossom Noir" on the traces of the WW II Liberation Route. Rally Los Angeles, San Francisco, New York (Route 66), Rally Paris - Moscou, Kiev, Budapest, Cap Nord, Narvik, Paris, London, Rotterdam, Arnhem and the landing beaches of Normandie and Casablanca.

Closer to home, Oradour sur Glane and Colombey les Deux Églises. Idea was to connect the most memorable sites of WW II in our beloved Traction.

June next year, 70 years after the end of WW II, the last stretch to Ireland, Scotland and England.

And all of that with only very minor technical problems! Thanks to André Citroën.

The circuits are visible on the magnetic doorpanel of our Trac.

Cheerio,

Ronald McDonald



'ALLO 'ALLO ('ALLO)

Hi, I am not sure if you can help but some time ago (What am I saying? A long time ago) I owned several Light 15s and I came across some pictures of one which I used when I was a Detective at New Scotland Yard.

Many hours were spent on observation and we ferried quite a few famous prisoners and witnesses around in it. It also had a few gadgets and gizmos fitted to it (all high tech in the 1970's).

The registration number was NYT 322. I am not a member of the club because I don't own one of these fabulous cars anymore, nor could I find one to buy or afford it if I did.

I wondered if the car still exists and I could probably enlighten the owner on whose bottoms sat on its seats.

Kind Regards,

Ken German

Puzzled at the reference to using a TA on police duty in the '70s I asked Ken about this and he replied: "Bob, It was my car! Detectives used their own cars and were paid 'mileage'. So late 60's early 70's is right. Regards Ken"

The Reg Number doesn't belong to a current member, so if anyone knows something of this car, please let me know. Ed.

AND TALK OF SPORT AND MAKES OF CARS

Hi Bob

Just a little reply to Mike Roberts' letter on page 16 (FP Nov/Dec 2014) about John Betjeman.

Come friendly bombs and fall on Slough.....

My Uncle, George Chapman was once in business with John Betjeman. They ran a small advertising agency in London in the 40's or early 50's. I know for a fact they worked on the Shell account as I have seen posters my uncle designed. He later became a fairly well known artist and painted the Rhonda Valley in Wales, which has now of course totally changed, so the paintings are of historic interest.

In the early 70's I drove my Big 15 to Wales to visit him and my aunt and as I drove up to the house he proclaimed 'That's the Citroën I owned!' I had previously visited him in a LT15 and he told me he used to own one like that but said it was not quite the car he had had.

Obviously he either had a big boot model or a Big 15, he could not remember. He said he loved the car and drove it to Italy once.

I was wondering if maybe he and John Betjeman bought the cars together as business purchases, or one had influenced the other? I expect we shall never know. I've contacted his children to see if any pictures survive of him with the car but have drawn a blank. The only picture they can find is this one with him, my aunt Katie, one of his paintings and his previous car, a Lancia Lambda. He must have had good taste!

Tom Evans



RICHARD GREEN

15TH OCTOBER 1944 - 12TH NOVEMBER 2014

It is with great sadness that I have to tell you that Richard Green passed away on the 12th November 2014, after a short illness.

Richard, a highly respected geotechnical design engineer, was involved in almost every major road scheme in the South West and his professional influence extended well beyond there.

His love of cars included building, in 1969, a Mk 1 Ford Escort from scratch with his brother and road rallying it around the South of England; fully restoring an Austin A40 Mark 1 and the restoration of his 1953 11BL which he bought in 2007, at which time he joined the TOC.

His goal with the Traction was to make it to Arras in 2009 with his wife Sheila, which they did, and this was the first of a number of trips for them to France in it, which included the Chateau du Ludaix in 2013 and La Ferté Vidame in September 2014.

Richard was involved in many other activities: the local church; music and sport but still found time to attend many local events, if occasionally in their Austin A40!

Richard was quiet, unassuming, always with a smile and will be greatly missed.

Our condolences and thoughts are with Sheila, his son Sam and daughter Hester.



Den Hewitt

THE AGM WEEKEND

I always look forward to the AGM weekend. It's a chance to meet up with some really nice people, let your hair down; enjoy a good meal and a good laugh. This year was no exception.

Trisha and I turned up on Friday evening, dumped our bags and rushed downstairs (with a short delay for lipstick and eyeliner – and that was just me!) Quite a few members were there in the bar (surprise) and we found there was a long delay for table bookings, so everyone decided we'd 'go to the Carvery'. Now, I'd assumed this was an annexe of the posh hotel we were staying in, but it turned out to be a 'common as muck' establishment five minutes' walk away (so it suited our social status as well as our general age range). A hearty meal was enjoyed by all for an incredibly low price and we all exited out into the night with sticky fingers and full tummies.

The next morning was our 'run'. Most of us had turned up in forties and fifties clothes, as had been pre-agreed. Paul de Felice had mapped out a route for us (thanks Paul and especially Pat) and had decided that big convoys were inappropriate, so we set off in small groups with a few minutes delay between departures.

I've no idea where we went. I was following three other cars containing Paul & Pat, Martin and Annette de Little and Laurence and Teresa. So, Trisha and I took it easy and just went with the flow. I know we stopped at Winchcombe, as the Railway Museum sign is one of the photos Martin took. Beyond that, it was just a pleasant pootle around the Cotswolds. We had a very nice snack in a 'Ye Olde Tea Roome' and finished up, as you might guess, in a pub. Now, parking four Tractions in a tiny pub car park was 'interesting' but it got some work for Darrin Brownhill, as the wives in the other cars all pointed out how easily my little Light 15, with its new-fangled power steering, slotted neatly into a parking space after performing a swift five point turn. Husbands hurriedly promised they would now get around to booking their Tractions in for modification. (This all goes back to the Birettes Rallye at La Ferté Vidame and just goes to show what happens if you let women take Tractions out for a test run. I knew no good would come of it. Still, Darrin will be happy).

We all decided that we'd had enough for one day. A further journey to Bourton on the Water had been on the agenda, but as is the TOC way, we decided we didn't give a fig for the agenda (including Paul, who'd put it together!) and we all just made our own way back to the hotel by one route or another.

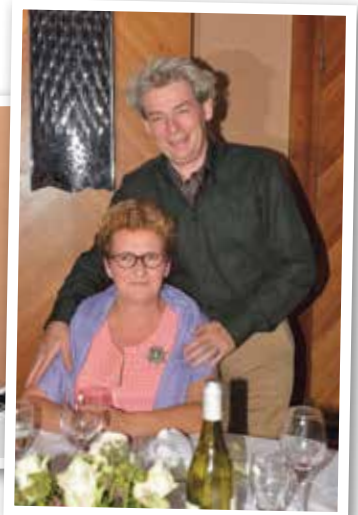


AGM Weekend

SATURDAY NIGHT.....

A terrific get-together as usual. This year was a mix of the traditional black & white or forties/fifties styles. Those of us who chose the latter suddenly realised that we looked like The Wurzels when passing other hotel guests who were more conventionally attired. I just toughed it out and didn't bother explaining, to other blokes in the men's room, why I looked like an am-dram version of Basil Fawlty.

Once again Paul Holmes graced us with his multi-talented entertainment and, after a very good meal, many an old – and young - fool got up and danced the night away. They were still going strong at midnight, but I decided it was best to retire gracefully and get ready for the 'big day' to come.



.....AND SUNDAY MORNING

Breakfast for many was two Neurofen washed down with copious cups of coffee, but by the time the relevant meetings were due to start, everyone seemed pretty much back in the land of the living. I think it may be a conspiracy, that the committee make sure we all have such 'fun' the day and night before, that by the time everyone arrives at the AGM, they can only think about getting through the next hour and then sliding off home. Either that or everyone who attended the meeting thought the committee were doing a pretty good job and gave them (us) all a big round of applause. I still think it was applause for not letting the meeting over-run.....

And so, off home; another great weekend. Sadly for me, unlikely to be repeated next year as I'll be down in deepest France. But, as Tony Blair said at his last Labour conference: "In the years to come, wherever I am, whatever I do. I'm with you". (To which Dennis Skinner probably replied from his sick bed: "Oh no you're not!") But I digress.....

Ed.



Cooling issues on the 15-Six – a closer look

Modified radiator means improvement

For some time I had been chewing on the idea to find a lasting solution for the persistent cooling problems with my 15-Six. The capacity of the cooling circuit on the six cylinder Traction is known to be only barely adequate but an overheated engine after only a few traffic lights is to be considered abnormal. An additional electric fan, mounted onto the front of the radiator and powered by a separate 12-volts battery in the boot of the car, brought some improvement but after a while the engine would still start to overheat. My trip to Switzerland for the ICCCR in the summer of 2004 made me decide to tackle the problem head-on. A friend with a fully laden 15-Six Familiare, towing a small trailer through heavy city traffic and across the mountain passes, had no problem whatsoever. He had had his radiator cleaned and refurbished the previous winter and that seemed to make a big difference.

How does it work

The radiator of the 15-Six is made entirely out of copper and, unlike the four cylinder models, sits on a crossbeam between the front bumper supports, tilted backwards by 20 degrees. The actual cooling element (the cooling block) consists of a large number of small oval tubes that are arranged in three rows in a “roof tile” configuration. Pictures further on in this article show how the pipes are arranged in the cooling block. The hot cooling fluid enters the radiator from the top and flows downwards through these pipes, exiting the radiator through the bottom. Around the cooling pipes we find a large number of horizontal louvers, creating small rectangular slots between the pipes and the louvers by which the air passes through the radiator. The grid of pipes and louvers exposes a large surface to the passing air, allowing for an effective heat exchange. As mentioned, the Six radiator sits at an angle in front of the engine and the gearbox, immediately behind the grill, the latter literally embracing the radiator from top to bottom. Just below the centre section of the radiator we find the hole for the hand crank. This is a hollow brass box with a bore through it, allowing the cooling fluid to pass through the inside of the box. Straight behind the lower part of the radiator we will find the gearbox. The free flow of air from behind the radiator is rather troublesome in that area. The most effective section of the Six radiator is the upper part. Its unique shape and the presence of the crank hole make the Six radiator a complex and costly part. Fully refurbished radiators easily sell at 1000 Euros or more.



General configuration of 15-Six radiator. Tunnel around fan and side brackets have been removed for better view.

Radiator cleaning

Obviously, with a cooling system that is only barely adequate to begin with, obstruction in the form of scaling inside or dirt outside the radiator will rapidly reduce the cooling effect and start to cause problems. Usually the clogging of a radiator is a process that occurs over time, so at first we hardly notice that the cooling effect is diminishing. The layman will only be able to clean the inside of the radiator by rinsing it with a caustic soda solution. But if the cooling pipes are clogged by solid particles of rust or scaling, the obstructions will have to be removed by mechanical purging. In order to do this, the upper and lower collector tanks will have to be removed from the radiator to allow access to all the

cooling pipes from above and from below. The pipes that are connected to the central box of the crank hole can only be purged from one end. One side of the box can be opened, allowing the inside to be cleaned as well, after which the cover is soldered back onto the box. In doing all this, great care should be taken not to puncture the thin cooling pipes because this will result in the entire cooling block becoming unusable. On the outside, the radiator can collect a lot of mud and dirt from the road that settles in the cavities between the pipes and the louvers, preventing the air from flowing through. Also, a thick coat of paint applied to the exterior might obstruct the flow of air, in particular if the paint starts to chip off and obstruct the air slots. Meticulous and careful blasting by means of compressed air is the only remedy to get rid of all the dirt on the outside of the radiator. Removing the grill and cleaning the exterior of the radiator with a water jet (be careful not to damage the louvers!) from time to time will prevent it from clogging up from the outside. The above explains why cleaning a radiator - that of a Six in particular- is such a costly job.

Improvements – respecting originality

At first sight, looking through the filling neck with the help of a small lamp and a mirror, the inside of my Six radiator did not look too bad at all. Yes, I could see some solid pieces of rust or scaling that partially obstructed a few cooling pipes, but they could not be the cause of all the trouble I was having. Of course there may have been other obstructions which I was unable to see from the outside. The exterior of the radiator was a lot worse. The amount of dirt between the louvers was such that it was impossible to see through the radiator in most places. The air would have a very hard time getting through as well. Something more structural turned out to be the matter as well; I will come back to this later.



15-Six radiator with no crank hole

Of course an option was to have the original radiator cleaned thoroughly, with the risk that the cooling block might be destroyed during the process after all. The question that haunted me was, what could be done to improve the situation in a more structural, lasting manner, at the same time upholding originality as much as possible. I know of Sixes where the crank hole has been eliminated, the front of the gearbox being covered by means of a flat cover rather than the aluminum crank tube. This increases the effective surface of the cooling block by a few percent. Besides, such a cooling block is a lot easier and therefore cheaper to make. I know of Sixes that have up to two electric fans fitted to the front of the radiator, usually in combination with a cooling block without the crank hole. To be honest, I do not really like the looks of this. There had to be a different way to improve the situation!

Gift from Heaven

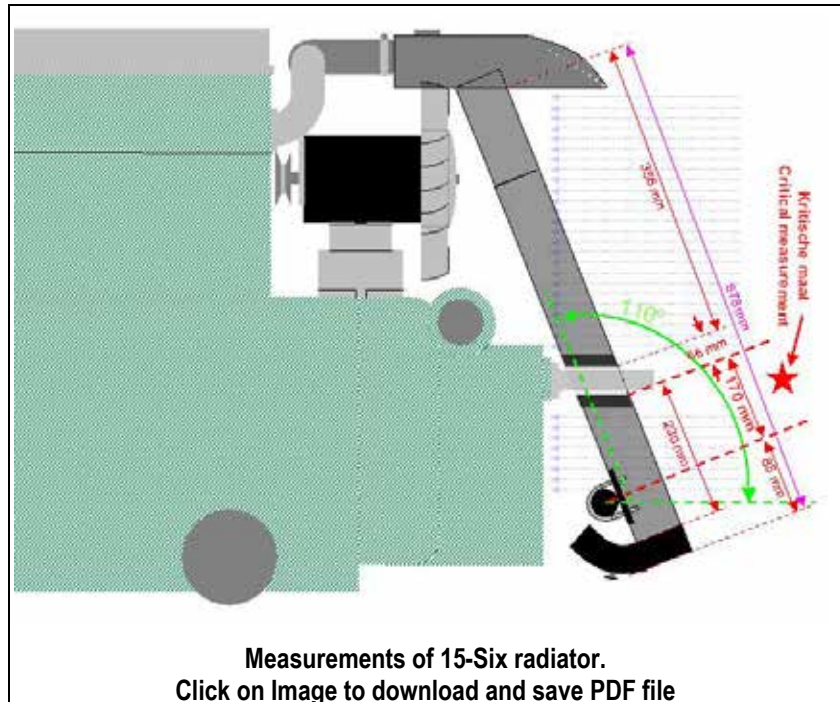
I had the luck of laying hand on a radiator that had been completely refurbished many years ago, belonging to a friend who had tried desperately to fit this part onto his 15-Six Hydraulique.

<p>Left is correct radiator. Lines show differences of incorrectly reassembled radiator.</p>	<p>Incorrect reassembly of upper radiator tank after radiator overhaul. Left image shows correct position, tank on right image is tilted backwards.</p>	<p>Incorrect position of crank hole after radiator overhaul.</p>

When reassembling this radiator somebody must have lost track of the dimensions. It simply would not fit. Because of the long torsion bars of the Hydraulique, it is essential that the lower part of the radiator meets the specified dimensions accurately and that the mounting brackets are exactly in the right place. A couple of pictures make clear why this was never going to work. The person who had put this radiator back together must have had a real off-day, because even the upper tank had been fitted at

the wrong angle. In other words: without a lot of extra work this radiator would never see its way to the front end a Six again.

At a parts exchange during the big Traction event in Dunkirk in June 2004, I had the luck of running into a completely refurbished Six radiator at a reasonable price. It happened to be one suitable for the Hydraulique. For Hydraulique owners it is important to be aware of the fact that their cars require a radiator that not only has the right dimensions and all the fittings in the right place, but also has its draining cock pointing towards the inside of the radiator rather than towards the outside. In return I acquired the “wrong” radiator from my friend at a token price, knowing that I would have to spend about the same amount to have it corrected by a professional. To begin with, I took accurate measurements of the “good” radiator and transferred these to a sketch drawing. A click on the line below the picture will allow the relevant PDF file to be downloaded and saved. This information might be useful for other Six owners who plan on having their radiators refurbished.



Change to fit

With the drawing and a few pictures to illustrate the problem areas, I took the “wrong” radiator to a small repair shop. This was one of these tiny workshops where craftsmanship is transferred from one generation to the next by doing and learning. The guy recognized the type of radiator straight away and understood exactly what I was asking him to do. He moaned and groaned about the amount of



work but in the end decided to accept the job. He did not want to quote me a price but promised to treat me fairly, which in the end he did. In order to correct the position of the upper tank, all the soldered seams had to be undone, leaving in place only the base of the tank that sits around the necks of all the cooling pipes. Next, all the pipe connections had to be undone to allow the angle of the base plate to be altered. After that every single pipe and finally the upper section of the tank had to be soldered meticulously to end up with a watertight radiator. Since the lower section of the “new” radiator was also a bit different from the original, the lower mounting brackets had to be moved upward a bit to arrive at the 170 mm distance (see

drawing) between the bottom of the crank hole and the horizontal line drawn through the middle of the mounting brackets. This meant that the foot of the radiator would sit a bit lower, but since my “standard” Six does not have the extended torsion bars, this would not be critical

Larger Cooling Block

I had noted previously that the cooling block of the refurbished radiator was about 2 cm thicker than the original one. In order to fit the larger block, the front edge of the u-shaped vertical steel frames of the radiator had been bent open on both sides. Even so the louvers of the thicker block were visible beyond the front edge of the frame. Another point I had noticed was that one could see straight through the cooling block. The detail pictures show the differences between the original and the “new” quite clearly. The guy at the repair shop told me that with this radiator I might get rid of my cooling problems altogether. To my question why he thought so, the answer was that the cooling block would be more efficient than the standard one. Just wait and see...



Left radiator is original. Note larger cooling block on refurbished radiator (right).

It fits!

After a few weeks I was able to collect my modified radiator and on came the great day of trying to fit it onto the car. After removing the old radiator I decided to do a rough check first. Were the crank hole and the mounting brackets in the right place, was the upper tank at the right angle now, would the grill fit over the thicker cooling block? To my amazement it looked like I was going to be able to use this radiator on my (1952) Six after all! This particular radiator will never fit on a Six Hydraulique because its bottom section will interfere with the extended torsion bars, but my car is not a Hydraulique so why bother about that!



Modified radiator fits well on 1952 Traction 15-Six



Detail of crank tube through hole in radiator

What makes the Biggest Difference

The most interesting revelation came when I compared the original and the new cooling blocks, looking at the arrangement of the cooling pipes through the filling neck. Both radiators have their pipes arranged in three rows, the pipes of the second and the third rows each sitting at a slight angle to the other. On the new block the pipes are a bit further apart and spread nice and evenly, exposing every individual pipe to the flow of air through the radiator. On the old block the pipes of the second and third rows are partly overlapped with those of the first row, while they are also positioned a lot closer to each other. The exposure of these pipes to the air flow will be substantially less. Besides, the narrow gaps between

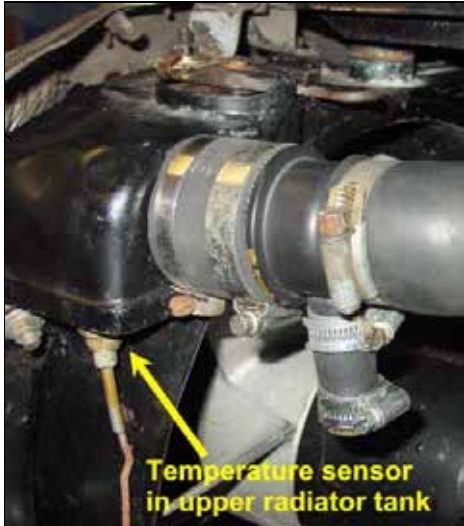


Left image shows original cooling block with pipes partly covering each other and close together. Right image shows cooling pipes in new cooling block. Note the even partition across surface and increased space around the pipes.

the pipes make the original cooling block more susceptible to clogging from the outside. Conclusion: not only the increased surface of the block, but surely the more favorable positioning of the cooling pipes adds to the increased efficiency of the new radiator.

Temperature Gauge

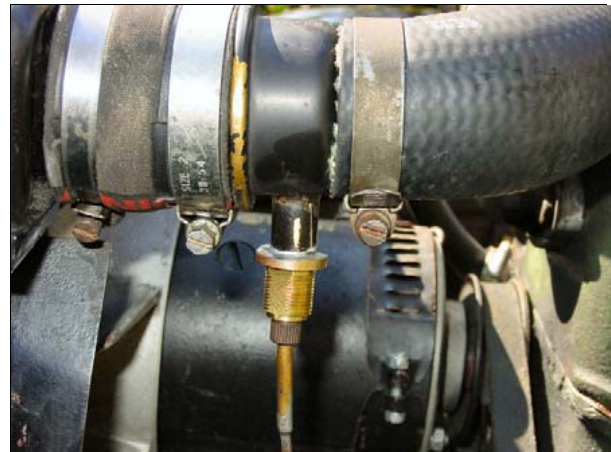
On the previous radiator I had put the connector for the temperature gauge sensor in the upper tank.



Previous situation – not desirable when thermostat is installed.

The main reason for not fitting the sensor in the upper rubber hose as most owners seem to do, is that I do not like the idea of reducing the effective diameter of the coolant hoses. The capacity of the cooling system is already limited enough as it is. The spot in the upper tank was chosen before I decided to fit a thermostat. The thermostat has no effect on the temperature gauge itself, nor on the reliability of its reading as long as the valve opens up when the temperature increases. However, as a safeguard against not noticing a failure of the thermostat to open up, it is better to read the temperature “before” the thermostat. I took the opportunity to fit the connector in the small tube on the thermostat housing that is meant to connect a hose for an additional interior heater.

On the Six there is another possibility to connect a heater, so I did not need the one on the thermostat. With a bit of tinkering I succeeded in soldering the connector into the shortened small tube stud. The head of the temperature gauge sensor now sits inside the thermostat housing on the engine side of the thermostat valve. This is where it should be to avoid nasty misreading in case the thermostat fails to open for some reason. Because of the wide thermostat housing the gauge sensor does not cause any obstruction of the coolant flow through the system. The soldered connection ensures that the arrangement is free of leaks.



Temperature gauge sensor connector inserted and soldered in thermostat housing on side of valve facing engine.

No Extra Cooling Fan

My confidence in the arrangement was such that I decided not to fit the extra cooling fan onto the new radiator to start with. If my Swiss friend is able to conquer steep mountain passes without an extra fan, I should be able to drive around in our lowland without any difficulty at all! I left the wires and the dashboard switch for the extra fan in place, so if need be I can reinstall it quite easily afterwards.

Great Improvement

As is the case with many ideas one has been kicking around for some time, on hindsight I should have changed the radiator long ago. What a difference! During normal driving, also in 20+ degree weather, the engine temperature will settle at about 68°C which is the opening temperature of the thermostat. At a red light after sturdy motor way driving the temperature will gradually creep up to about 80°C which corresponds with the thermostat valve being completely open. As soon as the car is put into motion again the temperature will drop back to 68-70 degrees C. At a temperature of about 75 degrees C in the upper part of the radiator, one can easily touch the bottom tank without burning ones hands. This proves the effectiveness of the new radiator. Of course I will have to test the new arrangement under more severe conditions, but the likes are that I will be able to keep the temperature of my Six engine within limits without using an additional electric fan.

Conclusion

It is interesting to note that even in the well filled engine bay of the Traction 15-Six there is a possibility to fit a radiator of increased capacity. The changes are invisible from the outside and the engine temperature can be kept under control a lot better, even in adverse conditions such as congested traffic. Whoever decides to have his Six radiator refurbished would do wise to print the drawing included in this article and hand it to the repair shop. The measurements stated in the drawing are to be well observed when the radiator is put back together. In particular on the 15-Six Hydraulique, the dimensions of the radiator are critical and the drain cock must always point towards the inside of the radiator rather than the outside.

Unfortunately I am unable to tell where the larger cooling block was made because the overhauled radiator had been standing aside for about 15 years before I got hold of it. Most likely it was hand-made in Holland by a company that manufactures heat exchangers and cooling elements for all sorts of industrial applications. The demand for this type of cooler is so small that any replacement will always end up being tailor made anyway. The information in this article can be of help to specify to the manufacturer what the requirements are.

I received this article from Steve Wright, who was having overheating trouble with the radiator of his Big 6. He made contact with Karel Beukema toe Water, the author, who is a member of the Traction Avant Netherlands club – as well as a TOC member – and has a website with articles that he has written.

His website can be found here: <http://btwsk.nl/citroen2/> and he can be contacted on karel@btwsk.nl

This article is reprinted by kind permission of Karel Beukema toe Water who retains copyright to the material.

STEVE REED APPEAL

As many of you will recall, Steve Reed suffered a very serious illness a few years ago and was so ill that the doctors were lining him up for a lung transplant.

Before they could operate they needed him to lose 10kg and Steve took the opportunity to set himself the challenge in tandem with a sponsored appeal.

Anyone who remembers how unwell Steve was will be delighted to hear that, not only has he lost the 10kg – which was particularly difficult, as his physical condition prevented him exercising – but in the process the doctors have pronounced him to be much better and he is now off the list for a transplant. As you can see from my sneaky photo taken at the AGM (he didn't pay the £5 – remember that next time I write to you, enclosing a photo) he is looking hale and hearty. Sue Allison, who kindly coordinated the sponsorship programme, writes:

Bob, I have contacted everyone who approached me regarding Steve's sponsored slim and I am getting cheques in. Could we make an announcement in FP and open it up to everyone. If they want to donate can they please contact me sue.allison@whitewaterfinance.co.uk or on 01256 765040 and I will either email them a gift aid form or post one



*(I have lots). If they just want to send a cheque, it's 12, Frouds Close, Hook, Hants. RG27 9NE. **CHEQUES MADE PAYABLE TO FRIENDS OF ROYAL BROMPTON.***

Then I can add up all the donations and get a final total to announce in a future edition.

*Thanks,
Sue*

So, there you have it. A good cause and one that has helped a long-term member get his life back again. Perhaps Sue will be getting a few more cheques in aid of the Royal Brompton?
Ed.

TUG TECH

In the September/October 2014 edition I printed a short report from Helen Shelley on the Surrey/Hants/Sussex Borders' visit to Southampton, with a brief mention that they 'travelled four miles to Southampton Dock to clamber over the splendid steam tug'.

The reason I didn't say more was because I had a particularly good technical piece about the tug from Martin de Little and (as usual!) we were strapped for space. So, rather than mutilate Martin's piece in order to squeeze it in, I've saved it up to give it a little place of its own.

David Kerr who, along with wife Margaret, laid on the barbecue that day in July last year, is a member of the boat's upkeep team. Thus were the TOC-ers able to have a personal guided tour around the tug.

Martin's piece follows.

Ed.

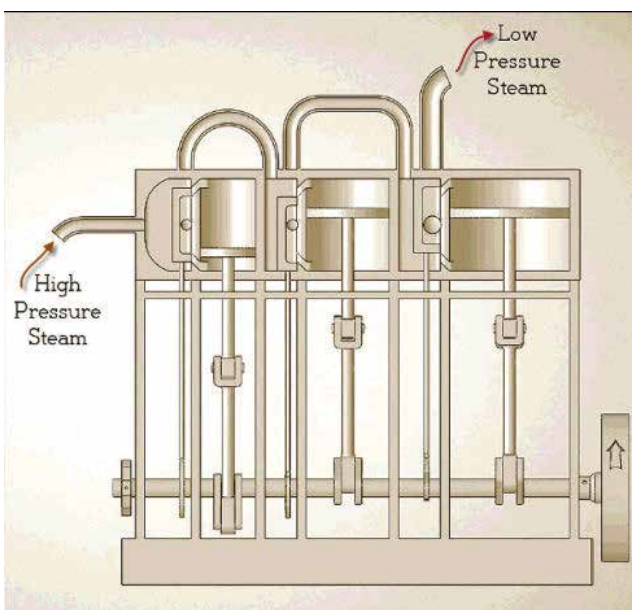
The Tug Boat Challenger

The tugboat Challenger was built in 1931 in Aberdeen. Because the Challenger was an ocean-going tug, crewmembers were classified as belonging to the Merchant Navy. As such, they were provided with a Merchant Navy Ration book entitling the owner to extra rations. Challenger was the last steam driven tugboat to work on the Thames estuary.

During the Dunkirk crisis Challenger went over to assist. All the tugs which berthed the larger ships at the sea walls of the harbour - the long stone and wooden jetty at the mouth of the port - also towed disabled vessels back to England. At least once (if not more times) Challenger took on several hundred men as their boat sank beneath them. Along with her sister ship Contest and other tugs from the Thames, Challenger was an integral part of the fleet of "Little Ships" which rescued over 338,000 men.

On the final night of the evacuation Challenger was one of the last craft to steam across the Channel to visit the beaches. A quote from the time.... "We were under command of a naval officer this time, although the vessel was still under the red ensign." Mr Wenban said "When we got there, there was a lot of noise going on from German guns. There were many big fires. It was obvious that our little tug could do no more, although we were told to try and bring back anything we could see. Our officer eventually ordered the tug back to Dover." Every few years Challenger goes back to Dunkirk for celebrations of the extraordinary achievement in getting so very many away from certain defeat.

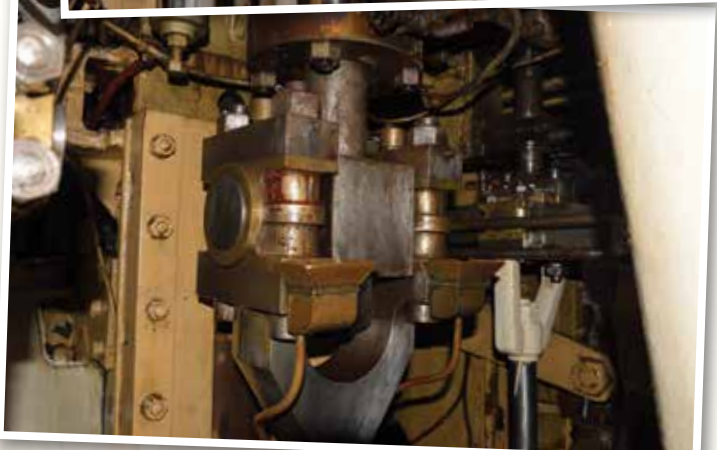
Nowadays Challenger is part of the nation's "core" maritime collection which includes: The Victory, The Mary Rose and The Cutty Sark. However, because she is not as sexy as the other three and can legally carry only a very few passengers, the supporters of the tug struggle to acquire funding for maintenance, insurance and berthing fees etc.



Challenger is a Triple Expansion engined tug boat employing the last and most efficient of the reciprocating steam engines before they were phased out to be replaced with turbines. Briefly, a triple expansion engine has three cylinders with pistons and valve gear in a straight line all connected to a single crankshaft. Each cylinder is bigger than the previous one.

The principle of operation is really simple: a valve opens on the High Pressure cylinder and meters a prescribed amount of steam into it. The HP piston moves, the engine rotates and at a critical point that same steam is "exhausted" into the Intermediate cylinder. The process repeats and finally the steam enters the (3rd and) Low Pressure cylinder, after which - and with no "puff" left - it goes to the condenser, thence back into the boiler.

With thanks to the "Steam tug Challenger" website for some of this information. (<http://www.stchallenge.org/>)



2CVGB NATIONAL

2CVGB invites TOC and other Citroën Owners to the 2CVGB National

Newby Hall
28-31 May 2015

near Ripon,
North Yorks
HG4 5AJ

A group of jolly chaps from the North of England are hosting the 2015 2CVGB National at this beautiful venue. Entry prices for members of ALL recognised Citroën clubs will be the same as for 2CVGB members - see below right (non-members +£5 per adult).



" 'Ap'n we might 'av a Citrûn do 'ere . . . "
" Seems a fair idea - even if it is a bit posh "
" Nay lad, yer can 'av a Citrûn do anywhere "
" Aye - even in a field full o' sheep! "



- ☛ Marquee + excellent Yorkshire beers and great live music
- ☛ Excellent on-site food, lovely gardens, road runs, driving tests, spares / repairs, play area, plus good toilets and showers, cricket and other games
- ☛ Hosting the Citroën Specials Club Round Britain Relay Grand Départ



For more info contact Liz Rogers:

01274 - 563525 or e-mail: national2015@2cvgb.com

Per person (on the gate) - **£35**
(under 18 free; 3 nights camping)

Pre-book by 31 Jan 2015 **£30**
- includes 2 free drinks vouchers

Pre-book 1st Feb - 31 Mar **£30**
(no free drinks vouchers)



Book online at **2cvgb.com**

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2CVGB National

Newby Hall, Ripon, North Yorkshire HG4 5AJ

28 - 31 May 2015

Cost £35 per Adult / **Under 18 FREE** to attend the whole event (up to 3 nights camping)

Day Visitors £5 per adult per day (including evening entertainment until 12 midnight)

Club members - before 31 Jan 2015 - £30 per adult + 2 free drinks tokens

Advance Bookings - 1st February - 31 March 2015 - £30 per adult

NON members - before 31 Jan 2015 - £35 per adult + 2 free drinks tokens

Advance Bookings - 1st February - 31 March 2015 - £35 per adult

Names of all party members (2 adults per membership) :

Membership Number (underline)
2CVGB/CCC/TOC/C.Spec/O.Seas :

Number in party :

Adults:

Club Members -

NON Members -

Under 18 -

Booking Date :

Address, Telephone Number and e-mail :

Confirmation of booking will be notified to the email address provided on this form

Signature :

Signing this form indicates that you and your group agree to abide by the rules set out by 2CVGB

Please pay by cash or cheque (made payable to 2CVGB Limited) or book on-line at 2cvgb.com

There are no restrictions on the number of camping units or vehicles you can bring with you

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Send completed form with cheque to Liz at: 3 Cottingley Drive, Bingley, West Yorkshire BD16 1ND

A Traction imitates an Eagle

The French for eagle is 'aigle', and L'Aigle is a commune in the Orne department of Basse-Normandie in northwestern France. It seems that it used to be known as Laigle and reputedly the nest of an eagle was discovered during the construction of the castle, hence the name.



The local club, "Les Amis de la Traction Club de L'Aigle" held their seventeenth annual 'Bourse d'Echange' on the 19th October and I arranged a short visit to France to coincide with this excellent event (Indeed I wrote a short article on the event for FP some years ago). On arrival I was astounded to see a Traction suspended from the jib of a large crane emblazoned with the inscription '80 ans' and complete with headlamps blazing.... soaring like an eagle indeed! what a welcome!

This was a spectacular way of marking the eighty years of the Traction and was supported inside the hall by an impressive display mimicking a Citroën Motor Show or Salon stand and featuring a very early example with the fabric roof slowly revolving on a turntable in the centre. This was surrounded by examples of other models including an early and very lovely dark red decapotable. Nearby a commerciale was set up to replicate the famous advertising image and apparently being loaded with a huge oak barrel. In one corner a car was in the camouflage livery as used by the French Army and indeed by the Wehrmacht and French Resistance. A superb example of my favourite model, a circa 1938/9 11bl on those bright yellow pilote wheels, also took my eye. The display was set off by the mannequins so beloved of the French for any historical display, but also by period advertising signs and the like.



A Traction imitates an Eagle

A large number of Tractions of all years and types were parked adjacent to the entrance and were worthy of close study. More décapotables and long wheelbase cars, as well as examples of the 15/6 could be seen, including amongst the latter a rare 15H. A large area was set aside for the 2CV cars and their derivatives including Mehari and camionette models, and my 2Cv seemed quite a home parked amongst them. An adjacent car park serving a supermarket was full to overflowing with visitors lesser marque classic and vintage cars, amongst which I spotted a very rare Mors. This is an appropriate make for any Citroën event, read up your history to find out why! To one side of the market hall on an open grassy area was a display of WW11 vehicles included a tank, and also a selection of tractors of various types and ages including a Lainz 'Bulldog'.



The Bourse itself was partially laid out in the same hall as the Traction display but also took up a very large area outside. It always contains a large and varied selection of stands and one thing I do like about low key French autojumbles like this one is that they generally are just that, with a refreshing lack of stands selling cheap tools, sweets, bric-a-brac, car insurance, and the like. This event is a good example, with something like 95 per cent of the stands seemingly being run by amateur enthusiasts clearing their garages and sheds. As a result lots of bargains can be found for those prepared to get filthy hands sifting through the piles of stuff generally seen (and I must remember to take some gloves next time!) I spotted a large number of Traction parts, including some panel work, but also mechanical items like starters, dynamos, carburettors, gearbox and suspension parts. I wasn't actually looking for any Traction parts, but I did come away with a car boot full of 'treasure' to aid the restoration of the vintage projects in my motor house!

This event has from gone from strength to strength in the last seventeen years and is well worthy of a visit being within easy reach of the channel ports of both Le Havre and Oustreham. I heartily recommend it!

Mike Tebbett

EVENTS DIARY

For up to date information on events, please check out the Events Page on the TOC web site.
www.traction-owners.co.uk

2015

February

4th – 8th Retro Mobile Paris Expo, Porte de Versailles
<http://www.retromobile.com/>

March

7th – 8th 27th Salon Champenois Reims, France.
 du Véhicule de Collection

22nd – 23rd Oldtimer & Teilemarkt (Switzerland) Fribourg, Switzerland.
<http://www.oldtimer-teilemarkt.com/>

April

15th – 19th Techno Classica Essen, Germany
http://www.siha.de/tce_uk.php?m=3&ms=1

26th Drive It Day

May

2nd - 3rd CitroMobile Amsterdam. <http://www.citromobile.nl/>
 7th – 10th TA Rally 'On the traces of...' Perigord History & Gastronomy coinciding with
 the 70th Anniversary of the end of WW2. Paul de
 Felice for details. events@traction-owners.co.uk
 24th – 26th Retromoteur et Véhicules de Prestige Ciney, Belgium

<http://www.cineyexpo.be/agenda/evenement.php?id=262>

25th – 26th La Vie En Bleu Prescott, Glos
http://www.prescott-hillclimb.com/la_vie_en_bleu.aspx

28th – 31st 2CVGB Annual (TOC members invited) Newby Hall, Ripon, N Yorks.

June

13th – 14th (tbc) 13th Festival des Belles Mécaniques Roubaix, Paris. TBC
 20th – 21st TOC Annual Rally Peterborough. Details on TOC site or in FP

July

Dates tbc Annual TOC Rally Gloucestershire. Awaiting more details
 Dates tbc CTAB Brittany Rally Awaiting more details

28th – 2nd 21st International Meeting of 2CV Friends Torun, Poland. ACI 'Event of the Year'
<http://www.2cvpoland2015.pl/en/news/2cv-meeting-supported-by-the-city-authorities-of-torun,5.html>

August

Dates tbc Wervik 15th International Wervik, Belgium. Details to follow
 Classic Car Meeting

October

Date tbc TOC AGM Weekend Awaiting Details

November

Date tbc NEC Classic Car Show NEC Birmingham

FRANCE: THE ESSENTIAL GUIDE FOR CAR ENTHUSIASTS

200 things for the car enthusiast to see and do

By Julian Parish

Love cars? Love France? Make the most of your trip with the essential guide!

★ 200 things for the car enthusiast to see and do ★ Places and events throughout the year and in every region ★ Explore where to see great cars on display ★ Learn how to take part with your car ★ Find out how to drive on 50 circuits ★ Discover where to buy motoring art, books and parts ★ Enjoy your visits with attractions for all the family ★ Easy to use, with practical information for each entry ★ Extra content online: latest dates, one-off events and satnav data ★ Of special interest to all owners of French cars

DESCRIPTION

Whether you prefer vintage models, or the latest sports cars, you'll find 200 ideas for places to see and events you can take part in inside this unique guide to France. Covering everything automotive, from museums and concours d'élégance, to motorsport events and track days, this book is packed with useful information and essential data.

ABOUT THE AUTHOR

A passionate Francophile, Julian Parish grew up in southern England but soon crossed the Channel to France, where he has now lived for nearly twenty years. Julian has owned a range of British and American sports cars from the 1960s onwards and has been an active member of clubs dedicated to MG and to the Ford Mustang. It was with these clubs that he first visited many of the places described in this guide, and began to write features for magazines and online. Julian has also been a successful publisher of travel guides and language learning materials.

Julian Parish was born in Southport, England, and currently lives in Paris, Paris.

SALES

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Published 28/11/2014: all details subject to change



OUT ON THE LINKS

MINUTES OF MEETINGS

This year, after much heart-searching (a few swift emails batted around the corridors of power) I have been given permission to deposit the minutes from the AGM and the Pre-AGM Committee Meeting on the TOC web site. Have a look in the Members Only section and you'll find both sets of minutes, plus the Accounts, there. Anyone who wants/prefers a hard copy of the minutes, let me know and I'll send you a set. Ed.

AGM & NEC PHOTOS

All the original photos (far too many to fit into this magazine) are available

for viewing at <http://tinyurl.com/TOC-Pictures>

ACI NEWSLETTER SEP 2014

Is now available in the Members Only section of the TOC web site.

NIGEL WILD'S CHURCH FULL OF CITROËNS (?!?)

<http://tinyurl.com/mb86js8>

CAPTION COMPETITION

I stopped offering the Caption Competition some time ago, as you were all too timid to actually write in with suggestions. However, this beautiful (?) picture of Phil Allison taken at the NEC was too good to miss. Surely you must have some ideas on a caption?



Front-Wheel Drive

Back in August last year, motoring writer Jon Burgess (a big Traction fan) wrote a piece for Classic Car Buyer magazine on the subject of the early days of front wheel drive.

I was so impressed that I asked permission of Jon and the team at CCB to reprint the article in FP.

Despite being elbowed out the way ever since by 'must print this issue' material, I've now got some space to reprint the piece in all its glory.

Thanks to Jon and to Chris Hope at CCB for allowing me to share this with you.

Ed.



The story of front-wheel drive begins more or less at the turn of the 19th century, when certain advantages were identified by placing the new internal combustion engine at the front of one's motor-carriage. By the 1890s, the car was barely five years old – and voituresses (small cars) were becoming popular. Horses pulled their loads, so why should an engine not do the same? An early proponent of this principle was the French company H. de Riancy. Its 1899 Latil model attached directly to the front of an existing cart, and could be easily removed should a pair of horses be deemed more appropriate.

It had long been realised that the traditional chain-drive mechanism of putting power to the road was inadequate. Methods incorporating Gerolamo Cardano's universal joint (UJ, or 'cardan') soon became prevalent. Rear-wheel drive vehicles employed UJs in their propeller shafts, but this layout robbed passengers of space and was prone to vibration. Despite these issues, manufacturers found that rear-wheel drive vehicles sold better (and therefore became cheaper to produce) than front-wheel drive models.



The Alvis 12/75 was the first British car to offer front-wheel drive to buyers. 142 examples were built between 1928 and 1931. A sought after model, particularly when fitted with a supercharger (photo courtesy of Michael Barera).

Descriptions of how Riancy's contraption transmitted power to the road and steered are thin on the ground, but it's safe to assume that it used a similar arrangement to that of the Société Parisienne's Victoria Combination, a simple voituress with an axle mounted De-Dion Bouton engine steered by a tiller.

The default layout for cars is now front-wheel drive. Its appearance in the early to mid 'Twenties on the race tracks (and later, the public roads) was often lost among the flurry of innovations manufacturers sought to bring to the attention of the public.

As the pace of development quickened, American inventor J Walter Christie competed in the 1906 Vanderbilt Cup and French Grand Prix. Basing his entry on a 1904 prototype, he demonstrated the validity of the front-wheel drive concept. Similarly equipped, the Miller 122 won the Indianapolis 500 19 years later. One of Miller's engineers, Carl Van Ranst, refined the layout for road use and America's first domestic front wheel drive car – the Cord L-29 – was born.

1925 saw progress in Europe, too. Alvis raced a supercharged front-wheel drive variant of its 12/50 model at the Kop Hill Climb in Princes Risborough. Production models followed, notably the 12/75 which boasted an overhead camshaft, inboard brakes and front-wheel drive, the first commercially available British car to do so. A definitive method of driving and steering the front wheels had not yet been perfected, so Alvis employed pot joints – a combination of the standard UJ\cardan and a ball joint on either side. Well regarded but expensive to produce, the 12/75 did not sell well in comparison to the earlier 12/50 and 12/60 road cars.

Nevertheless, front-wheel drive still had its supporters. Motorcycle manufacturers Adler and DKW wished to move into car manufacture, and saw the small car as a means of selling four wheeled vehicles to motorcyclists and families. These companies did not have the same attachment to the traditional rear-wheel drive layout as other car firms, and were ideally placed to exploit emerging technology.

Enter racing driver turned garage owner Jean-Albert Grégoire (http://en.wikipedia.org/wiki/Jean-Albert_Gr%C3%A9goire) who, in 1926, decided to build a car to compete at Le Mans. Encouraged by his business partner and friend Pierre Fenille, the front-wheel drive Tracta Gephi (as it was christened) took to the road. A time-served mechanic, Bugatti owner and Mathis main agent, Grégoire was at first wary of front-wheel drive, but gradually became its most ardent supporter, forming the Tracta car company in the same year. Several hundred road-going Tractas were built as a result.

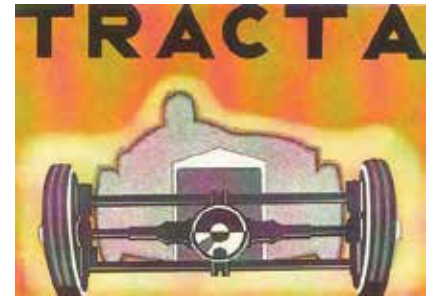


The 1926 Voran 5\25 was the source of a bitter patent dispute between Jean-Albert Grégoire's Tracta firm and the German giant AEG.

As the Gephi began racking up competition miles, Grégoire's team began to tackle one of the persistent problems encountered in testing – an unpleasant, out of phase 'kicking' through the steering wheel if sharp bends were attempted.

The driven (outer) shaft in the cardan would rotate at an irregular speed to the inner (driving shaft) at the other end of the universal joint because of the steering angle imposed on it.

As Grégoire observed, this slowed the car down, made it unpredictable to drive and wore surrounding components down prematurely.



Drawing on solutions proposed by Robert Hooke in 1690, Grégoire's team (consisting of his collaborator Rivolier and Fenille) realised that using two right-angled cardan joints would solve the problem. By 1928, the 'homokinetic' or 'constant velocity' (CV) joint had been perfected. It was referred to as the 'Tracta' joint to differentiate it from competing Weiss and Rzeppa designs.

German manufacturing licenses were soon granted. Ten years later, in 1936, 75,000 cars were driving around with Tracta joints in their drivetrain.

Grégoire would spend the next two decades arguing over royalty payments with several German companies – namely AEG, Adler and DKW. The former, a large and influential industrial combine, had bought the rights to a 1926 prototype produced by the fledgling Voran company. Its front-wheel drive 5\25 model used a set-up the German authorities claimed predated Grégoire's patent – despite the fact very few 5\25s were built, and that its prototypes used a double cardan 'Hooke' joint that was similar, but not identical to the Tracta design.

Anxious to protect the rights to its bought-in design, AEG exploited a legal loophole. Other companies continued to use the Tracta unimpeded. DKW used the Tracta joint in its 1931 F1, the first in a long line of best-selling F-cars. Adler's Trumpf followed in 1932. Grégoire later received a much smaller payout after the French government intervened. Although he also licensed the Tracta to Rosengart and Bendix in France, the latter company's British arm used the design in a great number of military vehicles during the war.

The 'Twenties and 'Thirties were fraught with technical and legal advances that saw front-wheel drive become more and more commonplace. The pace of its development roughly paralleled that of the all-steel, monocoque bodyshell that did not require a separate chassis. 1934 would see them combined in the Citroën Traction Avant 7A, arguably the blueprint for the modern car as it stands today.

DANIEL EBERLI is planning more Traction maintenance courses for the early part of this year. As many of you know, the location is in Switzerland.

March 27-28 he will be running a Maintenance & Repair course.

April 10-11 and **May 1-2** he will running advanced courses.

For full details go to: <http://tinyurl.com/leejwp9>

Those of you who've been club members for many years will know **Dennis Ryland** and it was a delight to see him and his son Steve at the AGM. He is well and is seen here with son **Steve** and **Dave Hackett** (who can't resist the chance to show off his Michael Portillo-style shirt!)



DID YOU KNOW....?

As from 1st January this year the paper section of the driving licence will cease to be issued and everyone's licence information will 'migrate' to a new online database, which will show each person's 'driving entitlement'.

Data can go missing during these mass movements and the FBHVC warns that: "It is vital to check that you are still entitled to every class of licence as you have previously held".

This will be particularly important for older TOC members who may have special dispensations to drive hay wains, mulberry harbours and suchlike. The new system may not recognize these types of vehicle.

But seriously, it's worth checking that your information is showing correctly. You can do this at: <https://www.gov.uk/view-driving-licence>

Mick Popka and Judy Bunce have been working away to keep improving our web site. The latest upgrade is to the 'revolving images' of Tractions on the front page. The changes are faster and the selection of photos is much wider. Thanks to both!



TOSSERS

Yes, this is an important message for those of you who like to toss a pancake on Shrove Tuesday.

A kind member has pointed out that some of the dates in the 2015 Calendar are not quite correct (oh, alright then, they're wrong!)

Shrove Tuesday (Pancake Day) this year is on 17th February, not 4th March

**Mother's Day is March 15th not 29th
(although the error is a very good excuse, should you forget!)**

Like all members of the establishment, I blame these errors on my junior staff not notifying me of the facts. They will all be sacked forthwith (and given huge pay-offs and then taken on again as consultants).

Ed.

TOC at the 2014 NEC Classic Car Show



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 must advise the Editor that publication is no longer required.

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

Lineage cost £20 inc VAT per insertion.

Trade Display Adverts

From 2015 trade adverts will be available in colour or black & white at 1/4 page only.

Cost of £60 plus VAT per issue.

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



FORCED SALE DUE TO BEREAVEMENT.

1953 LHD Paris Built Big Boot Normale Black 7800km. Extremely clean tidy condition, striped cloth interior, drives beautifully. Previous owner had enjoyed using car for last 18 years. Please Call Jasmin or John Gagen of Eastern Section, handling sale on behalf of family. £11,500 ono **01284 827039**

jasgagen@btinternet.com

(I have additional interior photos if required. Ed).

FOR SALE FROM CLASSIC

RESTORATIONS. Big Boot Lt15. Old English White with red interior. South African import. Rebuilt engine, suspension, CV drives. **£12,000**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1952 Small Boot 11B. Black. Changeover model with low wipers and late striped cloth. Rebuilt suspension, 10x31 gearbox, CV drives. **£13,500**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot Lt15.



Black with red leather interior, South African import. Currently being put back on the road after long lay-up. **£9,750**

Tel John Gillard: 0207 358 9969 (24 hours)

FOR SALE FROM CLASSIC

RESTORATIONS. 1955 Big Boot 11C. Blue Green with black wings. 11D engine, 12 volts, CV drives, stainless exhaust, seatbelts, heater, tow bar. **£8,250**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1955 11C. Sound but scruffy. Technical work done, bodywork about to be done. **£5,000**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot BL. Black. Rebuilt engine & gearbox. Stainless bumpers, 12 volts, seatbelts, CV drives. **£10,500**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot Lt15. Metallic Blue with red interior. Rust-free South African import. **£8,250.**

Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE: 1953 Black 15/6 FAMILIALE with Gregoire Suspension. New paint/ chrome/reupholstered seats/new brakes. 6 volt, fitted with power steering. **£25,000.** Contact Carol Bilney 0208 546 7071



FOR SALE: 1952 Big Boot Light 15. Old English White. Total restoration by John Gillard in 2000, inc complete new red leather interior. Virtually unused since and in excellent condition. **£13,250 ono.** Phone Hilary Hardwick 01494 441019 Mobile 07951 004327 (or contact John Gillard).



FOR SALE: Big Boot Light 15 LHD. Maroon 4 Speed Gear Box and 12 volt conversion. For all details go to www.cit4sale.co.uk



FOR SALE: 1953 11BL, white, French built LHD, new battery, used weekly, reasonable condition for year. **£5000 Tel Howard 01937 834338 Evenings**



FOR SALE: Rare Paris built 1952 Citroën 15/6, Excellent condition in black, original good interior, Ryland mechanicals, too many details to list, genuine reason for private sale. **£22,995 for TOC members Phone 07966310335 or email rb@sanderum.com**



FOR SALE: Paris built big boot Traction. Excellent condition throughout. Fully restored externally and mechanically, but keeping original interior. Low mileage, full MOT and road tax. Used as a wedding car. Any inspection welcomed. Retiring from the wedding business. **OFFERS please, to Chris Moore 01239 891508 (24 hours)**



WANTED

Private cash buyer is looking to purchase a Traction Light 15 in good condition. **Please contact Ralph Hickman 01395 515132 or mobile 07806 801055**

PARTS FOR SALE

FOR SALE: Toutes les Citroën – written by René Bellu and edited by Jean-Pierre Delville. It covers all models up to 1987. It is in excellent condition. £30 plus postage – which will depend on Country being posted to. **Contact John Oates 01629 582154 or john.oates@gmx.com**

FOR SALE: Marchal TP 345 headlamp lens (fitted to 1936-1938 7C and 11BL) - **£30 plus p&p**
Pair of Robris type 216 for 7, 9 and 11CV Légère 16/6/1937 to 15/1/1938 - **£60 plus p&p**
Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to **TOC** members at £1.75 each (+p&p). Discount available for orders of 10+.



Email: mick@popka.co.uk
Tel: 01904 701005. Next day despatch.

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
FOR SALE: selection of small traction parts for sale inc. Headlamp lenses, door handles, switches, silencers, etc. **Phone / Email for details: Tel: +33 (0) 545 83 40 80 bobwhittaker251@hotmail.com**

FOR SALE: New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer, inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. **£200.** **Located near Bristol. Tel: Den Hewitt 01934 834274**

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item. **£300 plus postage. Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Normale bumper. Complete with over-riders and rear dumb irons. Brilliant chrome. Excellent condition. Can email photos. **£120. Phone/email for details: Tel: 01934 824475. bill@rookeynook.plus.com**

continued

Classified Adverts

FOR SALE: A pair of SU carburettors 1" 1/4. Late 1960's recently rebuilt. Jetted on a rolling road to suit the Traction. Includes inlet manifold and linkages. Price £470.
Contact James on 07783 259874.

james.geddes62@tiscali.co.uk



FOR SALE: Set of genuine Hepolite pistons. Plus 1mm. Still in original box. **£280. John Moon, 01256 354910. jemoon2002@yahoo.com. Basingstoke**

FOR SALE: Hub Puller **£55-00 ono**; Cylinder Head Gasket Set **£35-00**; New rear engine mount **£8-00**; Marshall fog or spot light model 670, 12cm dia. Lens etc., good. Poor chrome **£8-00. All include P&P. Email: a.vickerstaff041@btinternet.com Tel 01209 921979**

FOR SALE: Door Stay Rubbers. Size different to originals (see photo, original on left) but perfectly usable and much cheaper than CTA (54 euros for a set of 4 original size, plus p&p).

£6 per set of 4 plus p&p. Contact Den Hewitt. Tel: 01934 834274 or email: denhewitt@f1550.fsnet.co.uk



PARTS WANTED

WANTED: Seat Covers for my 1953 TA BN. Front seats shredded and I can't afford the required full interior just yet. Does anyone have a set of usable seat covers for sale (fronts only will do!)?
Telephone Ken Jones on 01798 874050 email kjones@starline.org

WANTED: 2 Pirelli Cinturato tyres 165 x 400, new or part worn in good condition.
Contact Dennis Kallend Tel. 01379 788848 email kally36170@gmail.com

WANTED: FOR MY LIGHT 15/1948

- Complete sliding roof mechanism.
- Complete "Rear luggage compartment door".
- Gas tank, must be in good condition. Please note it's a RHD Slough built car.
- Body of a Light-15 1948/1949. The body must be solid and can be totally bare, without papers

Offers please send to: herman.struve@amswood.com or call +31 621 246991.

WANTED: Old 12 volt Traction starter motors and gearboxes. Also early "D" (1911cc) engines, gearboxes and 12v starters. Condition immaterial, whole or incomplete, bits missing or just boxes of bits, as all to be used as a source of spares. Buyer can collect anywhere and pay cash.

Email [Andy on sheilandyb@btinternet.com](mailto:Andy.on.sheilandyb@btinternet.com) or telephone 01339-886290

WANTED: Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569 davejackie@hackett7.plus.com**

WANTED: Steering rack for post '52 Légère.
Tel: Bill on 01934 824475
Email: bill.h@rookeynook.plus.com

WANTED: 11D flywheel in original form.
Please contact Steve Hedinger 07961 556538 email hedihog@tiscali.co.uk

WANTED: Attached are two pics of the missing middle part of a hubcap. You will see a special boss, probably put on by Len Budgen to take this type of cap. If anyone has one please let me know. **Steve Hill steve@zutis.com**



WANTED: Cibié TP 349 brass headlamp reflector with 52mm diameter hole for the bulb holder.

Contact Den Hewitt by email at denhewitt@f1550.fsnet.co.uk or by phone on 01934 834274.

TO RENT

Two Charming Gîtes (Holiday Cottages) to rent in the lovely Loire Valley in a historic, wine producing village not far from Saumur. Le Clos de la Rose is an excellent base for touring and exploring the surrounding region in your Traction, visiting the famous Loire Valley châteaux or for wine tasting, walking, cycling, canoeing or flying. Our gîtes are lovingly restored to provide you with comfort, style and character. They look out onto a large courtyard, offering our guests secure, covered parking which is ideal for your classic car.

There is a secret garden, which is perfect for relaxing in, or enjoying a glass of wine as you watch the sun set over the vineyards beyond. The village bakery just a minute's walk away, for your fresh morning croissants and baguettes. The Loire Valley is a very special area of France and one of the UNESCO World Heritage Sites, with a rich culture, famous for its enchanting châteaux, imposing river, great wildlife, and gastronomic food and wine.

For more information and details of how to book please look at our website: www.leclosdelarose.com or ring fellow TOC members Letsie or Bill Tilley on 02380 693954.

TOC SPARES HOTLINE

01243 511378

**Chris Treagust, 98 First Avenue,
Batchmere, Chichester, W Sussex,
PO20 7LQ.**

Email: chris.treagust@tesco.net



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