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UMBRELLAS

- Small Red/White Available Soon..... TBA
- Large Red/White Available Soon..... TBA

New Items Soon

Dear Club Members,

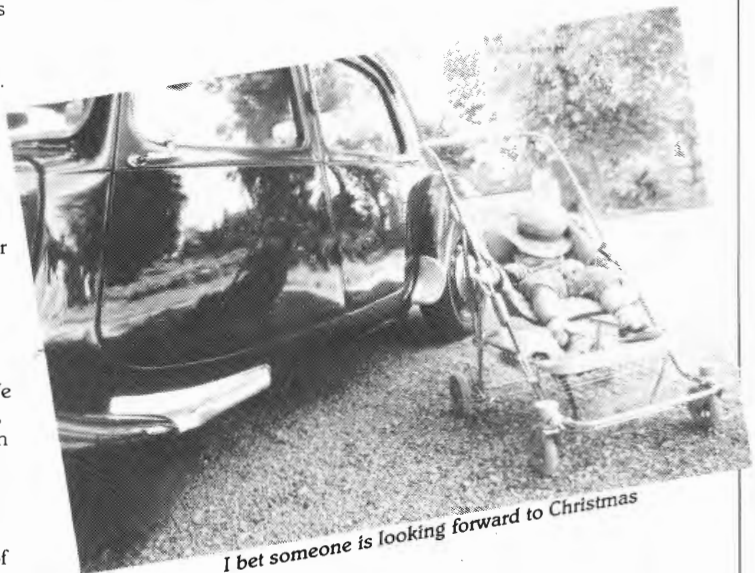
Club Shop takings have done well this year, nearly £1200 so far with the best day at Glastonbury, £680. The new items this year were the Sweat Shirts (long sleeves) and Sports shirts (short sleeves/open neck) with embroidered Light 15 with Traction Owners Club around. They come in all sizes from 26" kiddy's to 44" extra large in several colours. From the sales this year I suggest that Mike Wheels should organise his next rally at the local health farm as the popular sizes range from Large to Extra large with the occasional XXL request. Ladies, may I point out, look absolutely super in those Sports Shirts, so how about some orders.

Many items would make nice Christmas presents for wives, husbands or children, so look down the list and get out the old cheque book and make some of the Christmas shopping easy via the postman. The Matchbox Roadster/Coupe kit is back in stock but only 12, and we have a new embroidered round badge, design similar to the Sweat Shirt, to sew onto your anorak or car coat, etc. How about the new royal blue polycotton warehouse coats and overalls with the sew on Traction Badges for those hours spent cleaning and repairing those Traction (I have reserved one cream set of overalls for David Boyd!).

Moving to one final point, I am considering producing a 1991 Calendar for Traction enthusiasts providing I get enough response from Club Members. We will require a selection of special, some seasonal, photographs of an unusual, picturesque or favourite theme, so get your thinking caps on and see what can be produced. The run will be limited and costs monitored with caution so I would appreciate a little feedback on this project. So if you have that special photo let me have it—restored Traction, unrestored Traction, scrapyards, roadsters, desperate times, etc.

When you have finished reading the magazine don't throw it onto the pile of last year's mags until you have posted your Christmas order—and don't forget your Greetings Cards!

Regards, Steve Southgate



I bet someone is looking forward to Christmas

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Floating Power

Volume 15, Number 4

September, Nineteen Hundred and Ninety

A brief explanation as to the later than scheduled appearance of this edition. The reasons are twofold (at least): an update of the membership list to ensure that all new members are on the publication list; the addition of "illuminated" titles; also, I thought that the mention of Christmas in September would probably come as too much of shock. Referring back to the titles, a Club member, Giles Calver, and colleague have recently offered to take up the challenge of providing the titles for the magazine articles. May I offer my thanks to Giles.

There are two articles in this issue which may in some quarters give rise to concern, reference free advertising; one is probably more obvious than the other. My opinion is that this magazine is for the benefit of members who, amongst other things, want to keep their cars in a roadworthy condition. To this end if there are any new repair schemes or courses available, I think that it is of benefit if the membership as a whole is made aware of these things. Obviously straightforward commercial advertising is

charged for at the usual rate, but articles submitted by members as comment I think are acceptable. Some people may indirectly benefit from these articles but I believe the overall advantages to the membership in increasing their knowledge of what is available should outweigh this benefit. Perhaps someone might like to express an opinion on the matter.

Since the last issue two more social events have been and gone – The Cotswold Tour and the Loire Tour. Unfortunately no account of either has been submitted, so having taken part in the former I have made some contribution. It has been pointed out that perhaps I should be asking people personally to write articles for each event. I accept that but prefer articles to be on a voluntary basis rather than semi-press ganged; probably a naïve thought for an editor of a Club magazine. However, I take this opportunity of asking everyone personally that when they do anything interesting with a Citroen please write a few lines or take a photograph

David Gardner



Framed at a petrol halt.

Since no one else has put pen to paper with reference to the excellent organisational abilities of Jan and Mike, I will offer my reminiscences.

The rally was due to start at 9 a.m. prompt at a caravan site just outside Cirencester, however, this turned out to be a French 9 a.m. prompt. We had the pleasure of about six French cars but unfortunately one of them, the Splendilux of Patrice Crusson, was 'sans' Woodruff key on one side, never mind 'pas probleme'. A repair was effected and the Rally started with Berkeley Castle as the lunch stop. A tour of the castle was taken before lunch, including a look at the dungeon which only had one entrance approximately 15ft. above the floor, still I suppose the later entrants had a soft landing. A buffet lunch prepared by Maureen Ryland was enjoyed by all, the hard work for it's preparation was greatly appreciated.

After lunch the tour continued, I never realised how close Berkeley was to the

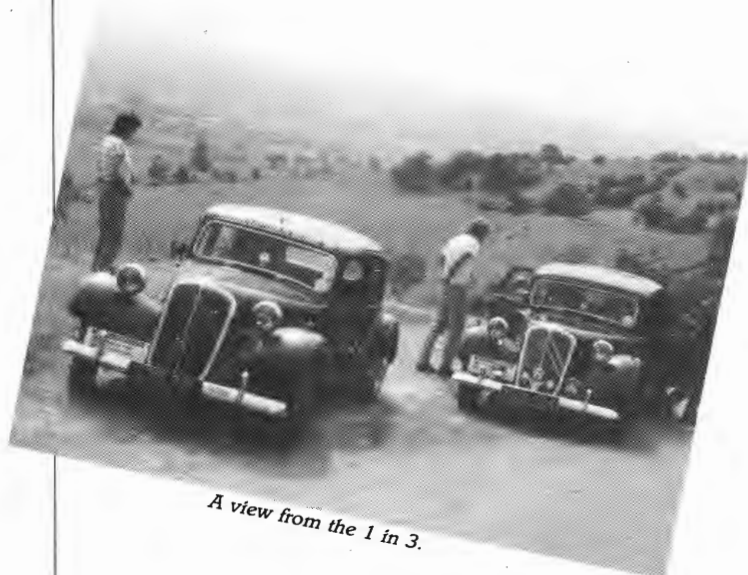
river but my navigation revealed all on numerous occasions, perhaps I should have followed the map more closely. Eventually we all met again at the top of a 1 in 3 rise, it was a case of do or die, or other such phrase. The road was only wide enough for one and a convoy of Traction hoped that no one would come the other way or there would have been another half a dozen people interested in the crown wheel and pinion project (by the way, what has happened to this project?). After taking a few photographs we all returned by the scenic route to the camp site or in my case to the hotel. It was a traditional hotel, just let it be said that some traditions are better than others.

Before we adjourned for the evening's festivities we gathered at a car park in Cirencester before parading through the town led by the local constabulary to the Abbey Gardens for a reception by the Mayor. Unlike the continental receptions there was no wine or savouries but it was certainly a first for a British tour. The

evening was spent at a barbecue at the Tunnel House Inn which was situated at the end of a track at one end of a canal tunnel. We all went down to have a look at the tunnel entrance which was very ornate but unfortunately not in use. It was a great turnout and a great first day for the Rally. Andy and Lynn Cartwright turned up in the evening after a long drive down from 'up North' straight from work, such enthusiasm is good to see.

Next day bright and early we set off for a rural drive to Bourton-on-the-Water, another picturesque route occasionally hindered by rural activities. The route took us via Chedworth Manor, a Roman ruin carefully preserved showing, if you had a vivid imagination, what life was like a few years before the Traction was first built. They did seem keen on personal hygiene with all their hot and cold baths and sponges.

Private parking had been arranged at Bourton and it enabled the picnic lunch to be prepared and enjoyed en masse rather



A view from the 1 in 3.



An orderly departure?



The Mayor welcomes TOC to Cirencester.

than as scattered individuals about the town. The early afternoon was then free to enjoy the museum, model village etc., and the local hostelrys (drink and drive, never, I spill too much). Then in small groups we departed en route to Prinknash Abbey. Unfortunately I think that most of us left it too late and the majority of the facilities were closing when we arrived. It was on this journey that I experienced an amusing incident unfortunately, as usual, at someone else's expense. I was following Nigel Webb's car at a safe distance when the silencer and rear exhaust pipe fell off in one clean section. It slid along the road trying to keep up with the car then gave up and slid gracefully into the gutter. Sorry Nigel that I was only full of mirth not sympathy, you can get your own back one day. The evening was spent at a water mill at Nailsworth which had been converted into a bar and restaurant whilst retaining the water wheels and some of the interior workings.

On Sunday we set off in the direction of Bristol to see the docks. All went well until we reached the centre of Bristol and a flyover, some went over it, some didn't. After seeing a bit more of Bristol than others we all met up again and parked



Mike looks for lost souls.

next to the SS Great Britain, the first steam driven iron hulled passenger liner. We had a pleasant guided tour and then adjourned for lunch on a narrow boat which took us on a tour of Bristol Docks. The guide had a very dry sense of humour and was making some comment about rats and spiders as I sunk my teeth into a meat and cress sandwich. He was also very scathing of the rich 'sailors' in the yacht club who, he said, dreamt of sailing to the West Indies and retiring, but were usually lucky to reach Lundy Island in the Bristol Channel before coming home.

We had a pleasant drive back to Cirencester, some taking the 'alternative route', with occasional stops to admire the views. However the majority of us did manage to meet at Malmesbury where traditional English cream teas were enjoyed in a local cafe. The evening was spent at a local hostelry for an evening meal and a game of skittles. Once again a most enjoyable time was had by all.

The final day dawned and we headed North for another pleasant rural drive. The Rally ended at Broadway Tower, this is a high spot for viewing not a centre for



A rural activity blocks the way.

rejoined us having suffered some troubles on the way, but he managed to lose his wife who was towing the caravan (by car) in the traffic, I hope they found each other again. Patrice's troubles were not over, his second car, driven by a friend, suffered from clutch cable failure on the way to the ferry, but helpful as ever the 'Club Spares' were able to supply the appropriate part to



Lunch on the narrow boat.

penitence. The final lunch and the sad part, the farewells. During the morning whilst we had been enjoying ourselves other things were happening, a more permanent repair was being carried out to the Splendilux and Patrice managed to join us at Broadway, Steve Southgate also

ensure that our friends reached the ferry on time.

I understand that before the French departed it was suggested that next year there might be a joint rally — three days in France, three days in England — seems like a good idea to me. D.G.



Traction meets Traction.



To the great British rail travelling public Old Hathern Station appears just what it is, a Victorian railway station abandoned by Dr. Beeching in the 60's. Behind that facade of Victoriana, however, lurks another beast, indeed several beasts, in the guise of lathes, presses, and other machinery that one associates with an engineering machine shop, otherwise the home of Peacock Engineering.

Most of you will have received information direct from Peacocks regarding their proposed seminars, and being keen to learn the intricacies of drive shaft replacement, the subject of the first seminar. I was quick off the mark with my application for the 28th July.

Taking the opportunity to have the whole weekend away, Vicki and I complete with "V.D.T." and caravan, headed up the M1 on the Friday evening. One of the nice touches presumably arranged by Peacocks, or perhaps

the Ministry of Transport, were the double Chevron signs on the motorway directing traffic to keep "two chevrons apart". (I must admit I had the same problem when refitting the same to the grille of the Light 15 – but how far apart?)

A ten o'clock start with coffee found me joining Michael and Caroline Peacock, Mr. Peacock senior and Nigel, being the nucleus of Peacock Engineering. The "Seminees", (sounds like a tribe of American Indians!) represented a reasonable spread over the country, John Muir from Newcastle under Lyme, Andrew York from London, Robert Scott from Harley near Rotherham, Sherwood Barker-Grimshaw from Leeds, David Wood from Oakham near Leicester, and myself from Wokingham in Berkshire, making the six.

For me this trip was really to kill two birds with one stone, so to speak, one to see how the Roadster bodies were being made and two, to learn a bit more about Traction mechanicals.

After coffee we were taken on a guided tour of the workshop. Two Roadsters nearing completion instantly brought home how much work is involved in re-manufacturing the bodies and indeed why the price is as it stands. Original parts from Roadsters long past their prime are used by Peacocks to check and recheck the assembly of every body, all new panels being fixed with screws for final checking before final welding. The numbers of different machines,

presses, formers, moulds, etc., required is quite incredible and I realised like most people that I had no idea how much work was involved in the research and development process.

On one side of the Roadsters were six monocoques standing on end awaiting the manufacture and fixing of upper body parts, whilst up on the first floor level more monocoques were waiting.

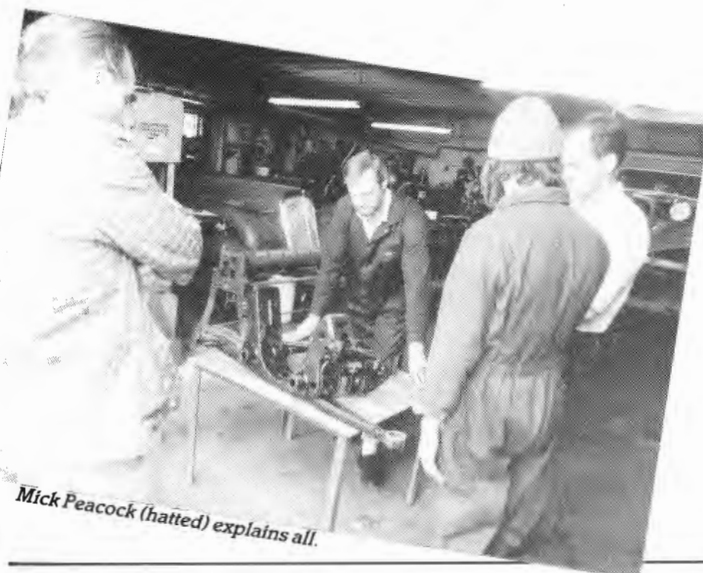
Mick demonstrated how the double curvature door skins are rolled and how sills are formed in sections, rolled, and then gas seam welded without filler to form the complex shaped sills we have on our Tractions.

Dragging us away from our enthusiastic studies, Mick had already placed on the ramps the car we were to work on. A Dutch registered Normale which had had some mechanical work carried out, but was to have new drive shafts fitted. We were each presented with an information folder with some useful sketches and do's and don'ts. On a bench adjacent to the car duplicate parts to those we would be dismantling were laid out, complete with a sectionised front hub, courtesy of Mr. Peacock senior.

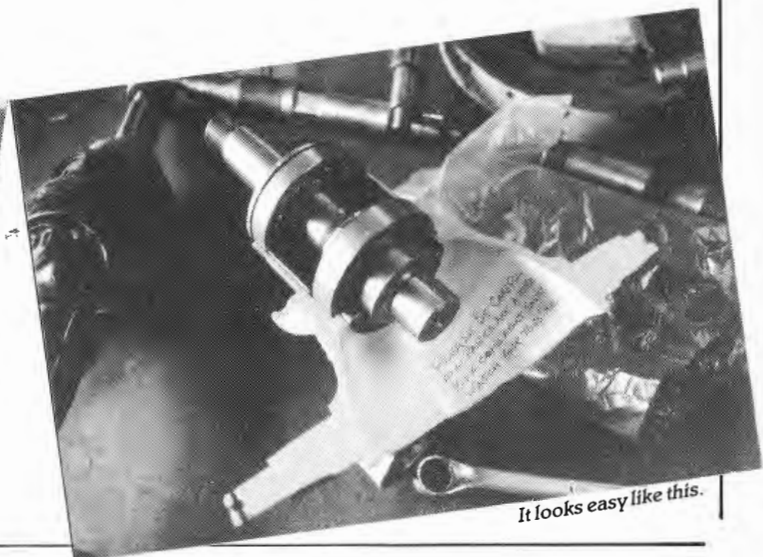
I won't go into the work involved, if you don't know, the answer is to attend one of the future seminars or use your workshop manual. I learnt that it is not a complicated job provided you have the correct tools and follow the manual.

Another nice touch to the demonstration, prior to removing any particular assembly, Mick showed us on the adjacent bench the component parts of that assembly, how it was held together, the order of dismantling and reassembly, the amount of play/tolerance (I shall have John Gillard after me again here!), how to go about replacing worn parts, final adjustments, torques etc. I think with the amount of photos being taken and notes hastily scribbled, some of us may retain just a little knowledge.

One trick to make life easier is to remove the front wing complete with fitch plate and if you're working in semi-darkness like most probably will be put some protection around the end of the wing support, it's quite easy to take your eye out!



Mick Peacock (hatted) explains all.



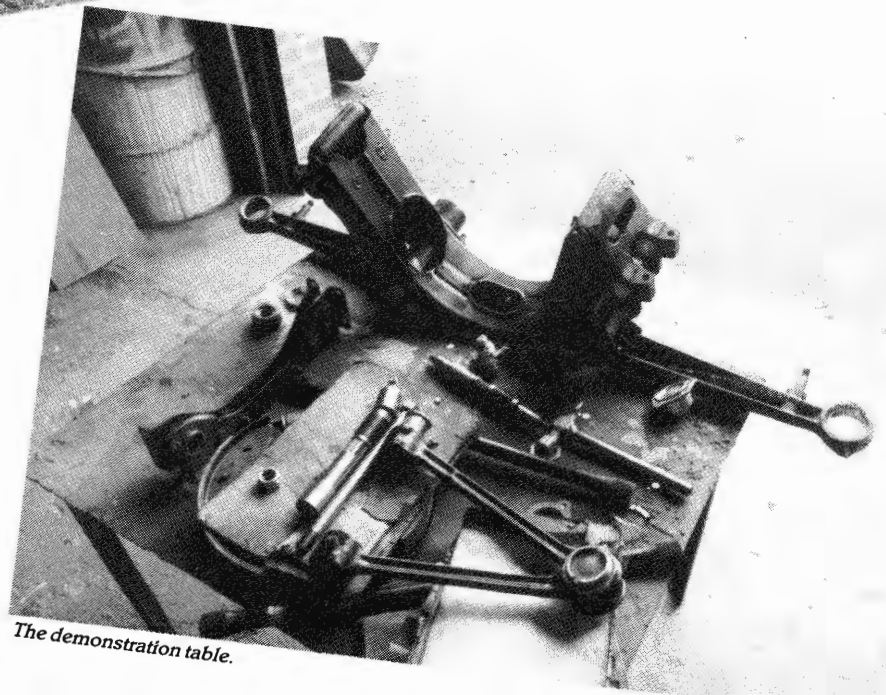
It looks easy like this.



A Reliant prototype?

An obstinate nut rounded some time in the past withstood all forms of sockets, spanners, etc., until one of the seminees offered one of the new type sockets which work on the "flats" of the nut rather than the "corners". Clearly a worthwhile investment if you still have any old nuts or bolts on your car.

It is clear that the new bottom ball adjusters are a better bet than the old shim system and the wishbone swivel shafts now made in Holland with rubber "silentbloc" type mouldings instead of the old bronze bushes, and therefore requiring no greasing, were a lot easier than the old system, but I think, having studied them, probably not as long lasting.



The demonstration table.

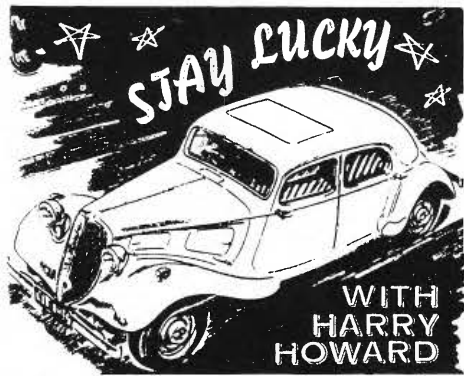
All parts were back in place by six o'clock, our finishing time and my chauffeur was waiting. You know how it is when you start chatting about Tractions, I didn't get away until seven! However, a nice little country pub just a little way down the road and a couple of pints of Bass later I think I was forgiven by the great "Traction Provider".

All in all a most enjoyable day out complete with a splendid lunch and refreshments provided by Caroline. My thanks to Peacock Engineering for their hospitality.

I would just add for the sake of clarity that neither I nor any member of the T.O.C. Committee have any connection with Peacock Engineering and the foregoing article is simply my personal reflections on the particular seminar that I attended.



This is a bearing.



Friday 16th March 1990 was the day I made a detour to avoid a traffic jam on my way out of Bradford in my Onze Normale. Good progress was made up Leeds Road until I halted at the traffic lights at Laisterdyke. It was there that I heard a knocking on the offside rear passenger window and glimpsed a body leaning out of the front passenger window of a white car which had a broad lime-green stripe along its side. The body asked me firmly, but politely, to "Pull over when you get through the lights, please". What would your thoughts be in those circumstances? Mine were to say to the officer—"Yes, it is my car—Yes it is nice—no officer it's a CITROEN" and hope that would satisfy his curiosity because there was no other reason why I should be 'pulled'—or so I thought.

But I totally misjudged the situation. The 'officer' was in slacks and sweater and was asking "Will you be available on the 5th April to do some film work for Yorkshire Television with your Big 15?" A quick look at my diary confirmed such was the case, whereupon the 'body' introduced himself, gave me his card, took my name, address and phone number and said he would be in touch.

Ian Smith phoned to confirm our hurried road-side conversation and that the Big 15 would be required for two evenings during the making of a new series of STAY LUCKY to be transmitted by Yorkshire Television. Terms were mentioned and agreed upon and further instructions about locations were to be made available. Ian's function is to provide all types of vehicles to YTV and others.

And so, on the evening of Thursday 5th April I reported for duty at Bramham Park, some miles from home. Having removed all British stickers i.e. TOC, CCC, RAC, etc., at home and then on site changed the VLY 67 plates for genuine French front and rear plates 7738 DM38 provided by Traction Avant Engineering of Bradford, and exchanged the RFL disc for a copy-cat Republique Francaise Licence des Automobiles. That being done I was offered the hospitality of the Location Catering Van and was introduced to the Location Manager, Props Manager and other members of the team.

During the next twenty minutes or so I wandered around the car park of Bramham Hall. Looking across at the Onze Normale I noticed a rather well built chap taking quite an interest in the car. When I approached him he asked "Does it run well and is it easy to drive—because I shall be driving it". I suggested the best way to find out was to drive it around the estate road, and that was how I met Warren Clarke. Shortly after, a message was circulated that as the scenes

being shot inside Bramham Hall were still in progress and behind schedule the cars would not be required that evening.

I was free to go but to return the following evening to the Sherburn Flying Club. So off came the French plates and on went VLY 65 again.

Friday, 6th April, I arrived at Sherburn at 6.45 p.m. and immediately began the transformation of the car. The weather was fine and clear but a rather chilly wind blew across the flying field towards the Club House. I was glad when Ian said the bar in the Club House was open and nothing was likely to happen on location for about an hour. There was quite a gathering in the bar. No doubt that pleased the Steward but it wasn't long before personal beepers and mobile telephones became very active. Ian disappeared and when next I saw him he was dressed as a police motorcycle rider mounted on his fully equipped BMW. I decided to warm up the Traction ready for when Warren would take it to the location but I was approached by Graham Harper, the Director of the film, who asked me to drive him to the location.

The location was set in a forest, almost a mile from the main road, and was accessed by an unmade road. A clearing at a crossroads in the forest was where all the action would take place and when we arrived a number of floodlights had already been erected and illuminated by power from a well hidden source. One lamp, with a lens diameter of about 36 inches, was lifted into the cradle of a giant hydraulic crane and, along with its operator, was raised to a height of 30-35 feet. There the operator stayed for over three hours!

The whole of the evening was given over to scenes involving the Traction. Electricians quickly installed microphones and interior lighting, along with batteries twice the size of normal Traction batteries. Warren Clarke and two other actors were to 'perform' in the car and the floor space between the front and rear seats was occupied by a sound engineer, who was indeed grateful for the large space. Meanwhile, French road signs were being erected at the road junction, and the necessary equipment to provide the rain for later scenes was primed from the water supply of the Emergency Unit. A track was laid on which the camera could traverse. Various adjustments were made to the lighting and at last the process of making the actual film began. The first scene involved the car being driven about 50 yards towards the crossroads, and it wasn't until after the first 'take' that I realised the camera was at that time hidden away in the forest, following the progress of the car. More adjustment to the lighting was called for by the Director and two more 'takes' were recorded. By then it really was dark beyond the range of the lighting and the full effect of the yellow headlights was quite striking.

For the next scene the camera was mounted on its trolley so that it could traverse a distance of about nine feet whilst at the same time pivot and rotate on a central axis. The Director called for a rehearsal. Warren reversed the car until it was out of range of the lighting and then, with headlights on full beam, drove towards the camera which was at its highest level, gradually lowering as the car approached

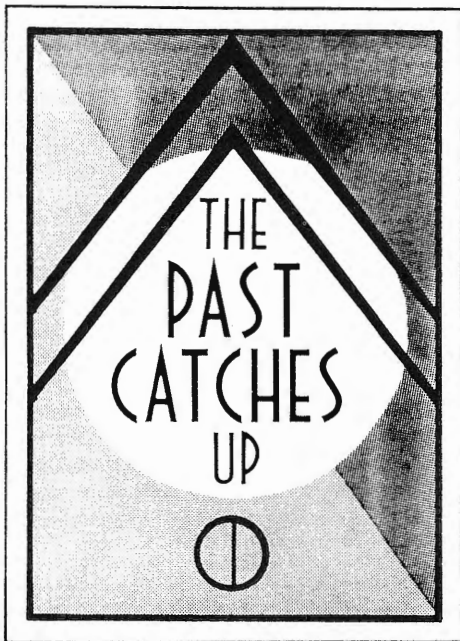
until, when it stopped, the camera was in position to shoot the interior. That being satisfactory, the Assistant Director called for "Quiet", the Clapper Boy called the scene number and "Take One" followed by the Director calling "Roll Camera—Action". These commands were all relayed to Warren in the car some 75 yards away. Take Two was a repeat, but with headlights on dipped beam, and a third Take was presumably to check sound as a dialogue was going on between the three actors in the car.

The third scene, so Ian told me, would be used in the opening sequence of the third episode of the series. This involved Warren driving the car away from the location to a point about half a mile distant, where it was out of sight. He would then turn it round and at a given signal drive up the forest road towards the camera, reaching 64 k.p.h., stop at the road junction and then carry on to the right. The second run was with dipped headlights and that, I thought, was much more impressive as the shape of the car was more evident. Whether or not any dialogue took place, I don't know. Then came the artificial rain! The two operators on the camera put on heavy waterproof clothing and the camera was similarly protected. That done, the scene was virtually a repeat of the second scene but this time very wet. After the first run Warren shouted for me because the interior light had come on and he didn't know how to switch it off. I said it was more important to know how he had switched it on as I had never got it to work in the nine years I had had the car.

The final scene was with the car stationary alongside the camera and 'rain' concentrated on the front of the car. The usual three Takes were filmed with varied concentration of rain. By now it was 11.30 p.m. and for the past three and a half hours the engine had been running at idle speed for the majority of that time. Although it caused me concern about over-heating, the car behaved very well—it responded every time to Warren's touch on the starter and all the electrical equipment withstood the thorough soaking. But we were not finished yet. The Sound Engineer wanted additional recordings from inside the car as it moved off, gained speed and then slowed to a stop. I drove the car up and down the forest road until he was satisfied and then he stood by the roadside whilst I drove past him at speed and finally I stopped by him and then moved off, so that he could record the exhaust sound.

A quick change of plates and with the RFL back on the windscreen I made my way home, arriving at 1.30 a.m. after a thoroughly enjoyable experience sustained by ad lib coffee and a special delivery of hot soup and sausage rolls.

My one disappointment was in not meeting the two starring characters, Dennis Waterman and Jan Francis. In particular I wanted to tell Dennis of something about this series and The Minder that linked him and me. In this series my Traction is used, and in the opening sequence of The Minder a HEIDELBERG van is seen passing in the background. That van was one of the vehicles for which I was responsible as the Transport Administrator of Heidelberg U.K. A small world indeed.



Dave Stockwell was recently looking through his collection of the *Citroënian* magazine when he came across the following article written by Nigel Webb. We reprint that article with kind permission of the *Citroënian*.

Way back in the summer of 1969 I was running a 1953 Rover 75 – just. The dear old lady, bless her, through reasons outside her control, basically my driving, was about to expire after three and a half months of loyal and dedicated service.

So it was one sunny afternoon I was freewheeling down over a steep hill in Bath ('cos you could do things like freewheel in that old Rover) when in a garage forecourt on my left I spied a vintage looking motor. Since vintage looking motors had always been a weakness of mine whether I wanted a car or not, I had to have a look at this one. I managed to stop the Rover after about 10 minutes and went back to the garage.

Standing beside the car I knew it was a Citroën, but that was about all I knew, although I remembered a student friend had had one a couple of years or so before and he'd always managed to pack loads of "birds" in his. My interest was aroused.

Out came the salesman and gave all the usual blurb about hundreds of people being interested in it and it being the only one this side of the River Brue and so on – and the price? Oh yes the price – £165, sir. It looked a pretty sound motor to me so I offered him £100. Predictably he took it and I drove away with a 1953 Citroën Light 15 and a conscience about all those deprived hundreds who would be so disappointed!

Actually the car was in pretty sound condition apart from the rear bumper which was in a twisted and split state. It seemed to me rather odd at the time, but I found out later that the guy who'd owned the car before me and done so for ten years and he was in fact about 80 years old. Apparently, he used to reverse into his garage and when he heard the crunch he knew he was in!

When I got the car home I was able to stand back and ponder on just what I had bought. Registered, TPH 375, the car really was sound. Completely rust-free and the chromework was in splendid condition. I

Light 15 Corner Car of the Month No. 16

(Owner: Nigel Webb)

looked under the bonnet and shut it again quickly. Having seen that lot, the fact it was running was good enough for me. The car was in its original colour of sunset metallachrome grey and it was amazing how easy it was to clean and polish – no awkward corners or edges.

Despite all this I still felt that I wanted to do something to the car. So I took off bits, masked up other bits, shut my eyes and aimed a spray gun

at the car. The result was that I ended up with a car, still with a sunset metallachrome grey finish, but looking much newer and although I lost it myself, generally much smarter.

Over the period of the next three years, TPH 375 led a pretty mundane sort of existence really, being run for periods of four months at a time and then being laid up for six months and so on. Its stable mates during this time included a Renault Dauphine (at least it was French!) and a couple of Morris Minors. Head gaskets used to let me down quite frequently, a front drive broke and the exhaust system fell off a couple of times – probably all the usual things that happen to Light 15 owners!

I advertised the car for sale on two separate occasions during this time. On the second occasion an Italian was particularly interested in the car. Needless to say the deal fell through – can you imagine trying to sell a French car to an Italian gentleman in good old England.

One incident worth recording happened one day when I was pounding over Telegraph Hill in Devon at a rate of knots. I was in the process of overtaking a Rover 2000 when, without warning, the bonnet suddenly lifted at the front and with an almighty rush of air completely disappeared over the top of the roof. I looked back just in time to see an Austin A40 drive straight over the bonnet which had crashed onto the road in front of it. We both pulled into the side of the road and I got out and ran back to the driver of the other car, who was still sitting

in his seat looking rather ashen faced. His shaky reply to my enquiry after his health was "Christ, I thought t'were bloody Batman come to get me!"

During this period of time I got married. It's amazing how, temporarily, one's mind gets swayed from Citroëns. Not for long though. The wife was quickly converted and we joined the old Citroën Car Club. Then in August 1973 we bought a brand new Dyane 6 – fabulous little motor.

The time was now right for TPH 375 to undergo a major rebuild. This time everything was to be rebuilt, refurbished or replaced, including bodywork, mechanics and interior. The target was two years.

Unfortunately, and let's face it, there's bound to be a sad bit to every story, we didn't make the two year deadline and consequently the car missed Knebworth this year, but in view of that almighty thunderstorm perhaps that was just as well.

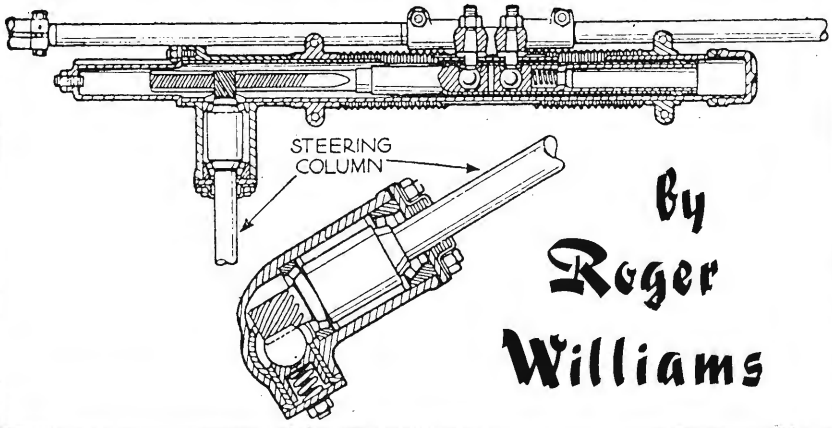
There really is a heck of a lot of work involved in taking on a project such as this, particularly if you are aiming for perfection and only working on it in your spare time. Nevertheless the car is now resplendent in its new colour of Citroën albatross beige (the same as our Dyane) with a replaced brown interior. The mechanics have been rebuilt – most of the engine was assembled on our kitchen table, the wife was very understanding, but we certainly had some funny flavoured meals at that time! In fact everything has been worked on, the only thing left to do is to make up and fit a new roof head-lining. Since the car has a sunshine roof I reckon I'll palm that job off onto a professional.

Well, with the rebuild virtually complete, I suppose this is as good a time as any to sit back and reflect on my six years of ownership of TPH 375. Despite the expense, the time spent lying under the car, spanner in hand, the midnight oil burnt and the swearing involved, it has all been worthwhile really – there's something about a Citroën isn't there – anyone got an eminently restorable drop head going cheap?



The Finished Item

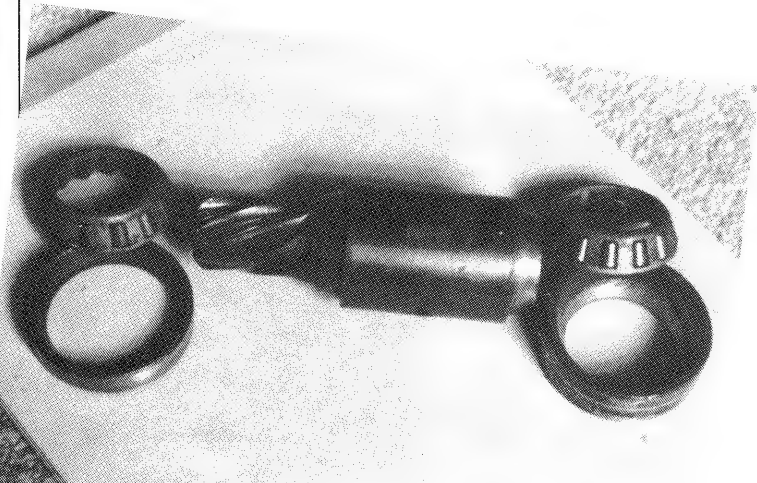
STEERING COLUMN REPAIR



By
**Roger
Williams**

Enclosed are some photos of a repair I did to my worn-out steering pinion. The design is such that if the inner cone for the taper rollers gets damaged or worn out the whole item has to be replaced. To start manufacturing these pinions with their internal splines for the steering column and the hardened bearing areas, etc., would be prohibitively expensive. The problem seems to have been caused by the grease gradually finding its way to the bottom of the steering box, leaving the top and occasionally the bottom bearing relatively free of grease. Coupled with this, the top bearing is vulnerable to water/salt etc. if the felt seal becomes defective. The rack and pinion, however, because they are at the bottom are usually embedded in grease and are generally in good/serviceable, if not perfect, condition.

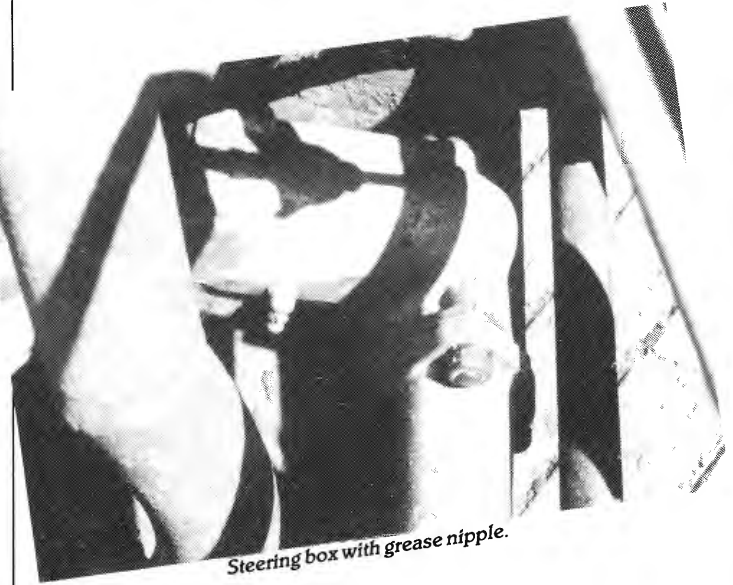
I have repaired mine by machining down the pinion to accept new taper roller bearings. The outer cups have to be machined; the bottom one to fit directly into the steering box and the top one into a new boss. The bottom inner cone also needs some machining. When assembled the modified pinion with its new bearings is in its original position in the steering box. While I was at it I fitted a grease nipple to the steering box.



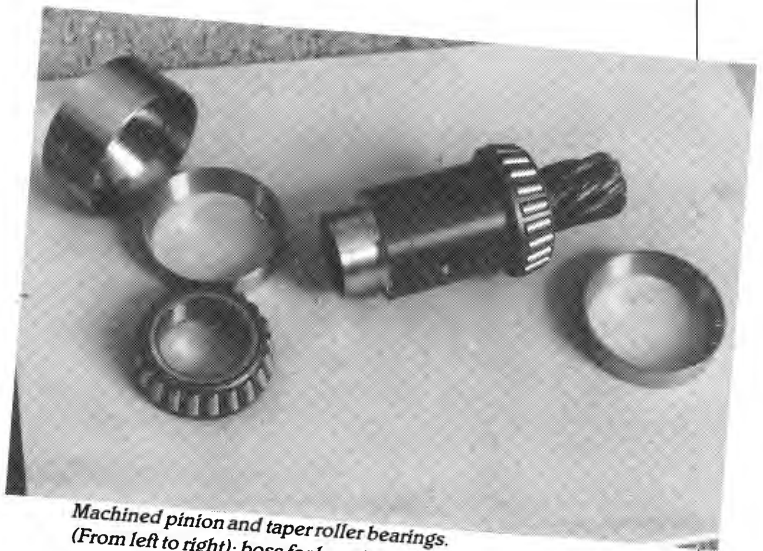
Original steering pinion – basically everything but the pinion which meshes with the rack is worn out.



Pinion ready to accept steering column and be fitted to steering box.



Steering box with grease nipple.



Machined pinion and taper roller bearings. (From left to right): boss for housing top cup; machined top cup; standard inner cone; machined pinion with machined bottom inner cone fitted; machined bottom cup.

SCREWED UP

Our first standard thread was Whitworth, introduced in 1841, and covered diameters from 1/8" to 6". For the then current manufacturing methods - hot forging high grade iron and latterly in steel, this was a good thread and for higher grade bolts, the bar turned product then came into use, but the resultant waste of material in turning a bolt down from hex. bar was clearly nonsensical. B.S.F. used hexagon size one size less than standard Whit., and a finer pitch, i.e. more threads per inch. The CEI/BSC threads date from the early 1900's, and were mostly 26TPI, and mostly use BSF hex sizes. Whitworth eventually moved over to the B.S.F. dimensions as regards hex. sizes, and was at first known as "Auto Whit.", and now just known as "Whit.". If you're restoring old machinery and want the original Whit. hex. sizes, you'll have to ask for "Old Whit.", and hope, pray and curse when you cannot find them. B.A. (British Association) threads were standardised in 1903, being based on the Swiss Thury thread system. Still fully available from 14BA (.0394") 110.4TPI dia. to O.B.A. (.0236" dia., 25.4TPI). Bernie the Bolt sells the lot.

Throughout the war, interchangeability of parts between English and U.S. equipment had proved practically impossible because of total difference of screw threads. So after the war several Bumbletons got together to make up a common thread. And guess what - we, the Limeys - got landed with the American version Unified Normal Fine (UNF) and Unified Normal Coarse (UNC), instead of the U.S. nomenclature (! spell it) American National Fine (ANF) and American National Coarse (ANC). And the spanners are marked with the "across flats" dimension (A/F) instead of bolt diameters. But don't please don't call them the A/F threads. Because A/F means only Across Flats and nothing else. So NATO was now happy - more or less. We'd completely surrendered to the industrial muscle of U.S.A. and cast our B.S.F. and Whit. threads out of the window.

The Bumbletons were not too clever, though, in that the U.N.C. threads marched nicely in step with Whitworth on all diams. except 1/2" and here they let one thread per inch creep in between Whit. and U.N.C. And on 1" diam. they did even better; they got two threads per inch wrong between UNF and ANF - both on the same side of the fence, so to speak. So, we got to a stage where English vehicles, aircraft and war-like stores had all gone American. So had most domestic appliances - they were mostly of American origin anyway, until the Italians!

Oddly enough, large parts of general engineering never got around to using UNF/ANF and UNC/ANC. They still stuck to (and have stuck with) Whit. and B.S.F. These parts of industry and particularly works engineers involved in maintenance of this Whit./BSF equipped plant are faced with increasing problems of replacement, particularly where a hole is tapped into a major part of a machine. So by the mid 1950's, we should have been settled with just the four main threads, BSF, Whit., UNF and UNC with BA for small stuff and B.S.P. for pipework.

Then more Bumbletons decided - pushed by a certain Heath E. ... that we should go metric - no, **Go Metric**, that's better. And guess what - not a single feature is common between English/American and Continental/Metric threads. Yes, we know that all hex. head bolts have hex heads (brilliant), and a round shank with scratch marks at the other end. But the whole flaming lot are different. Hex. sizes, diameters, pitches, even the tensile markings. And its called I.S.O. Metric Coarse.

It should be said hereabouts that to talk of a metric thread is dangerous over-simplification. The French have, until recently, had their own S.I. (System International), after all, they were first to codify the metric system of mensuration, so it seems a bit illogical to them to use any other thread but theirs. This is the bit that gets difficult for teachers - they say, quite rightly, that they're teaching S.I. units all day long, why can't they use S.I. metric fastenings? Well, we're sorry, but that's the way it is and that's the way it's gotta be.

So by the late 60's you could start forgetting the recently introduced - well, late 1940's - UNF and UNC, and go Metric - just like that, with BSF and Whit., just nowhere. Now it should be said that a single thread system looks so simple to chaps who don't know what's on when it comes to tightening things. And it also should be said that the standardisers had settled on a thread that was and is about as coarse as the old Whitworth - and we know what happened to that. So now - yes, you've guessed - they're bringing in a fine thread in the metric system. Ye Gods, we've been here before haven't we?

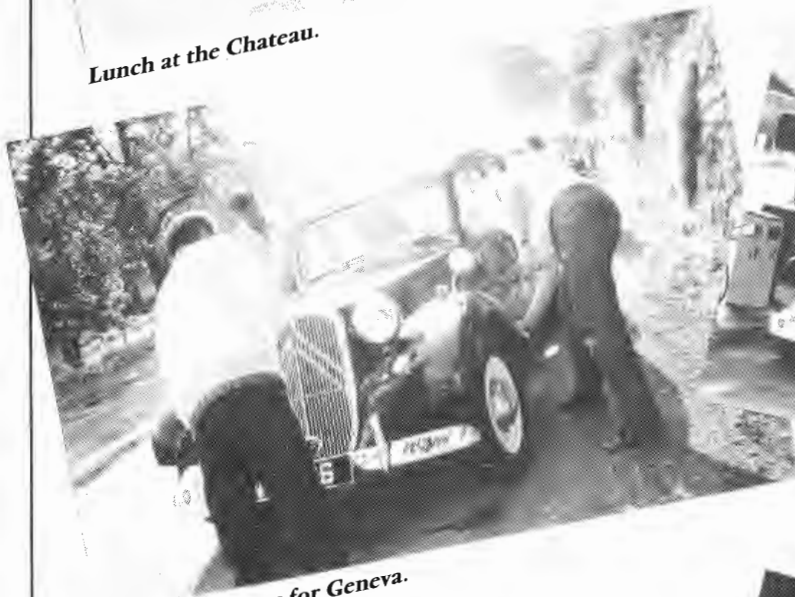
The lack of an article for this page enables a repeat of the photographs in the last issue from the "Haute Savoie" article, at least this time you will not need a magnifying glass. Also some more from the Cotswolds Tour.



Lunch at the Chateau.



June and Mike scale the heights.



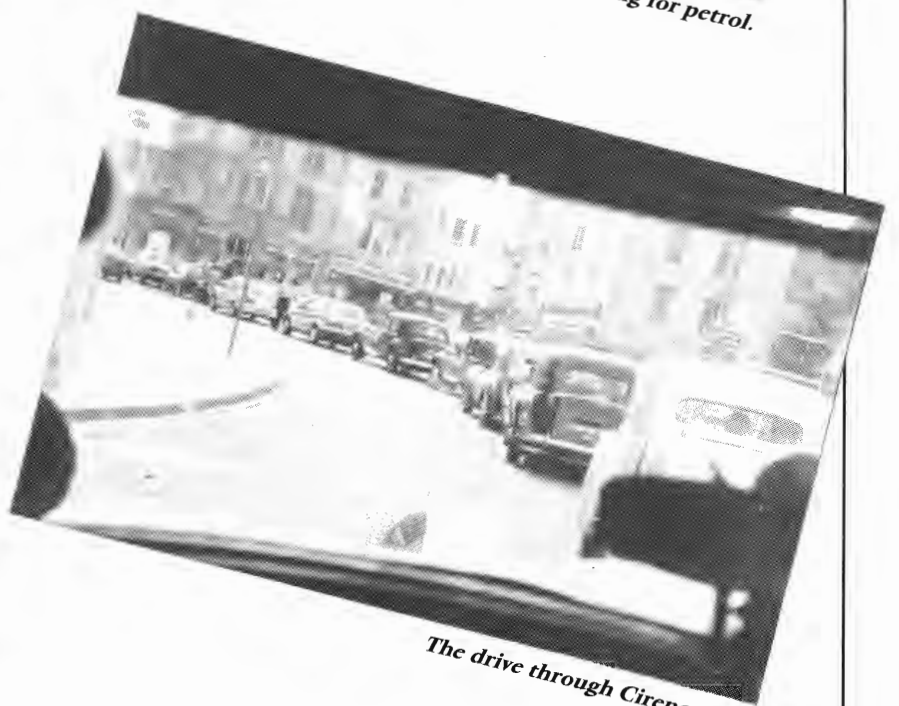
Cleaning the cars for Geneva.



Queuing for petrol.



Mind the fingers!



The drive through Cirencester.

CORRESPONDENCE

Dear David,

I was interested to read Alec Bilney's letter on concours judging in the last issue of F.P. The issue of these competitions will always be contentious, and at present I personally prefer not to take part in them. This is not primarily because I don't have a suitable car, but because I well remember the one such competition (not T.O.C.) I did enter. To watch judges noting the cracks in the paintwork on a folding joint on my screen pillars was irritating to say the least. Perhaps it was judgement on me from a higher authority for having a car with dodgy brakes, which of course went undetected by the human delegate! Seriously, I could have pointed out a dozen defects which the judge didn't spot, so I left the event wondering just what was the point of it all—but that is just a personal viewpoint of that particular event.

"Concours d'état" competitions are certainly here to stay, even though the glamour of the French 1930's and '40's "concours d'élégance" events has, sadly, been lost. Equally certain is that many people abhor obsessive pot-hunting because it discourages regular use of the car and can become little more than an ego-trip for the owner. One only has to consider the gentle ridicule that surrounds a well-known member of the spit-and-polish brigade; international ridicule at that. No, he doesn't own a Traction. In some ways this attitude is a shame, because it cannot be denied that it is those perpetual perfection-seekers who help the rest of us less zealous enthusiasts to keep our cars on the road. The re-manufacture of body and trim parts is one example, as is the fact that by creating the huge spectacle of National Concours events, interest (and hence money) is drawn into the Classic Car movement.

The point is that at National events one accepts that the top cars are owned by people who probably have a more than average amount of time, money or facilities.

Nevertheless, the dedication that has gone into the preparation of the cars is as fascinating as the exhibits themselves, regardless of whether the sight of people picking dead flies out of the radiator capillaries with a Q-tip is considered amusing, pathetic or admirable.

This may all seem irrelevant to the T.O.C. concours events; the important thing is that it stays that way. But it is only a question of degree, as Alec Bilney's description of the marking system currently used by the club clearly shows. At club level, concours events should, in my view, be held with the greatest of care if they will start to destroy the very camaraderie which is the club.

Mileage consideration is a case in point. One long summer continental trip, plus selected fair-weather use at weekends, can easily run up 8000-plus miles per annum. I am fortunate to be able to drive my own two Tractions on this basis, and between them they average this sort of mileage, but in near-ideal conditions. This minimises the deterioration, maintenance and hence the time and effort I used to spend on the cars to keep them pristine (well, almost). The circumstances of many Traction owners is probably much less favourable to their cars—no space for a second car or no company car to soak up the winter salt are obvious examples. Four or five thousand miles of all-weather Tractioning deserves much more credit than my own, higher, mileage.

Originality is another aspect which should be carefully considered. I have seen a car—quite rightly—marked down because of a non-original type of seat material. But what about engines? My Roadster is—or was—a Light 12, but it now has a 1911 c.c. engine. Do all judges make sure that all cars have their original-specification engines? I suspect not.

Structural integrity is a more complex issue, and I question whether sufficient emphasis is placed on this fundamental aspect of a car's condition. I was unfortunately unable to attend the Annual Rally this year, but certainly last year a close underside inspection of some highly-rated cars revealed crude patching, daubed underseal and substantial deviation from the correct structure

and pattern of the monocoque. Adequate, maybe—concours, definitely not!

Everyone in the club will know of Mick Peacock's superbly executed bodysells for Roadsters. These items will facilitate the reconstruction of a rusty car to the ultimate (i.e. Brand New) condition. How will these be viewed in a Club Concours competition? In practice, no original car would be able to compete with such an ultimate solution, so anyone wanting to win a prize would have to either re-shell their car or find an almost zero-mileage car in the South of France! Such perfection would be highly rated on the International Concours circuit, but on the club scene it would set a standard so high as to discourage most would-be entrants. Furthermore, I feel that concours competitions at club level could encourage restoration for its own sake: inevitably, when a car is restored it loses some of its charisma and interest. A car such as Walford Bruen's Roadster is an excellent example of a car which, whilst far from being immaculate, possesses charm and authenticity which is virtually impossible to re-create after restoration. I hope he will not feel obliged to subject it to a 'nut and bolt job' for a long time to come, even if some expert repair is needed in the meantime.

I know it is easier to criticise than to be constructive, but for what they are worth, here are a few ideas that the club may feel merit some consideration. I stress again that I have not been able to attend a rally this year so apologise if some of these ideas are already in force.

- 1) That the term 'concours' be scrapped and replaced by 'merit'.
- 2) That the way a car is built should be the way it is judged, so the soundness and conformity to the original of the bodywork should be marked in such a way that an incorrectly repaired sill or floor eliminates a car altogether from a top award. To my mind, a good clean underside, properly contoured sills and lack of underseal is worth ten times more than any amount of shiny paintwork and chrome, but is it marked on that scale?
- 3) A test-run should be obligatory for all entrants (or at least their cars). A short distance would be ample to check the efficiency of all major mechanicals—after all, a car is meant to be driven.
- 4) Interview the owners of the cars. Has he or she restored or worked on the car themselves? Is it used all year in all weathers? Are there any unusual details about the car (e.g. Steve Southgate's ex Road Research Big Six) which made a restoration or upkeep more difficult? The entry of unusual cars in good condition should be highly regarded—for instance Taxi equipment is in working order. All this information could be broadcast at prizegiving and would create extra interest as well as explaining the judge's decisions.
- 5) There could be two categories—one for 'restored cars' and one for 'original' cars. In the former case, absolute condition would be the aim. In the second instance, preservation would be the main objective: for example, a respray would put a car at a disadvantage to a

car with original paint, even if faded and worn, but not if rust and deterioration was considerable. Original interiors, provided they were in good condition, would also be highly rated.

Please accept my apologies for these lengthy ramblings, but I don't think I am alone in thinking that perhaps the club needs to look at making some changes to ensure all circumstances of Traction ownership continue to be acknowledged, supported and encouraged.

Yours sincerely,
Steve Kemp,
Leicester.

Dear David,

Thank you for the return of my photos and after the mild rapping of my knuckles I thought I had better put finger to word processor.

Firstly and unfortunately I had to sell my Traction. This was due to early retirement and the start of a new venture. I now have a wedding car hire business and had to sell nearly all my classic cars to by a Silver Shadow to go alongside my vintage Rolls-Royce and these two cars make up my "Fleet". KUA 444 went to a very good home and is much appreciated by Ian Nairn and family who managed to get down to Glastonbury much to my delight. Floating Power did however manage to spell Ian's name wrong and also had the car number wrong, poor Ian.

The enclosed photo shows some of the Belgium Traction club when they were on a tour of Scotland. Their organiser Eric D'Leanens contacted me and I arranged a half day at North Queensferry. This is centenary year for the Forth Rail Bridge so it was most appropriate to take the cars down to the bridge as it makes a superb backdrop for some magnificent cars. We had a great day and the three children had a lot of fun with my two whippets. All the Belgians were charming and really enjoyed their time at North Queensferry.

In addition to my old Rolls I still have a 1936 Austin Nippy two seater sports and both cars are used on a regular basis the Nippy being my local form of transport. It is great fun and quite economic.

Glamis Day has come and gone again with Ian Nairn's and Keith Rhode's Tractions on show. Keith's car was classed as a tourer for some unknown reason. Again the weather was kind until the end of the day when "Down came the rain." All in all however another successful rally.

I do miss my Traction but "needs must when the devil drives" and one day I might get another one. A Big 15 I think.

I can't think of any more news from north of the border so best wishes to all Tractionists everywhere.

Yours Aye,
Alan Hay,
North Queensferry,
Fife.

P. S. I will remain as Scottish contact if the Club so wishes.

Yes please, I am sure the Club would be grateful, may I wish you all the best for your business venture, perhaps you may even move up to using Tractions in the future. Ed.



Belgium Traction Club at Forth Bridge

CLUB NEWS

Mike and Jan, pictured below, enjoyed themselves so much organising the Cotswold Tour that they have decided to make the partnership permanent and are getting married sometime during October. May I wish them, on behalf of all Club members, best wishes and good fortune for the future. Hopefully Mike will not be too distracted from organising rallies for next year.

NEXT MAGAZINE

Last date for articles – 9th November, 1990.

The gaps are gradually getting larger and I am sure that you do not want me to scrape the barrel, but if needs must!

CROWN WHEEL and PINION

Yes, it is that phrase in Traction technology that either you are not sure what it means or if you do it probably causes a long submerged fear to rise from where you had pushed it to the back of your mind. If you fall into the former category then it is part numbers – 408469/408559/507238/508460. Along with ageing driveshafts the CWP is one of the "Achilles heels" we have to accept in our cars. Unlike most components whose wear creeps up on you, the CWP commits suicide in a sudden and dramatic way.

About a year ago the idea of getting some new CWP sets was mentioned in the FP, mainly to gauge interest. Although I must confess to launching the project I also have to grovel and admit that I have not progressed it very far. So now a fresh start to it. Last year I discussed the project with some gear-cutting specialists. At the same time I followed up references from other old/car Clubs for

whom they had produced gear sets. All looked well; they could make the sets in any ratio we wanted and the references indicated that they should be acceptable in product quality and service.

Not only did we want new gear sets but there was a chance of improving on the originals. The original CWP sets were cut to the 'Gleason' pattern, a name which identifies the tooth shape as generated by that make of gear-cutting machine. "Our" company are able to cut them to the 'Klingelnburg Palloid' pattern, a more recent system used by modern manufacturers. This system offers a number of advantages: quieter running; stronger tooth form; smoother power delivery; less critical assembly tolerances. This all seemed worthwhile, but, like me, do you also long for that elusive fourth gear when you reach 50 m.p.h?

Tractions were originally available with four ratios of Crown wheel teeth to Pinion teeth: 35x8 Montagne, the lowest ratio; 31x8, 31x9 (3.44:1), the most common ratio; and 31x10 (3.1:1) Econornique, the highest ratio. It seemed that it would be better to have the new sets cut to the highest ratio as this would be more appropriate for today's road conditions. The implications of this are: acceleration will be slightly reduced, but I doubt if you will notice it; theoretical top speed will increase by about 10%, or, put the other way round, cruising will be more relaxed, fuel economy improved and longer engine life; "pull" up hills may be slightly reduced, especially with 'Twelve' (1628cc) engined cars.

The result should be closer to those cars with ID gearboxes, but they will still have the luxury of four speeds rather than that huge gap between second and third. In practice

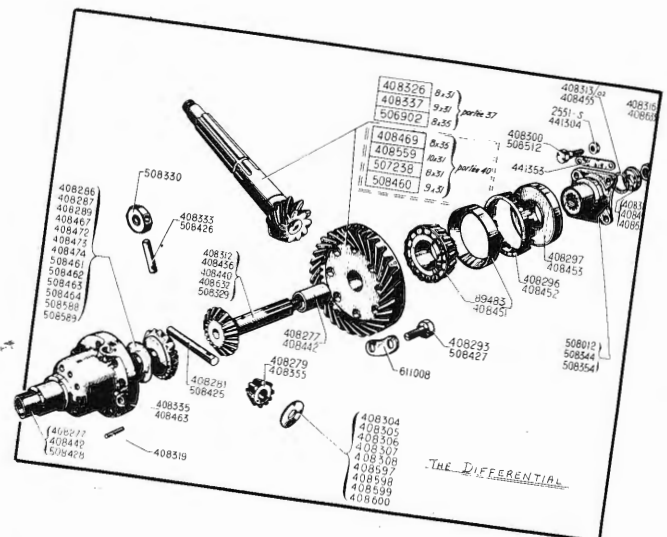
there is no reason why we should settle on just 3.1:1 sets. If there is a demand then batches of mixed ratio, including 3.44:1, could be ordered. Sets will be supplied ready to fit in place of the originals, finished, lapped, hardened and stress-relieved.

Well, what is the price, you ask? Final costs depend so much on the initial order quantity and whether we go for a single or mixed ratio batch. There is also a tooling cost to be borne on the first batch. Realistically we would expect the price to be around £300 per set to TOC members. Since numbers affect the final price we are writing to other Traction Clubs and potential customers to gauge their demand. YOUR FEEDBACK ON RATIO PREFERENCES AND LIKELY QUANTITIES WOULD BE A GREAT HELP IN WHAT MAY BE A MAJOR FINANCIAL COMMITMENT BY THE TOC.

So having bought your car a nice new CWP and a pair of slack-free Williams or Peacock driveshafts, there is only one thing left to do to transform its driveability – remove the rest of the backlash from the gearbox and differential. A supply of new spacing and thrust washers for when you rebuild with your new CWP is what is needed here. DOES ANYONE ELSE FANCY THIS PROJECT?

Despite these exciting prospects I must confess a secret desire! What I really fancy is putting on a slick little five speed gearbox from something like a GSA, Renault 20, VW Passat, etc. Since all these seem to have the engine ahead of the gearbox layout I guess I will have to turn the crown wheel over to the other side of the pinion, just like those Cooper racers did in the 1950s that used the Traction gearbox. Having probably disgraced myself in the TOC for disclosing this desire, who is going to tell me how to do it!

Tony Hodgekiss



Mike and Jan: what they lost on the swings...

Events

November 30th – December 2nd
National Classic Car Show at the NEC Birmingham.

December 16th

Christmas Lunch, White Hart, Whitchurch.

Provisional Dates for 1991

MAY – Third Tour of Belgium.

JUNE – TOC Annual Rally,

Telford/Ironbridge

MID JULY – Combined UK/
Brittany Tour.

Classified

WANTED

One Pilote wheel and a full set of ordinary wheels for a 1955 Light 15. Phone Keith Boyes (0482) 631 088 (Nr. Hull).

WANTED

Vokes Air Filter for 1950 Light 15. Phone Martin Jones (0242) 862 611.

FOR SALE

1954 Slough built Light 15, MoT, reconditioned engine, retrimmed, spares, Workshop Manual, good condition, reluctant sale after 14 years together.

£5,500 ono.

Phone David Jenkins (0993) 86450 (Oxon).

WANTED

Bell housing in good condition and 6 volt dynamo in any condition for 1953 French built Light 15.

Phone Zac Manasseh (081) 985 9058.

Classified

FOR SALE

Citroën Big 15 1955, Slough built, RHD, black with red interior, MoT, taxed. Recently serviced, good condition, garaged and treated with TLC. **£6,500.**

Phone Giles Calver (071) 823 3923 (W), or (081) 740 7840 (H).

FOR SALE

Light 15 spares:

Engine Complete	£55
Identical ID Engine Block	£40
ID Head and Carb needs welding	£25
ID 4 speed Gearbox	£75
Early Updraught Solex	£20
'55 Slough Windscreen complete	£10
Water Pump (late)	£18
Quantity Painted and Chromed Hub Caps	£4 each
Dynamo	£15
Starter Motor	£15

see below for details.

WANTED

Sound running Big Six (L o RHD) W.H.Y.

Phone Alan Smith (0272) 249 821 (Bristol).

FOR SALE

1838 TRaction 7C 12hp, RHD, originally built for an English chemist, exceptionally original condition, new tyres. Colour photographs can be supplied, offers to purchase to: Aestia, BP.17, 33127 Martignas, France. Tel. 56.21.62.61 (H), 56.68.90.88 (W).

Classified

FOR SALE

Floating Power Back Issues

1977 Vol. 2 No. 5

1979 Vol. 4 No. 1, 3, 4 & 6

1980 Vol. 5 No. 1, 2, 4, 5 & 6

1981 Vol. 6 No. 2, 4 & 6

1982 Vol. 7 No. 3 & 6

1983 Vol. 8 No. 1, 3, 4 & 6

£30 the lot

Traction Tools:

1826T Inner Bearing Tool (non-Citroën) £5

Wilmonda Hub Puller, excellent condition £25

WY Hub Puller (works off wheel studs) £10.

Newnes Auto Repair Manuals. 4

Volumes, covers the repair/overhaul of all motor components, also includes complete overhaul of Light 15 (plus 2CV!), excellent condition £15.

Contact Bob Wade, 29, Goodwood Close, Midhurst, West Sussex, GU29 9JG or Tel: (0730) 813 714.

Wanted for 1949 Traction Big 6.

1 Pair 10" P80 (SS80) Lucas Biflex Headlamps
Twist off Handbrake and Ratchet Radiator Square Clock.

Would the gentleman that telephoned offering the air and petrol filter please contact me. Derek Fisher (0225) 429533.

Diary Dates

CENTRAL SOUTH SECTION MONTHLY MEETINGS

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated halfway between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at non. Food available.

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month at the Swan, Whittington, Worcester, 200 yards off Junction 7, M5. Please contact Simon Saint, 'Snigs End', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

NORTHERN SECTION MEETINGS

4th Thursday of months, White Hart, Rooley Lane, Bradford. Phone Liz or Jim Rogers for directions and info. Tel. (0274) 45600.

LONDON SECTION MEETINGS

All meetings last Tuesday of each month at the Sun Inn, Barnes.

