

# *Floating Power*

September/October | 2005



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September/October volume 29 issue 5

# Floating Power

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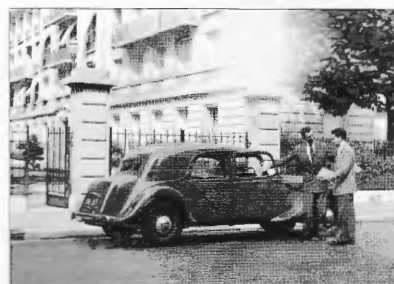
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## Front Cover



Cover: Picture courtesy of Jon Pressnall taken from his new book *British Traction Light*. It's a Heather Grey 11B from 1954. *Clubs*' activists were very helpful in sourcing photos for the book.



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New Area Representative  
required. To volunteer  
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To volunteer please call John Ogborne

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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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# Editorial

**Welcome to the September/October edition of Floating Power** - slightly earlier than usual as this carries the notice for the AGM which needs to be 30 days before the event and time has to be allowed for any postal votes.

I hope you all enjoyed the front and back cover? Not as much as John Moysey did though, as the car featured on the back was his! Read his very entertaining comments on page 9.

There's some lovely articles this edition: great memories of the Brittany rally, courtesy of John Barnes; a wonderful article translated by Walter & Noella Callens on the Rosengart 4-seater; a taster from Jon Pressnall's new book; correspondence; technical articles; plus various snippets of information. I also received a short article from Steuert Watson on a day spent at Scone Palace. Its so nice to read about what the various Sections get up to so please send something in and thank you all so much for your help in making Floating Power so interesting.

Simon Saint has taken on the job of area rep for the midlands. As he only has a partial membership list, if you are interested in local meetings could you please contact him on 01905 454961 or by e-mail at [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com) so that a suitable location can be found.

I intend to publish the November/December issue early, so that you receive it before the Christmas postal havoc, so copy date will be 14 October.

Happy reading!

Pat De Felice

## In Committee

The committee met at Milton Keynes on Wednesday evening 7th September. There were 15 members present.

The Chairman opened the meeting by saying that he had contacted many of those who had indicated on their survey forms that they would be interested in helping to run the club. As a result, a volunteer has been found to re-start the Midlands Section and there is also a good deal of interest in a central south coast Section, although an organiser has not yet been found.

The Treasurer presented the current financial situation. This has benefited from the savings generated by the change in VAT and printer arrangements for Floating Power. Pat and Paul De Felice were thanked for achieving this. As a result of Chris Treagust's continued efforts, spares sales are ahead of budget. The 2005 annual rally in the Black Country broke even. The club accounts have now been sent for auditing.

Membership numbers are higher than previously anticipated and currently stand at 533. There have been 29 new members since January and only 37 have not responded to the reminder.

Mick Popka attended the meeting and gave a comprehensive "Power-Point" presentation on plans for next year's annual rally at York. The committee was impressed by the proposed programme, the level of detail and the speed with which Mick had got things underway.

The NEC Classic Car Show is on November 3rd to 6th 2005 and the TOC has secured a large stand with room for 10 cars. The theme of the NEC show is "TV and films" and the TOC stand will combine 'Allo 'Allo and FFI themes.

Tony Hodgkiss reported on spares activities and it was agreed to make an offer for a second batch of South African spares. The spares open day was confirmed as Sunday 9th October.

It was agreed that the early history of the TOC (as meticulously compiled by Alec Bilney from contributions by founder members) would be published in its entirety in a special edition of Floating Power. Additional copies will be printed in the future and will be made available from the club shop. The FBHVC/FIVA questionnaire is to be made available to members at the AGM, via Section contacts and on demand from the secretary.

Nominations for next year's committee and officers were discussed and it was again noted that the club would benefit from some new committee members. A preliminary discussion was held on rule changes for the trophies awarded at the Annual Rally; and will be finalised at the next committee meeting.

The AGM was fixed for Sunday 20th November 2005 at 2.00 p.m. in Steventon Village Hall.

## Chairman's Message

The summer season of Traction events is now complete - and what an excellent season it has been. The Belgian rally in May was followed by the Annual Rally in the Black Country during June and the "Venise Verte" tour organised by the Brittany Club in July. Add in the local TOC Section events and we have had a full and varied programme. However, we do spare a thought for our faithful overseas members, who must sometimes read



the rally reports in Floating Power and wish that they were close enough to attend. I hope the articles go some way to communicating the enjoyment and enthusiasm of those of us who are able to take part. If you are an overseas member and are aware of other TOC members in your part of the world, why not organise a local event and write a report to tell us about it? Our editor, Pat is always delighted to receive articles about TOC activities wherever they may take place.

The Annual General Meeting will soon be upon us and you will find the details with this issue. This is your opportunity to meet fellow TOC members, to hear reports on the year's activities, to have your say and to vote in the new committee. This is your club and your committee, so why not consider standing? The committee has just four or five business meetings a year at different venues chosen to suit the committee members. The AGM notice in this issue includes instructions on nominations

In this issue of Floating Power you will also find a short article by the Federation of British Historic Vehicle Clubs inviting all TOC members to take part in a survey. Questionnaires will be available at the AGM, from your local Section contact and on request from the secretary. The FBHVC, and its international cousin FIVA, lobby the government and EC commission on behalf of the classic car community to prevent inappropriate legislation from finding its way onto the statute books. The use of classic and historic vehicles on public roads could be under threat in the not-too-distant future unless our voice is heard in the right places at the right time. It is therefore important for us to participate in this survey to make sure our voice is heard.

Happy motoring to the AGM and thanks to you all for a great year of Tractioning!

John Ogborne

# 4 AGM Notice

**Notice is hereby given of the Annual General Meeting of the Traction Owners Club Limited to be held at Steventon Village Hall, Steventon Oxfordshire On Sunday 20th November 2005, commencing at 2pm**

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to members in November, with a formal agenda.

Proposals for subjects to be discussed should be received by the General Secretary by 21st October 2005.

The Club at present has five directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down, both of whom are eligible and are offering themselves for re-election: **Andrew York** and **Colin Gosling**. Nominations must be in writing, be from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 21st October 2005.

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election.

The following longest-serving committee members are standing down:

**Tony Hodgekiss, Mike Holmes, Colin Gosling, Bernie Shaw** and **Peter Riggs**, all of whom are offering themselves for re-election. Again, any nominations for new committee members must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 21st October 2005.

Nominations are invited for the post of General Secretary and the post of Treasurer. **Tony Malyon**, Treasurer, is offering himself for re-election and nominations are required for the post of General Secretary. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 21st October 2005.

A notice of all nominations received will be circulated in early November. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 21st October 2005.

By order of the Company Secretary

## THE TRACTION OWNERS CLUB LIMITED INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 31ST MARCH 2005

	Note	£	2005 £	£	2004 £
Turnover	1,6		26,817		26,922
Cost of sales			20,828		14,502
<b>GROSS PROFIT</b>			5,989		12,420
Other operating income			15,932		15,084
			21,921		27,504
Distribution costs and administrative expenses		16,680		17,244	
Other operating charges		2,521	19,201	1,968	19,230
<b>SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX</b>			2,720		8,274
Tax on ordinary activities	8		(11)		(44)
<b>SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX</b>			2,731		8,318
General fund brought forward		81,323		73,005	
Adjustment for Corporation Tax Creditor overstated 2001					-
<b>GENERAL FUND CARRIED FORWARD</b>			84,054		81,323

There were no recognised gains and losses for 2005 and 2004 other than those included in the income and expenditure account. None of the Club's activities were acquired or discontinued during the year to 31st March 2005 and previous periods shown.

## THE TRACTION OWNERS CLUB LIMITED BALANCE SHEET - 31ST MARCH 2005

<b>Tangible Fixed Assets</b>	11		2,348		2,937
<b>Investments</b>	12		2,000		2,000
<b>CURRENT ASSETS</b>					
Stock	13	65,434		60,454	
Debtors	14	1,515		1,303	
Cash at bank and in hand		16,420		16,395	
		83,369		78,152	
<b>CURRENT LIABILITIES</b>					
Creditors falling due within one year	15	3,663		1,766	
<b>Net current assets</b>			79,706		76,386
<b>NET ASSETS</b>			84,054		81,323
<b>CAPITAL AND RESERVES</b>					
General fund	-		84,054		81,323



# tocnorway 2006

by Robin Dyke



**Our Norwegian friends Bernt Christian Bowitz and Elisabeth Aronsen have invited members of the TOC to join them at their annual rally in the south of Norway. Next year this will be in or near Oslo on the bank holiday weekend starting on Friday 25th August 2006.**

The most obvious way to get there is on the overnight ferry from Newcastle to Kristiansand, and from there it is about 200 miles to Oslo. Or there is another overnight ferry from Newcastle docks at Bergen, Haugesund and Stavanger, each about 300 miles from Oslo. Alternatively there is a ferry between Harwich and Esbjerg in Denmark

with a 550 mile drive over the new Oresund Bridge and up through Sweden. There is merit in each route if you are considering adding a short touring holiday before or after the weekend. In 2002 the club toured Norway to just north of the Arctic Circle. We stayed in camping cottages known as Hytters.

We have no definite plans yet, but if you are tempted by the idea, please contact Robin Dyke, or Mick Holmes.

[robindyke@btinternet.com](mailto:robindyke@btinternet.com)

[m.holmes1@ntlworld.com](mailto:m.holmes1@ntlworld.com)

## FIVA/FHBC Survey 2005

The Federation of British Historic Vehicle Clubs (FBHVC) is producing a survey form and they have asked us to participate in their survey.

It's important that we take part because we can't just take the freedom to use old vehicles on the road for granted: in today's world of ever increasing regulation, we have to fight to maintain that freedom - if we don't, we'll lose it. And that's why FBHVC was set up: the TOC is one of over 350 clubs in the Federation. FBHVC protects our interests by engaging with legislators and regulators to ensure that nothing is done to jeopardise the all important freedom to use our vehicles. Representation in Brussels is undertaken through the Federation Internationale des Vehicules Anciens (FIVA), and FIVA employs a professional lobbyist to monitor output from EU on behalf of FBHVC and all other EU Federations.

For the last eight years, FBHVC has been supporting its discussions with UK government with data about the historic vehicle movement in Britain that was collected in 1996. No further data has been collected since, and no similar data has ever been collected in any other country, which means that the only figures available to the FIVA lobbyist are both out of date and partisan: distinct handicaps in negotiations with European institutions.

FIVA has recognised that it has to put that right, and the survey questionnaire which we will have available is the first step in a major project to collect essential economic data about the historic vehicle movement in this country. The same thing is happening in nine other EU countries so that by summer 2006 FBHVC will have up to date information about the historic vehicle movement in UK to back its arguments in Westminster and FIVA's

lobbyist will have data from across Europe to support his case in Brussels.

Some of the questions about spending and income may seem over personal, but they are important and there is no need for respondents to identify themselves. FBHVC guarantees that the individual forms will be treated in total confidence and only anonymised, general statistical data will be published. The FBHVC committee believes that without new data, based on a wide sample and credible analytical techniques, the struggle to maintain the freedom of the road may prove impossible: please do your bit to make sure that FBHVC can go on fighting for YOUR right to drive old vehicles on the roads of Britain - and the rest of Europe.

You can obtain a copy of the form at the AGM, from your local area representative or from the Club Treasurer, Tony Malyon.

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# CARS

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# CARS



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### Mirrors

Consultation on "the fitment of devices for indirect vision (mirrors) on motor vehicles" This is the latest consultation to be received and is very complex. It also appears to include an element of retrospection, but a full study has yet to be made. In summary, the proposal is to require cars to have two external mirrors, and commercial vehicles to have devices to provide the driver with a view of various blind spots. Cars made before 1978 (currently only required to have one mirror, which may be internal) appear to be required to have two, one of which must be external on the off-side. The full detail will be analysed and a response made before the deadline of 21 September 2005.

### Seat Belts

Consultation on amending compulsory seat belt requirements for children. We warned last year (see issue 2/2004 for details) that an EU Directive would require UK government to tighten up on the regulations governing the use of seat belts by children. A consultation has now been published with a view to introducing new regulations early next year. At first sight, UK government has taken advantage of the derogations in the original Directive to allow exemptions in certain circumstances where no belts are fitted. One proposal, however, that is worth noting is to make it illegal to carry more people in a vehicle fitted with rear seat belts than there are seat belts provided.

### MOT Testing

The computerisation of MoT garages seems to be late and fraught with problems. It is evident that VOSA's database is lacking in details for vehicles over ten years old and manual overrides are frequent. Some garages did not register for computer accessibility on Saturdays, an omission which can be corrected, but frustrating if no other day is convenient. The actual requirements for the MoT have not changed, but there have been suggestions from many quarters that testers are blaming the new system for failing items that they had previously passed. PLEASE make sure we get to hear of any such instances. Unsupported comments question the modernity of the hardware and software of the 'new' installations, especially the printers: no doubt the government went to the lowest tender yet again and got what it paid for!

### Road Pricing and Annual Registration Charge

On 9 June. In a speech to the Social Market Foundation, Alistair Darling (the Secretary of State for Transport) outlined the government's plans for 'road pricing'. This has (understandably) received wide publicity and the gist of the message was that government is looking at replacing vehicle excise duty (VED) and fuel tax with a scheme whereby drivers pay a variable rate for the use they make of the road network - uncongested roads would be charged at a low rate while those with the heaviest congestion would be considerably more expensive, especially at peak hours. (Mr Darling suggested a range of 2p to £1.34 per mile). He went on to announce that a trial or pilot scheme would take place in five to six years. With the benefit of hindsight, the idea of an annual registration charge (to fund the cost of maintaining the driver and vehicle records at DVLA) might be a first step on the way towards replacing VED: the cost of maintaining the registers has to be met from somewhere, and if no duty is being collected for the right to use a vehicle, another charge becomes necessary. An article in the Sunday Times on 12 June appeared to confirm this, announcing a new annual registration charge of £2.50, but went on to say DVLA "... had originally sought to make photocard renewals and transfers of paper licences free and favoured a new annual registration fee of £4.50 instead. This would have applied to all vehicles - even if they were not on the road. However, it is understood that the DVLA was forced into a rethink following objections by motoring groups during the consultation period. It is now likely that classic car owners, many of whom are exempt from paying road tax, and disabled drivers will not have to pay..."

FBHVC has been unable to obtain confirmation from DVLA about the veracity of the Sunday Times piece, but on 5 July, Alistair Darling (the Secretary of State for Transport) outlined to the House of Commons DfT's thinking on developing its road pricing strategy, and his statement gave

details of a 'Transport Innovation Fund'. Instead of DfT running a road pricing pilot scheme within five to six years (as announced in June), this Transport Innovation Fund is to be set up under which local authorities that suffer from congestion can apply for funding to enable them to carry out their own pilot schemes. The Times of the following day reported: "The government's plans were in tatters after it cancelled a pilot scheme ..." following Treasury estimates that the cost of the pilot would be £2 billion. This confusion has not helped us in our attempts to ascertain government's strategy for the future funding of DVLA: watch this space.

### Review of Number Plate Suppliers

The Association of Chief Police Officers, ACPO, has declined to support FBHVC's request that the regulations governing the supply and display of number plates should be amended to allow keepers of classic vehicles to obtain 'like-fbr-like' replacement number plates, but Dr Stephen Ladyman, the Minister of State at DfT, has acknowledged FBHVC correspondence on the subject, saying: "I would like to consider this further". We await developments.

### PAH in Tyres

Also in June, the EP and Council agreed the proposal to restrict PAH in tyres (see previous reports). The EP text was pre-agreed in a meeting with the Luxemburg Presidency so that this proposal might be formally adopted at First Reading. To recap, concerns had been raised that some manufacturers would not be able to meet the conditions of the Directive for certain tyres - such as tyres for historic vehicles - by the implementation date which was advanced to January 2010. Accordingly, as a result of our concerns being highlighted, the adopted Directive makes clear that tyres made before the implementation date may still be sold afterwards. This means that the manufacturers who believe that they cannot meet the implementation date can stockpile supplies in advance and continue to supply the market.

## USEFUL SERVICES CORNER

Listed below are services that a TOC member has used and would like to recommend.

COMPANY DETAILS	SERVICE DESCRIPTION
<b>Armourtex Powder Coating</b> 14-16 Rowe Lane Urswick Road Hackney London E8 Tel: 0208 986 2028	Powder coating for wheels etc.
<b>Bainbridge Engineering</b> Unit 3A Spencer House Brettenham Road Edmonton London N18 2EU Tel: 0208 807 7453	General welding repairs to bodywork
<b>Keith Ardley</b> Reflector Re-Silvering Service Bedford House 14 Bridge Road Mepal Ely Cambs CB6 2AR Tel: 01353 778493	Re-silvering of headlamp
<b>G. W Findly &amp; Sons</b> 262 Alma Road Enfield EN3 7BB Tel: 020 8805 0575 Evenings: 020 8482 5453 Mobile: 07931 521 377	Welding Specialists
<b>Ashby Chromium Plating</b> Based in Hatfield Will pick up work and deliver back in North London and surrounds Tel: 01707 258 607	Chrome Plating

If you are pleased with a specialist service you have used let us know so that TOC members can benefit. If you use any services in this section tell them you are a TOC member.

# toc correspondence

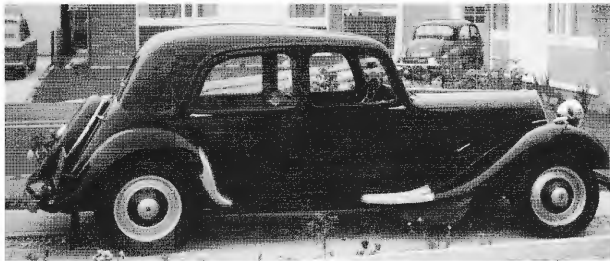
## That's my old car!

5th September 2005 it's 11.15am and the post arrives bringing July/August Floating Power and another brilliant production from Pat. Congratulations, the magazine is excellent! But what's this on the back cover? LTA 62! This is my old car. I owned it from 1964-1967.

It had been a cherished dream since my early teens to own a Light 15. So I took my opportunity to buy this one in Hinckley Road, Nuneaton for £110. It was bodily sound except for dented and split wings, which I fixed with filler, cellulose and lots of cutting paste. The mechanicals were a bit iffy (as were most cars in those days).

I worked nights in a garage to pay for the lock-up it was kept in. I could not really afford to run it so it was only used at weekends in the summer and for the occasional Citroën Car Club rally - no TOC in the 60s. It had low oil pressure, almost non-existent brakes and a suspect gearbox. Oil pressure was increased by dropping the sump and fiddling with the oil pump. The green oil light stopped coming on.

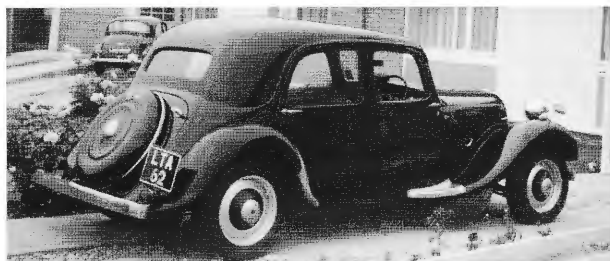
As I recall it had an SU fuel pump to prime the carburettor. A radiator blind was worked by a pull cord under the dash. There was an oil cooler on the bulkhead made from coils of thin copper wire. I fitted the fog lights, which are still there in the pictures.



The second pitter-patter of tiny feet meant it had to go, time to move to a house with more bedrooms. The sale price was £128. Three weeks later, a sideways collision with a kerb severely damaged it. The new owner then left it in his front garden in Sheffield to rot. I understand 'someone from London' bought it in the mid to late 70s and had always assumed it had been broken up for spares.

Around 1996, the TOC had a rally on the South Bank. I spotted the photograph of LTA 62 for sale. On speaking to the photographer, I was told that a lady owned the car now and if I returned in an hour or so, he would phone to see if she minded me contacting her. Sadly, she had sold the car and had not retained details of the new owner.

Talking about this to Robin Dyke, he has no LTA 62 on his database and suggests that it might have been re-registered. I have recently sent him the chassis and engine numbers so it may yet surface. Where is it now? These photos were taken outside our Rugby home in the 1960s.



The tiny feet have now pattered away from home, so I am able to indulge my dream again. I now live in North Norfolk with OKX 694 (and my wife). It was she who persuaded me to buy it and thanks to Peter Simper it is a delight to drive.

John Moysey



## Collecting a full set?



On a visit to my brother in France a couple of weeks ago, I purchased this new partwork from Editions Atlas which includes 1:43 die cast models of various Tractions.

### The collection of 11 comprises:

1934 La 7A, 1934 La 22 Cabriolet, 1934 La 22 Berline, 1935 La 11AL de Francois Lecot, 1937 La 11 BL Fourgonette Jouets Citroen, 1941 La 11 Legere Gazogene, 1944 La 11 Legere FFI, 1954 La 15 Six du General de Gaulle, 1955 La 11 Familiale de Pompieres d'Aze, 1955 La Taxi 11 Familiale, 1955 La 15 "Yvette Horner" du Tour de France.

The first issue was priced at 2.90 euros, I think the next 2 are 4.90 and the remainder are 10.90 each. Hopefully he is collecting the full set for me over the coming months! If not, then there will be no more shipments of Stilton Cheese and Dickenson and Morris Pork Pies!!!!

Richard Hooley



## Double or not?

There has been some discussion recently on an internet bulletin board about double de-clutching in a traction. It would appear that some drivers enjoy doing it, and there are a multitude of theories about it. The operation was often used (normally when changing down) and the procedure was to press the clutch once to select neutral, to release the clutch in neutral and to blip the throttle, and finally to press the clutch again and select the gear. My view is that between top and second on a traction 3-speed gearbox it serves no useful purpose at all.

In most conventional rear wheel drive cars of this period, the engine-to-road system is usually engine / clutch / gearbox / transmission-shaft / crown-wheel & pinion / differential / half-shafts & wheels. Within the gear box the input shaft is usually exactly in line with the output shaft, so that when in top gear they are directly connected. This means no cog-wheels within the gearbox are involved, and there is no loss of efficiency. All lower gears need the use of a lay-shaft, typically one pair of cog-wheels to link the input shaft to the lay-shaft, and then another pair of cog-wheels to link the lay-shaft to the output shaft. When you are changing gear, and two cog-wheels are about to mesh, they should be turning at the same speed. If you have synchro-mesh rings, then this will smooth the inter-meshing. But if you can get the meshing speeds as close as possible, then there will be less wear on the synchromesh. The objective of double de-clutching is to put some extra spin into the lay-shaft so that during the second stage of changing gear it is slowing down to the best match for the intended cog-wheels.

On a traction the 3-speed gearbox is totally different design. The input shaft runs forwards at the top of the gear box, and the output shaft runs backwards beneath it. The crown-wheel & pinion and the differential are contained within the gearbox. But the significant difference is that in top gear the drive goes through a pair of cog-wheels all the time. The same is also true of second gear, just one pair of cog-wheels. In fact in top gear and in second gear both these pairs of cog-wheels are rotating all the time, one pair working, and the other pair not under load. The cog-wheels on the lower shaft in each pair are rotating at the same speed at the lower shaft. The working cog-wheel on the upper shaft will be connected to its synchro cone which is splined to the upper shaft, and so it will be turning at engine speed. The other upper cog-wheel will be turning freely at a different speed to the upper shaft, but its disengaged synchro cone being splined to the upper shaft will be turning at the same speed as the upper shaft. There is no lay-shaft, so there is nothing to spin by double de-clutching. The upper cog-wheels for top and second spin at speeds related to the lower shaft, ie at speeds related to road speed. The synchro cones rotate at engine speed, so you just need to adjust the engine speed so that the appropriate synchro cone can engage gently with its matching upper cog-wheel.

Regrettably our bottom gear is a horror - it uses a length of the upper shaft as a pseudo lay-shaft, with the result that 3 pairs of cogs are needed. There is no synchro mesh on first gear and the ratio is so low, and double de-clutching takes so long, that you might as well stop (if you haven't already).

By the way if you overhaul a gearbox, you can swap the top and second synchro cones, because they rotate in opposite directions and wear one-sidedly. Mine did 50 years as originally built, so I am now hoping for another 50 years.

*Robin Dyke*

PS - These thoughts do not apply to a 15-Six box which has 3 shafts.

## Flat spots

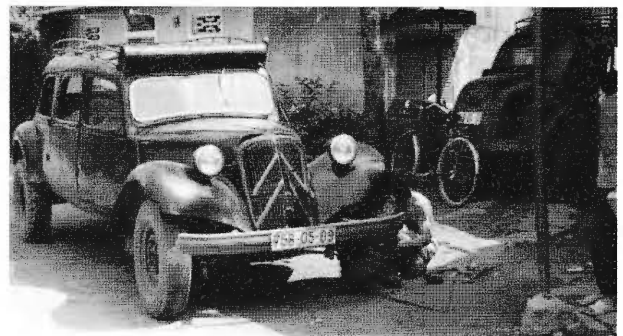
David Baird's SU carburettor conversion (toctech forum, FP July/August 2005) is clearly a highly beneficial modification. Congratulations, David, on your Malts win - and I'm sure many others. I have campaigned my Light 15 on competitive historic rallies, too, and have trusted to the avoidance of navigational errors to achieve results, having accepted the somewhat pedestrian performance of the Perfo engine in its original form as an additional challenge!

That said, I have never experienced a flat spot with my Traction - the acceleration curve seems perfectly smooth. Many years ago, however, I owned and rallied a Singer Gazelle which sported twin 32PBIS Solexes. The acceleration flat spot was dreadful, and after ages of experimentation with different sized jets, emulsion tubes and goodness knows what, I lost my temper with the carburettors and disconnected their accelerator pumps. The result was electrifying - flat spot eliminated!

Obviously what was happening was that the fuel/air mixture was being hugely over-enriched when the pumps were activated. But I did find that a temporary, minor enrichment in colder ambient temperatures was desirable, so I reconnected the accelerator pumps in winter but modified the pump level to give a shorter stroke.

Is it possible that a similar modification to the single Solex of our Traction might be of benefit to members who experience flat spots?

*David De Saxe*



## Feeling lucky?

I thought you might like to put an advert for Mr Lucky's garage in Saigon. His rates are probably cheaper than we pay in the UK.

As you can see, personal service is assured by Mr Lucky as he puts the finishing touches to another car destined for the Pebble Beach Concourse.

*\*Alan*

## Good vibrations

I have just read that new Citroëns can be fitted with a driving seat that vibrates. This is nothing new. All the seats in my traction vibrate when I brake.

*Ivan O'Valdrum*

# Farming Yesteryear **at Scone Palace**



**At the beginning of September, TOC's Scottish members joined some hardy farming types at the annual Scone Palace homage to Scottish farmers, their vintage tractors and engines. This was their 29th rally and it showed in their organisation, which was faultless. The event has grown over the years and is now a huge festival.**

I had a wonderful day, viewing over 2000 entries to the classic vehicle section and managed, over the course of the day, to visit nearly 500 stalls.

Apart from the usual club forays into the display arena, there were also Scottish pipe bands and, in the surrounding fields,

displays of past ploughing, threshing, binding and combine techniques. There was even a mobile sawmill, powered by a traction engine, which drew a crowd of onlookers throughout the day, fascinated by the machine and the skill of its operators. Does anyone know of a Traction Avant being put to work like this? The bacon/hamburger roll van had a similar crowd of onlookers throughout the day, all waiting patiently for something to happen.

Kenny Cocker was asked to be a judge and went off happily, with one eyebrow raised, to assess cars from 1909 to 1939. Quite a task. Judges' rules were "Make up your own, keep them consistent and pretend you know how to judge a Model T against a Wolseley New Ten". Oh yes! And do it all in a couple of hours. Not a bad way to work up an appetite for lunch!

Scone's not like car-boot sales. It is palace grounds, after all. Here, the farmers lay out copious amounts of rusting metal objects, which appear tartan-like in their formation, and make a rather nifty sales display. The next stage of this open air shopkeeping appears to be to find a pal and jaw until it's time to pack it all on to the trailer again and go home.

Everyone seemed to be in a very good mood, made better still by perfect Scottish weather.

Sitting in the endless queue of cars at the end of the day trying to go home, I watched Kenny, just in front of me, get more and more agitated as engine temperatures rose and those muscling in on our queue moved off into the distance.

Beside us on the grass, by a dustbin, were two bits of metal, clearly from one of the displays and apparently thrown away. If thousands of bargain jumble hunters passed them by they must have been really useless.

I felt like taking them home.

I had expected a slow day and brought the Sunday papers to thumb my way through, but with so much to see, my time was fully occupied and it all passed far too quickly. At the end of the day, looking around our group, it seemed we had all been buying boxes of latex gloves! Does that mean the long winter nights in the garage will be here soon?

Farming Yesteryear 30th Rally will be on Sunday 10th September 2006.

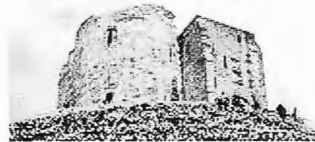
*Steuart Watson*

**Traction Owners Club**



**Annual Rally 2006 York**

*Welcome to York*



**It's official!**

Mark your Diaries for **September 8th - 10th 2006**

Come and visit England's most haunted city, drive through "Brideshead Revisited" scenery, visit an Italian PoW Camp and attend a 1940's Dinner dance at a restored WW2 bomber base.

The National Rail Museum and the Yorkshire Air Museum will entice you on Sunday, if you prefer not to look at the trains, you can always "Walk the City Walls".

Those of you who have previously visited York will be happy to hear that the Rally will not be held in one of the many "Park-and-Ride" Car Parks that surround York. Instead it will be based at Acaster Malbis, 3 miles to the south of York, where there are both Camping and Hotel facilities.

Questions? just email me at [mick@popka.co.uk](mailto:mick@popka.co.uk).

Alternately you can keep up to date by joining the Yahoo Group which has been set up at:

[http://autos.groups.yahoo.com/group/TOC\\_2006\\_UK\\_Annual\\_Rally/](http://autos.groups.yahoo.com/group/TOC_2006_UK_Annual_Rally/) where you can find the latest news on the Rally Itinerary.

Booking forms will be available in the next edition of Floating Power.

# CITROËN

# toctech



## volume 1

## Maintenance **25**

### TECHNICAL

Brakes

Brake Adjusting

Hot Starting

## tocshop

### TRACTION OWNERS CLUB

ITEM	PRICE £ sterling
Enamel Traction Lapel Badge	£2.50
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Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Spare Parts Manual UK to 1949 Repro	£32.90
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Tee Shirt TOC Print (S. M.)	£6.00
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Autosculpt Traction (pewter like finish)	£4.50
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## The Brake Controversy Continues

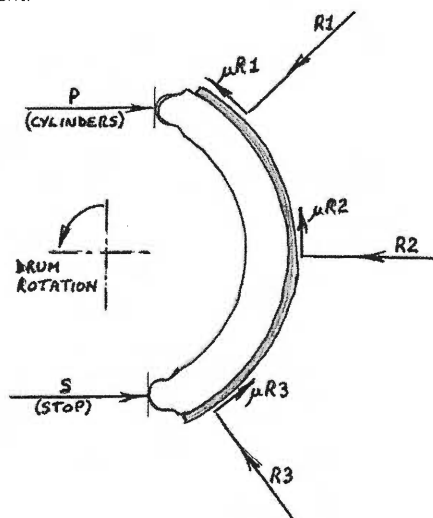
Few subjects have generated as much controversy recently as that of braking systems. The two aspects under discussion concern the reasons for the half-size brake lining on the trailing shoe and the pro's & con's of a floating shoe compared with the original Citroën arrangement with an eccentric bush. The following article is compiled from correspondence between our regular contributor Roger Williams and Mike Lewis from Rickmansworth.

So, let's start with the letter that Mike Lewis wrote to the editor in response to recent articles in *Floating Power*.

On the subject of floating brake shoes I'd like to - er - break cover and put in a word on behalf of those long-gone Citroën engineers who probably knew a bit more about drum brakes than Roger Williams gives them credit for. It is well known that for the leading shoe there is a self-actuating or wedging aspect to the operation as the friction forces generated assist the force from the hydraulic cylinder. The friction coefficient ( $\mu$ ) of the lining and the position of the pivot point of the shoe are chosen to ensure this self-actuating element is not too high, otherwise the brakes may grab. (Also, as the friction coefficient falls when the lining is hot, not only will there be reduced braking or "fade" directly in proportion to this reduced friction, but the multiplying factor of the wedging effect is also reduced causing yet more fade.)

For the trailing shoe the reverse happens - the friction forces tend to oppose the actuating force from the cylinder. The "missing" section of lining is where this unhelpful effect is at its maximum. The available actuating force is best used on the portion of the shoe where this negative effect is the least using only sufficient lining to give a wear rate about the same as for the leading shoe as the Citroën engineer John Poxon said. Perhaps he didn't say quite clearly enough that adding this "missing" section of lining would actually reduce the braking effect for a given pedal force.

One reason modern drum brakes do not have this short lining is that, as with Roger's modification, the shoes are floating and the lining needs to be long enough simply to locate the shoe; but the forces involved also act quite differently to those with the Citroën arrangement.



The sketch shows all the forces acting on a floating, trailing shoe (the pressure across the surface of the lining is simplified by condensing it to three discrete reactions. Note that the only downward force on the shoe is the vertical component of  $R_1$  - thus, for equilibrium,  $R_1$  must be large enough to equal the upward components of  $R_3$ ,  $\mu R_2$  and  $\mu R_1$ . A rough analysis indicates  $R_1$  would be about three times  $R_3$ . So, with this new arrangement, not only must the upper sector of the lining be free for location, it also does most of such work as the trailing side achieves. (The analysis is similar for the leading shoe, except that the positions of the stop and the cylinder are reversed.)

The consequences of all this are that pressure - and therefore heat and wear - are less evenly distributed with the floating arrangement than with the Citroën original. The advantages of the floating system will be easier initial set-up and perhaps a shorter period of bedding in, plus certainly a reduced cost of manufacture. The disadvantage will be a reduced lining life compared with the original, and a less even spread of heat around the lining.

The self-actuating or wedging action for the leading shoe is greater for the floating shoe arrangement than the original, and this may account for the improved performance Roger reports. While this may be OK if a lining is used having a lower coefficient of friction than Citroën designed for, if it's the same or higher, unpleasant characteristics like grab or fade could result. But then, as he says, it is reversible. It may well be that modern linings typically do have a lower coefficient of friction than was current in 1930 when rod or cable brakes and low speeds were common. Personally, I think Citroën got it right, or right enough, and my main point is that they made them the way they did for valid engineering reasons. With best wishes to you (Pat) and Paul and thanks for a great job on the magazine.

.....and the reply from Roger:

It has certainly not been my intention to denigrate the Citroën engineers for their use of a fixed pivot brake shoe arrangement. My point is that, for this type of brake shoes to work in the way Mike Lewis describes, the radius of the brake shoe and the drum have to be identical AND the adjustment has to be such that ALL the lining is in contact with the drum when the brakes are applied. I challenge the average, or even experienced, Traction owner to achieve this situation. If the shoes are not properly adjusted - i.e. only by use of the snail cams - then the load is taken on the leading edge of the shoe which tends to wear down quickly. The only reason I have done the floating or self centring brake shoe arrangement is to allow easier adjustment of the brake shoes and I believe achieve a more even wear rate. As Mike points out I have made it in such a way that it can easily be returned to the original set up if required. From here on I will refer to the two systems as the 'pivoted' and 'self centring'.

The two figures taken from the *Automobile Engineer's Reference Book* show diagrammatically the self-centring and fixed pivot type of brake shoe with the forces generated under braking. It also adds the following comments:

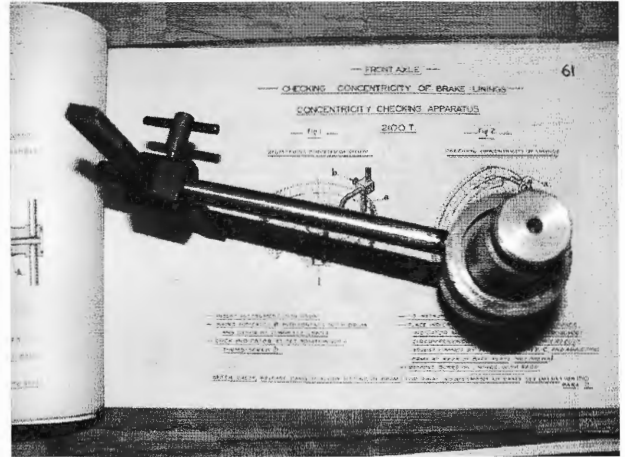
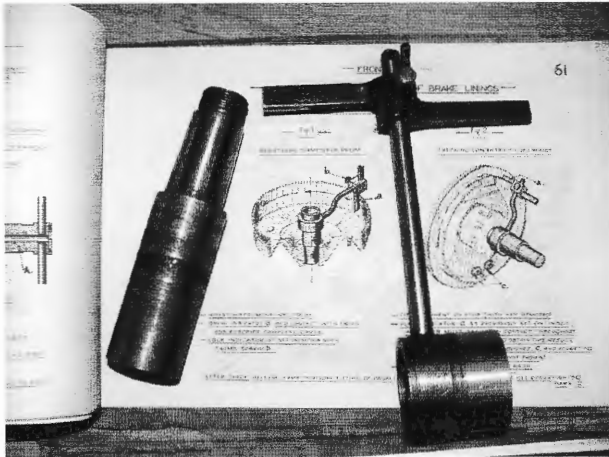




# toc tech forum

## Another Brake Adjusting Tool

It seems that many TOC members have been struggling with the brake adjustment problem and Julian Taylor of Bridgwater is no exception. Here is his solution.




The tool was made by John Kick of Middlezoy, Nr Bridgwater. He is willing to make more and can be contacted on 01823 698388.


## More Thoughts on Hot Starting - and those Brakes Again!

Here are some extracts from a couple of letters from David Boyd that I am sure will be of interest. The first, which followed from a phone call from David a few weeks ago, gives some additional ideas on the problem of hot starting. In the phone call, David explained that there was a significant voltage drop between the battery and the coil (probably due to poor contacts in the ignition switch). "Hot wiring" the coil made starting much more certain.


I am beginning to think that many of the hot starting problems are, maybe, a combination of petrol supply/carburettor and voltage drop in 6volt systems. The key seems to be ensuring that the battery is OK and well-charged. In the case of our wedding cars, ensuring the latter has helped a lot. Here is the 6volt Flexolite fuel pump that I mentioned - it looks good.

**WM1 6 volt petrol pump  
now available from Flexolite**

 This is a development of a 1928 design so it has been tried and tested. Flows up to 18 gallons an hour and is controlled by points (not electronics), so even the VSCC will fire it. Also available in 12 volts. £63.50 plus VAT & carriage (£72.90 in UK) We have a wide range of other fuel pumps including road & competition, negative & positive earth as well as fuel filters, regulators, pressure gauges, fuel hoses in braided stainless and rubber, oil hoses, coolers, liters, electric oil & water pumps, etc.



**For more details Flexolite: 01684 541941  
(fax: 0168454 1841) Email: sales@flexolite.co.uk**



.....and the second is back to the old subject:

I have just fitted the Roger Williams brake shoe conversion, which is first class. Braking is smooth with no shudder whatsoever - well worth considering for fellow Tractionists.

# Brittany Tour 2005



**Buying a 1954 Paris-built 11B Normale, joining TOC and entering for the 2005 Brittany Tour, all of which we did in September/October 2004, were distant memories when a cryptic email arrived on 26 June 2005 stating merely that "the rally will start at 09.00 from LeClerc at Clisson".**

Helpfully, Paul De Felice who had forwarded the email to us, had added - "its simple, but normal for the Brittany Tour, which is very laid back and casual" - so we weren't altogether surprised when we arrived at 08.30 on Thursday July 14th in the car park at LeClerc, Clisson to find it deserted, except for the Traction of Richard & Pam Hutton.

Naively we had expected to see more than 30 Tractions, including those of TOC members Dennis & Maureen Ryland, Dennis & Brenda Kallend, John & Lynda Ogborne, Mick & Moira Holmes, Paul & Pat De Felice, Bernie & Pearl Shaw, Steve & Hazel Shinebroom, Bill & Letsie Tilley, Pete & Sue Simper, Dave & Jackie Hackett, Terence & Jane McAuley, Richard & Pam Hutton and of course ourselves (John & Barbara Barnes).

After consulting maps to ensure that there really was only one Clisson the four of us were more than a little relieved when at about 08.45 a Club des Tractions Avant de Bretagne member arrived and told us that the start had changed from LeClerc to the campsite where many of the French Tractionists had spent the previous night.

At 08.55 the majority of the British contingent arrived so, after re-fuelling, we all made our way to the campsite - where we learnt that Paul De Felice's spell of bad luck with the car he had imported from New Zealand was continuing as he had broken down near Avranches.

Despite Steve Shine's attempt at "distance" fixing the fault could not be remedied by Paul, so when smoke started coming out of their new 123 distributor the De Felice's were forced to book into a plush hotel (much to Pat's chagrin!!) whilst a tow truck to transport the car to Coulon was arranged.

At the campsite (which we reached well after 09.00) we discovered what Paul had meant by "laid back". Coffee was being served from a large urn, groups of people were standing around chatting in the beautiful sunshine, and there was absolutely no sign of an imminent rally start.

Eventually rally books and plaques were produced from someone's car and, around 10.00 am (09.00 UK time!!!!), a klaxon sounded and a slow exodus of cars from the campsite resulted in a convoy of 31 Tractions (two towing trailers) heading off towards the Marais.

The journey proved fairly uneventful thanks to the efforts of the 5 motorcycle outriders and their pillion passengers - who were clearly suffering badly from the temperature (which by now had reached the high 30's) - who guided us through the turns and roundabouts along the rally route.

The reason for an unscheduled stop mid-morning became clear as word filtered from car to car that we were so far behind schedule that it was going to be impossible to reach Super-U (rally book entry - shopping & fill up with petrol, depart 10h30) before it shut (July 14th being Bastille Day of course) so everyone piled into the local mini-market to shop for their picnic lunch.

The picnic site which had been chosen turned out to be the venue for a local boules championship, so once lunch had been

consumed there was an opportunity to listen to some Breton music and to watch some boules before the convoy reformed and our journey continued to Coulon, at the heart of the Marais Poitevin, and Camping de la Venise verte campsite which was to be our base for the next three days.

The Marais Poitevin, which is a beautiful area on the Atlantic coast of France near to La Rochelle, was first populated before the arrival of the Romans - but it took until the 17th century, when Henry IV enlisted the assistance of Dutch engineers, to build the network of canals that allowed the land to be reclaimed from the sea.

The Marais Poitevin today is made up of some 70,000 hectares of dry marshes (comprised of clayey soils, protected by a ring of dykes, and used for cereal crops and cattle breeding) and some 30,000 hectares of wet marshes (comprised of peaty soils, criss-crossed by ditches, creeks, canals and rivers, and used for grazing, the cultivation of ash trees and market gardening) and is noted for its migratory birds, mussels beds, eels and other wildlife.

Not being camping types, my wife and myself and Dennis & Brenda Kallend, opted to stay at local B&B's rather than on the campsite - so whilst everyone else was checking in to the campsite we left to find our B&B's and to shower in preparation for the evening meal.

Our rally books said that we would "depart for the restaurant at 19h30" so, in what we were rapidly becoming used to as "the norm", we were not surprised that it was about 1 hour later when the klaxon finally sounded and the noise of some 30 Tractions assembling into a convoy totally destroyed the evening peace of Camping de la Venise verte.

# Brittany Tour 2005

Our 3km convoy drive took us back through Coulon to La Brasserie de la Repentie where dinner was served in a large marquee on the riverbank. After a long hot day everyone was tired and around 10.30 cars started to drift away back to the campsite. On returning to our B&B, which was also situated on the bank of the river, we parked the Traction for the night and immediately discovered why the French eat Frogs legs. The Marais is inhabited by thousands and thousands of bull frogs, which make the most incredible noise - all night long.

For Friday the rally book said only "depart at 09h30" to do shopping for the midday meal. We breakfasted at our B&B in good time but when we went to the Traction we found that the starter motor had failed. Fortunately the convoy passed our B&B so, when eventually it arrived, we were able to flag down Richard & Pam. Peter & Sue Simper also stopped and, after spending some time trying unsuccessfully to jump start the car, we loaded our picnic set, table & chairs into Pete & Sue's car & ourselves into Richard & Pam's car as they had kindly offered us a lift for the day.

By now the other cars had long disappeared leaving us with no directions other than that the first stop was going to be Super-U to buy the picnic. We eventually found Super-U and discovered that we were in fact returning to La Brasserie de la Repentie where an enclosure had been reserved for the Tractions for the day.

Once all the Tractions were safely parked in their enclosure the English & French split into two different groups, with the English visiting the Museum of the Marais and the French taking a boat trip around the Marais.

At the museum, which recorded the development to the Marais through the ages, described the business of fishing for eels and demonstrated the art of building the flat-bottomed boats used for transport in the Marais, an English commentary was provided by Bernie Shaw and Terence MacAuley as the guide spoke no English.

With the English and French regrouped for lunch a "surprise" in the shape of a local, fortified fruit wine together with the local "garlic bread" was served to us before we started our picnics.

After lunch the French visited the museum and the English boarded 3 boats for their trip around the canals of the Marias before we all returned to our various bases to refresh ourselves for the evening's entertainment.

During the course of the day Bernie Shaw had discovered that one of the French contingent had a spare starter motor in his boot so before showering I fitted the replacement starter motor and negotiated a price acceptable to my newfound friend Remy.

When we arrived at Camping de la Venise verte we discovered that Paul & Pat De Felice had finally arrived in the middle of the afternoon with their car on the back of a low loader. It had then taken Steve Shine about 10 minutes to get the car running (fortunately he had brought with him the original distributor from Paul's car) and Paul & Pat were back in business - although £300 poorer (the cost of the hotel and the tow truck).

Again the rally book enigmatically, merely said "depart from the camping for the restaurant at 17h30" and eventually the convoy formed up again - to make the 3km trip back to La Brasserie de la Repentie, where dinner was served in the main (air-conditioned) restaurant.

Once the meal had been eaten Dave Hackett and a French ex-opera singer performed their party-piece duet, the French contingent sang a rousing chorus - with much theatrical assistance from their ex-opera singer - and one of our motor cycle outrider friends provided some superb imitations of elephants and chimpanzees.

Not to be outdone, the English - ably led by Dave - responded with a spirited rendition of "Ilckley Moor" before the French and English combined for the main act of the evening, a performance of the "Barber of Seville".



As the TOC 'new boy' I was "volunteered" by my new TOC friends to be shaved (with a large plastic knife) by the "Barber" whilst he sang all the appropriate arias. At the end of the performance I found out that, as the victim, I was expected to contribute to the 'entente cordial' by kissing as many of the French ladies as possible - which of course I felt obliged to do.

The following day - Saturday 16th July - was a rest day, with no organised events other than the evening meal. The majority of the group therefore decided to stay in and around Coulon, to rest up in the campsite, or to hire boats for another trip on the canals.

This being a Traction rally a small group of us (Richard & Pam, Hazel & Steve, Mick & Moira and my wife and myself) decided that rather than staying in Coulon we would drive to the Isle de Re, which is a small island adjacent to La Rochelle, across the very long bridge that connects it to the mainland (crossing charge 16.50 euros per car!!!).

Being British, once on the Island, we unerringly navigated our way through a complex mass of small roads, little wider than the Tractions themselves, to find an excellent restaurant for lunch, which we took at a table overlooking the ocean. After a (long) lunch Hazel & Steve and Mike & Moira set off back to Coulon - using Steve's latest toy (his Tom-Tom GPS system) to find the shortest route - in order to take part in the rehearsals for the evening's show.

Richard & Pam and Barb & myself decided that having driven all the way to the Island - and paid 16.50 euros each to cross the bridge - we would do some exploring before returning and were rewarded by some incredible sites, including the harbour at St Martin de Re (well worth a visit).

The main event of the final evening of the rally was the entertainment - which had been carefully planned by both contingents to amuse the other.

However, before the entertainment got under way John Ogborne took the opportunity, as chairman of TOC, to present cards and best wishes from everyone present to Pat & Paul De Felice on their 25th wedding anniversary and to Moira & Mick Holmes on their 50th wedding anniversary.

The entertainment then began with the French challenging the English to produce the "best" cockerel and hen. To his great surprise Paul De





Felice proved himself a natural and was duly selected as the British "cockerel" and Lettsie Tilley, after scaring the French "cockerel" (and Paul) with her incredibly impressive (and aggressive) performance, was selected as the British "hen". After another round of crowing from both "cockerels" it was decided that the competition was too close to call and that the finals would have to be repeated every hour, on the hour, for the rest of the evening.

Normality returned whilst dinner was served and then a band of strolling "Brits" (now neatly attired in 'uniforms' of dark trousers and white shirts) emerged to deliver the British contribution - a version of charades.

Managing a cast of about a dozen, Bernie Shaw, ably assisted by "Director/Clapper board man" Steve Shine, presented extracts from five French films (M. Hulot's Holiday, Jean de Florette, Manon des Sources, Cyrano de Bergerac and the Hunchback of Notre Dame) for the French audience to guess the titles of.

Sterling performances were turned in by those old "hams" Dave Hackett, Mike Holmes, Terence Macaulay and Bill Tilley and Moira Holmes' death throes at the hands of Quasimodo made a fitting finale to a polished performance by the "Rostbifs".

The British performance was rounded off by an unscripted, spontaneous postscript when 'director' Steve Shine was "killed" in a flurry of flying chairs by "The Three Musketeers"

As midnight approached - with the temperature still in the high thirties - the party began to break up and most people retired for the night (although it is reported that some smaller parties continued well into the night).

Sunday 17th dawned a "grey" day (rally book entry "leave at 9h00 with a full tank") and when we arrived at Camping de la Venise verte at 09.15 we found it deserted (except for Dave & Jackie Hackett who had decided to stay on for another day to really test out their new trailer tent). For the first time in the entire tour a published time (departure at 09h00) had actually been met!!!!

A decision was now needed. Should we attempt to catch the group up and join them for the mid-day picnic or should we head directly North East to the B&B we had booked for the next few nights? Well it was our first Brittany Tour - so off we went following the directions in the rally guide. After an hour and a half - during which time we received a number of friendly waves from pedestrians and other cars, but saw no signs whatsoever of other Tractions - we were beginning to question our decision, as every kilometre was taking us in the opposite direction to our B&B.

Just after 11 o'clock we saw our first Traction (well two to be precise) parked at the side of the road on the exit from a large roundabout. Pulling up to see if any assistance was required we were informed that it was actually one of the motorcycles that had broken down and that the Tractions were providing the assistance!! As luck would have it, when we arrived the bike was actually running again so

we immediately set off, now in convoy with the two other Tractions and our own outriders, to travel to the "Supermarket stop" where we found the rest of the group stocking up on 'goodies' for lunch.

An uneventful run for about another hour or so took us up through the outskirts of Clisson and across the Loire to the east of Nantes, at Ancenis, where everyone parked up for lunch.

After lunch, Dennis & Brenda Kallend (who were returning to their home just south of Limoges) and my wife and myself (who were going off to explore France for another week or so) all said goodbye to the group.

No mishaps were reported in the final stages of the Tour, other than an earlier-than-expected arrival at Guipry - where a photographer had been engaged to record the end of the rally and the prize giving.

This apparently necessitated a stop outside of Guipry at a French car boot sale - much to the dismay of most of the drivers (yeah right!!).

At the end of the rally each of the British drivers was presented with a very attractive "Club des Tractions Avant De Bretagne" grille badge by the president of the French Club before they departed homewards towards one or other of the channel ports.



Was it as good a Brittany Tour as previous ones? Having nothing to judge it against we can't say - but we certainly enjoyed it. We met friendly, like-minded French people, we built upon the friendships we have started to form with some of the members of TOC during our first year in the club, we visited an interesting part of France - and we got to use the Traction on the sorts of roads it was designed for.

For our "extended" Brittany Tour gave us nearly two and a half weeks in some magic B&B's (courtesy of Alastair Sawday's Somewhere Special to Stay), good food, interesting places to see and visit and (starter motor aside) about 2500km trouble-free motoring on only our third journey out in the Traction.

Will we be there again in 2006? You bet we will - provided of course that the 2006 Brittany Tour doesn't clash with the 2006 Classic Le Mans which we've already booked up for.

John Barnes

## New Members

*A warm welcome is extended to all new members of the club:*

- 1903** Robert & Sandra Tomlin, Oize, France
- 1904** P Fletcher, Pont-Y-Capel, North Wales
- 1905** M Farr, Caussens, France
- 1906** T Hankin, Hartford, Cheshire
- 1907** J Winter, Pytchley, Northants
- 1908** M Burt, Weymouth, Dorset
- 1909** S Scadding, Cashmoor, Dorset
- 1910** J Beaumont, Beaulieu, Hampshire

## Anniversaries

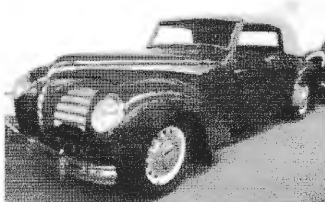
- 4 Sept 1860** The Times published its first weather forecast.
- 10 Sept 1897** London taxi driver George Smith was the first person to be convicted of driving whilst drunk - he was fined 20 shillings.
- 12 Sept 1960** MoT testing was introduced for vehicles more than 10 years old.
- 15 Sept 1960** Traffic wardens appeared on the streets of London for the first time.
- 4 Oct 1993** Albania's first traffic lights were installed in Tirana.
- 15 Oct 1895** The first ever motor show organised by Sir David Salmons was held at the Tunbridge Agricultural Show Ground.
- 28 Oct 1959** First recorded use of a car telephone in a call from Cheshire to London.
- 31 Oct 1951** Zebra crossings were introduced in Slough.

# The best of everything



Rosengart 4-seater coupé at Dunkirk in 2004 (Seadike).

**"Buy from someone that's the best" is the motto of Lucien Rosengart. If he saw something good ... he could see a way to improve it. He starts in the motorcar construction with a licence of the Austin Seven. Afterwards he acquires the licence - rights of the Adler Trumpf. In 1939, he borrows from Citroën the technical components of the Traction Avant, to realise his own LR539 Supertraction.**



In the second decade of the 20th century the successful industrial Lucien Rosengart has a thriving company. The almost five thousand employees produce small mechanic car components for several makes of cars.

He also has the honour to be the inventor of the dynamo lamp, the seat belts...

Rosengart is a friend of André Citroën. Both men have many resemblances, amongst them their initiatives as entrepreneurs. A big difference however is that Rosengart is a real businessman, whereas Citroën is rather an idealist. Lucien supports Citroën financially in times of need, but he also helped Peugeot with a necessary reorganisation.

In 1928, when Citroën dropped the 5HP, Lucien Rosengart saw an opportunity to become a motor manufacturer in his own right. He started, in an old factory in Neuilly sur Seine near Paris, with his own make of car. He believes in the power of a small car and looks for a type with five HP-tax (1 hp = 175cc). He buys from the English AUSTIN the licence fees of the Austin 7, introduced in 1923 and very popular. Unusually for an engineer who had several patents to his name.

As he himself provided components to car manufacturers, he now involves, the parts he needs, from others. That limits the risk and of course saves money. The car needs some external modifications for the chauvinist French home market and therefore undergoes some visual changes. The car appears on the market as type LR2, you can

find the initials of the boss. For 15,000 francs the carriage is an attractive alternative for the more known French makes.

In 1930, the LR2 drives 100,000 kilometres in 111 days without considerable problems. The driver was M. LECOT who drove from Lyon to Bourges, Dijon and back, twice each day. This long duration test gets a lot of attention in the media and sales improves. Rosengart dares to introduce his own carrosserie designs, the association with the British Austin 7 vanishes.

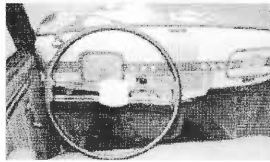
The next type, the LR 4, appears in 1931. This 5CV will remain on the market until the end of the existence of the mark, in 1955. The carriage will undergo a lot of external changes. In 1932 a six cylinder, the LR 62, is introduced.



The Supertraction has no self supporting coachwork, as his technical 'father' the Traction has.

## ADLER TRUMPF

The good sales figures of the LR 4 offer the occasion to Lucien of experimenting with something different. Just like his friend André Citroën he always is in search of new, preferably innovative, techniques. In 1931, during a travel through Germany, Rosengart met engineer Gustav Röhr, who works for the firm Adler in Frankfurt. The French man is very enthusiastic concerning his Trumf with front axle and he acquires the licence fees of it. In Paris he demonstrates the carriage -during a shower- in the Bois de Boulogne to André Citroën; they both believe immediately in the front axle. Plans to work together disappear rapidly though.



The dashboard shows an unmistakable art-déco design and the LR539 is much more luxurious than the Traction-Avant.

December 1932 Rosengart - independently of Citroën - launches the nearly unchanged Adler as

LR500 Supertraction. This is the first French car with traction avant, built in serial. He drives, successfully, for 100,000 kilometres. Indeed, the Tracta of engineer Grégoire had the first front axle, but never left the experimental stage. The Supertraction follows the evolution of the German Trumf, but moreover -on command- special coachwork is deliverable.

When in 1934, the Traction of Citroën appears, the Rosengart-press bulletin says that the Traction is an everyday product, made in large serial. On the other hand, the Supertraction is much better assembled and, with its luxury, intended for the elite. This campaign is, gently put, "unpleasant" for Citroën. But yes, business is business. The difference between the 2 berlines is but 1000 fr : 25,000 and 25,950fr.

## TRACTION-COMPONENTS

The relatively small Rosengart nevertheless cannot compete with the giant Citroën. Especially motorial the Supertraction can be called old-fashioned. In 1938 thus, one chooses for the engine block-system, the acceleration barge, the steering-wheel system and the front shaft of the boasted Traction. André Citroën, deceased in 1934, never knew this.

Rosengart maintains, at the back, the independent wheel framework of the Adler Trumf and therefore keeps a technical advantage on the BL 11 of the Quai Javel. Thus the extraordinarily beautiful LR539 Supertraction arose. Not deliverable as berline, but exclusively as faux-cabriolet and convertible.

It is therefore in fact a competitor for those two traction alternatives of Citroën. The mainly hand built carriage shows American lines, as from Ford and Lincoln.

During the, in those days, popular concours d'Elégance, the LR539 gets lots of attention. The head lamps were already incorporated in the mudguards. A lot of remarkable details give the car his particular look. Everywhere one finds Rosengart emblems, for example on the two tank filling capsules. The door crutches are miniatures of the chromed cap ornaments. Also the wheel and the dashboard command admiration. The steering wheel is attached to four double metal spokes. A chromed loudspeaker, for a possible radio, is present exactly in the middle of the dashboard. At the right of the glove compartment a rectangular watch is built in. Here also American influences are perceptible. Designer Jacob has absolutely made a (?half-)measure package, and that for a car which is produced in serial. The Supertraction shows external similarities with special creations of boasted French marks such as Delahaye and Delage.

On command the firm Rosengart realises 5 berlines for the government Daladier and a sixth for Lucien Rosengart himself. He continues driving this car up to his dead in 1976.

## PLATFORMCHASSIS

The Supertraction does not have, as the normal Traction, a self-supporting coachwork. The footing is 309 mm compared with 291 mm at Citroëns. The almost five meters long vehicle - the Citroën measures not quite four-half meters - has a platform chassis.

The engine is identical of the one from the Traction 11B 'Perfo' and provides 56 hp at 3,800 tpm. You can wonder why Rosengart did not build a six cylinder of Citroën in it, which was also available at the time. The carriage is 125 kilos heavier than the Citroën-cabriolet and two more cylinders would have been very welcome.

Some smaller parts also come from the Traction, such as the measure-instruments and the gear handle. The bumpers come from the 15/6 of Citroën. The cap of the convertible can be opened in two positions: entirely open or in landaulet style. A comparison with the open Traction is obvious.

The price of the Traction is 33,200 francs compared with 39,900 for the Rosengart. This last car however is a real fourseater.

The difference in price, about twenty percent, makes the Rosengart a special car. Some upper class people are glad to pay more for this car: you are much more in the picture driving a LR539 than driving a 'common' Traction Avant. Between 1939 and 1941 about one thousand of these Rosengarts are built. About 4325 Tractions convertible -4 cylinders- have been built. Strangely that, in spite of the price-difference at the time and the lower production numbers, an open Traction at present is 50% more expensive than the open LR539. Probably, the Citroëfilie is the reason?

## SUPERTRAHUIT

In 1945 Lucien Rosengart retired from the Executive Board of his company. He was 65 years old. After WWII the firm Rosengart can no longer use the traction engines and start looking for an alternative. That became V8 of Mercury with contents of 3917 cc. The name of the carriage changes in SuperTrahuit.

Strongly increased costs plus the considerably higher consumption by the eight cylinders, are badly situated in the post war years and the production increases. External differences with the Supertraction are: the motor grill, the ugly straight bumpers and the lack of elegant design ornaments on the motor cap.

Rosengart continues for a while with smaller types, even a short cooperation with Panhard follows. But, there's no avail, in 1955 the factory closes down. This 4 cylinder engine has lots of work with the heavy car. Karl-Heinz Bonk, writer of the Rosengart-history, runs a museum near Bedburg-Germany, with a collection of more than 30 Rosengarts : the small cars from 1922 to the last models which left the plant in 1953.

*Translation : Walter & Noëlla Vallens-Van Schil*



# The wait is over

Jon Pressnell explains why his new book on the Traction Avant has taken so long...



*Big-boot 15-Six; details include side vent panels introduced in June 1950, along with the 'cowcatcher' bumpers. This was another photo that fell by the wayside: making a final picture selection is always hard.*

## **It's now four years since I agreed to write a book on the Traction Avant, and only now is the book available. What took all the time?**

The easy answer is that if you want to do the job properly, writing a book isn't the work of five minutes. Sure, there are well-known authors who dash out a book in four months (or less), never mind four years. One of my jobs as an editor in the book-publishing business is to sweep up after such people: their books are sloppily written, poorly-researched, and all too clearly pulled out of the printer without having even been read through to see if sentences make sense. They've expended the minimum effort needed to do a halfways-acceptable job, and then moved on to the next project. That's understandable: they have to make a living, and their ruthlessness means they end up richer than I'll ever be.

I'm afraid I can't operate that way, which might make me a bit of an idiot but is one reason the book has taken so long. Another is that I have to fit any book-writing around my editing and publishing-consultancy work and my work as a freelance journalist, all the while being aware that book-writing is not cost-effective in terms of remuneration for time spent, and that I have to earn enough money from writing to be able to survive.

But the other explanation is what might be called 'The Curse of Citroën': the landmark Citroëns - Traction Avant, DS and 2CV - were all produced for a great many years, with countless variations of their mechanicals and trim, and sorting all this out is enormously time-consuming. I could cry when I think of how many days, spread over many months, that I spent trying to establish exactly how the roadsters were trimmed. Virtually every roadster that survives has been re-trimmed, almost invariably with less than perfect authenticity, while the fact that the cars were built in small numbers, and essentially to special order, means that there are always going to be anomalies.

Some of the problems surrounding the roadsters were quite extraordinary. Experts such as Olivier de Serres were quite categorical that the wood door cappings were always painted to match the dashboard - a strangely illogical detail, in terms of efficient production. Yet every roadster I had ever seen had varnished cappings. Olivier was insistent - and, of course, absolutely right. But it was only at this year's Tractionades that I actually saw a totally original roadster with painted cappings. I doubt if I will ever see another.

Establishing the trim details of the Belgian-built Tractions was another headache, largely because I could not talk to the expert on the Forest cars, Olivier Lemesre, as he is seriously ill. Many hours were spent talking to Belgian enthusiast Jacques van As, trying to unravel these picky details.

Then there was the question of the Tractions built in Germany. Fortunately I hitched up with an expert, Immo Mikloweit of Citroën in Germany. The only snag was that my German is appallingly rudimentary, so I had to call on friends to help write and translate the letters that shuttled between the two of us.

Chasing information was only part of the story. I also had to source illustrations. Here I hit some goldmines, such as the splendid documentation on accessories that Dominique Bellière of La Traction Universelle lent me, or the collection of Slough catalogues I was able to borrow from former Slough chief engineer Ken Smith. Part of the challenge was trying to find pictures that hadn't been seen before, to augment well-known images from sources such as the Citroën archives.

But there were also the images that it was more difficult to source. A decent picture of the second Traction-based DB in its original closed form was a challenge, but in the end DB expert Alain Gaillard came up with the only profile view I have ever seen. It's not a brilliant photo, but it is better than nothing. It was only at the last moment, too, that an Australian racing magazine e-mailed me a photo of the Don Wright single-seater and that I obtained an acceptable photo of a three-tone 11A, as current only from September 1934 until early 1935; indeed, illustrating the earliest Tractions was not easy, as precious few 1934-35 cars survive and there aren't that many period photos in the Citroën archives. Finding two early 7As at the Dunkirk rally last year enabled me to photograph two correct interiors - I almost danced down the promenade!

On the subject of illustrations, many 'happy snap' photos were cleaned up by my good friend - and Traction owner - Rik Blote, who then moved on to do some fabulous work enhancing various technical drawings. Rik was a major support during the creation of the book, and I owe him a big debt of thanks. A step on from enhancement was the work done by former Motor magazine artist Brian Hatton, who was the natural choice when it came to trying to bring to life two rather grim photos of Bertoni mock-ups for a possible Traction replacement. I hope you like the end result.





*Citroën image of a 1938 model-year 11B limousine - there are Pilot wheels and the standard saloon doors used from October 1937. Note also the comet-pattern door trims and the separate Tubauto front seats. This is a delightful photo that had to be discarded from the book because of a lack of space*

Indeed there are many people who have spent time helping with the book, and space only allows me to mention a few. Oliver de Serres in particular was generous with his time and his unsurpassed knowledge, as was fellow French expert Jérôme Collignon; others who suffered my enquiries with patience include Eric Pilon and Guy Loos. Citroën themselves were the very spirit of helpfulness, when it came to sourcing photos from their archives. I should also thank those owners, English and French, who allowed me to photograph their cars: some photos taken by Mark Dixon at the 2002 Blenheim Palace rally accompany this article.

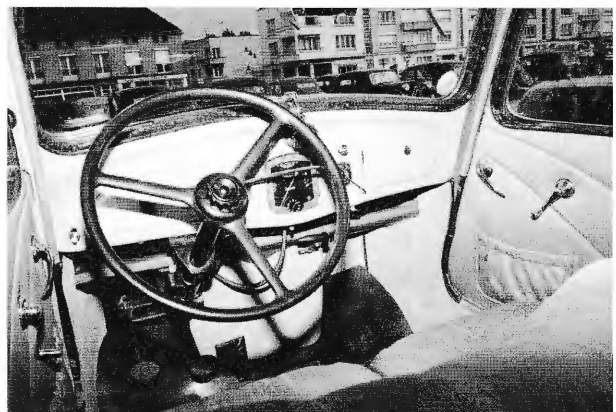
The trouble with following in the footsteps of Olivier and Jérôme is that much of the historical ground has already been covered in their books. The challenge was to try to come up with fresh information, a challenge all the harder given that those concerned with the Traction Avant's conception are long dead. I would like to feel that I have been able to add something, even if it is on the peripheries, through my interviews with people such as future Facel-Véga creator Jean Daninos, designer Philippe Charbonneau, Henri Dargent, a colleague of Bertoni, and various figures in the Resistance in the part of south-west France where I live. There have also been fascinating opportunities here and there, such as being able to visit the French patent office in Paris and find out more about Sensaud de Lavaud, inventor of the infamous automatic transmission with which André Citroën wanted to equip the Traction Avant.

But the purpose of writing the book was not just to impart fresh information but also to present information - fresh or otherwise - with clarity and a sense of perspective. I was therefore keen to place the Traction in its social, economic and commercial contexts - and this was great fun. It helps understand the car if you can see how it fitted into France's social and economic evolution.

Statistics tell a story, too, and it is always rewarding to look at production figures and extrapolate information from them. Occasionally, too, you stumble across something: examining Slough manufacturing figures with Ken Smith we discovered that the figure for 1951 right-hand-drive Light Fifteens had been mis-transcribed as 2751 rather than 2571, thereby throwing out the totals both for post-war Light Fifteen and overall post-war Slough production. The figure for the former is 16,741 - and guess who, after all this, forgot to change this figure on one of his tables.

The result of all this has been a bigger book than originally intended, and one that has colour throughout rather than just in a single central insert, as in other Crowood books. This also caused problems, as Crowood initially decided on trying to cram everything into too small a number of pages, to keep costs down. I was fortunately able to persuade them to give me an extra 16 pages, but this meant re-planning the pagination after the first proofs had been sent out. This caused a further delay, at the end of which the book designers threw their hands up in despair. As a consequence I had to sit down and create a new 'flatplan' myself.

Am I happy with the end product? Well, it would have been nice to have had a few more pages, so that some pictures could have been used a little larger. But would you have been prepared to pay say another fiver for the book? If I'd written less, the pictures could have been bigger. But what is more important, at the end of the day: pretty pictures or depth of information? On the whole I think a satisfactory balance has been achieved. There has however been one disaster: somehow a missing picture was not located, and instead of a photo of Nico Michon's former Mme Michelin 15-Six roadster there is a black blot on the page in question. It's not my fault, and I'm not pleased, but as far as I know - and at the time of writing I'm yet to see a copy of the finished book myself - there are no other goofs. I just hope that those of you who buy the book enjoy reading it, and that you'll now understand a little bit more about why you've had to wait so long...



*Interior of Pietro Turchi's 7A, snapped at Dunkirk. This was a splendid opportunity to examine a correctly restored early car*

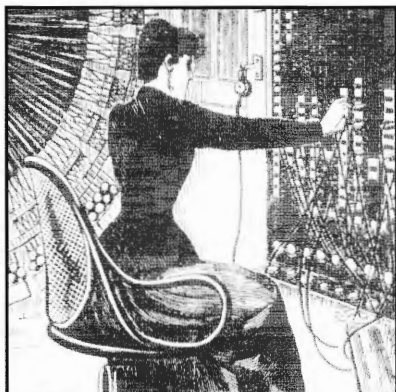
This book is available through the Club Shop at £29.99 plus postage and packaging.

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### SUBSCRIPTION RENEWALS

As you all know, subscriptions are due each year on 1st April; it helps the volunteer officers and the Club if you pay promptly.

As of this issue, around 50% are still outstanding. Please check and if you have not sent payment **DO IT NOW!** Any subs not received within the next three weeks will mean suspension of membership, no further magazines and a rejoin fee when you do pay up.

Please help up avoid that situation.

*Thank you - Peter Riggs*

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### TOC HELPLINE

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From abroad:  
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### INSURANCE

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Tel: 0121 246 6060

### WWW

Club website:  
www.traction-owners.co.uk

Club chat: inside\_trac@groups.com

## Two old codgers chat in Belgium



Paul De Felice and Steve Shinebroom. Caption and photo courtesy of Bernie Shaw.

# tocclassifieds

## NOTICE CONCERNING ADVERTISING

### RATE CARD

Charges for advertising in *Floating Power* TOC members advertising Tractions or other Citroën related items: no charge.

Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

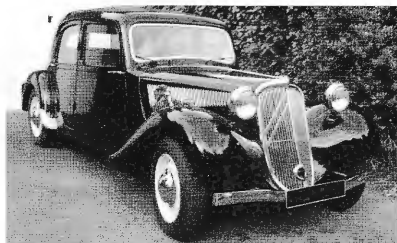
Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

## CARS FOR SALE

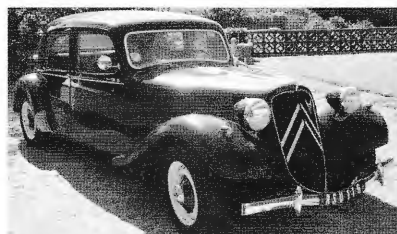
### 1949 (Small Boot) Slough Built Citroën Light 15.

(First registered March 10th 1950 in Blackpool). An excellent example of the "English Citroën". Professionally re-finished in black with cream "Easy-Clean" wheels. The immaculate interior has also been completely re-trimmed in red and beige. The sunshine roof is fully working and watertight. All Chrome is in first class condition and it has five new Michelin "X" tyres. The car is mechanically sound having been fitted with the later "11D" engine at some stage. Transmission is still original with the standard three-speed (9 x 31) gearbox. The original "Semaphores" have been retained but bumper mounted flashing indicators have been fitted for additional safety. This vehicle would make an ideal Wedding Car and is available with a current tax disc and MOT. Price: £8,250.00 o.n.o. - or would consider a "scruffy but driveable "Normale" for everyday use in part-exchange.

Please Contact: Keith Norris, 01536 202207 (work)

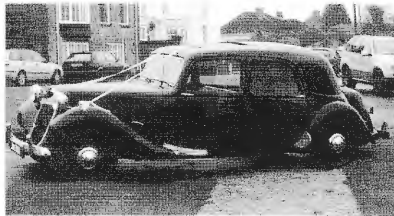


**1956 Paris Built Traction Avant 11BL.** MOT and tax until August 2006. Interior re-upholstered in authentic materials. 6V electrics have been improved and car starts without use of starting handle. Good runner. Photos can be emailed. Call Robbie Dobbie on 01822 616355.



**Citroen Light 15 for restoration,** Slough Built (RHD) Lucas electrics 1950. Green. Original Reg document and workshop manual. Some spares. £3,500. Call Colin Palmer on 01285 659 739 (Glos)

**1952 Big 15 Slough RHD,** Black, light brown leather, sunroof. Excellent car in good condition. MOT Jan 05. £7,000. Call Neil Chapman on day 01934 621 771; evening 0117 927 9219



**1952 Slough L15,** Sun roof, leather seats. £6,500 spent in last 4 years on rebuilt engine and body work. £8,800 ono.

Call Graham Taylor on 07797 720 828 or email: grahamtaylor@jerseyemail.co.uk



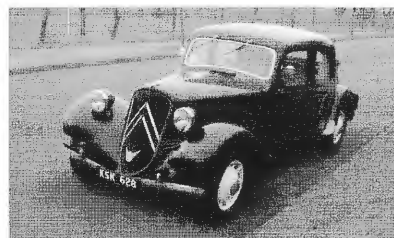
**1952 Slough Built Light 15** present owner 20 years; red leather seats; sun roof; stainless exhaust; rewired; MOT and tax; very good condition; (original colour green and white); many spares; complete bonnet; and more; original repair manual; Citroen car club mags 74 to 76; floating power mags 77 to now: £7,000 or sensible offer. Phone: Michael 01508 531199

**1954 Slough built Light 15, big boot** (reluctant sale of Rupert). Black/tan leather. Totally restored 9 years ago and used daily (all photos, receipts). Fitted sunroof, R.W. drive-shafts, heater, S/S exhaust, alternator etc. Totally reliable mechanics. Interior fine, but bodywork beginning to need some TLC. Offers around £5,750.

Brian Hollister 01342 719 611 (near Gatwick)



**1951 11 BL – small boot,** dipped bumpers, pilote wheels, Art Deco style facia, black. My car since 1992. Only minor cosmetics to make superb – genuine reason for sale. £6,750. Call Allan Calvert on 01253 735 377.



## PARTS FOR SALE

### New From Club Spares:

123 High Performance Electronic Distributor



Traction Avant, Citroen ID and HY. 6 and 12 Volt Negative Earth. 123 ignition keeps the look under the bonnet 'original', but makes the engine run like a Japanese sewing-machine! And you don't have to sacrifice your mechanical distributor.

Simple installation with no mechanical alteration. Better starting. Better fuel consumption.

No maintenance - ever again! Smoother engine torque curve. Variable dwell angle prevents low speed overheating of ignition coil and gives a better spark at all speeds. Better emissions. No burning out of the ignition coil (after stopping the engine, power is cut to the coil). Built in LED for simple static ignition timing. Price £230 (Non-Levy)

Contact: Chris Treagust.

Tel: 01243 511378 Email: chris.treagust@tesco.net

**SWOPS:** I have a **Normale grill** with no dings or dents' with the 'crest' on it still but no other aluminium bits. As by 1956 Légère grill is bent and battered (do doubt been in a fight and lost) I feel I would like to swop the grill I can send photos, especially if you have an email address. Russell Phillippo – 01223 870 277.

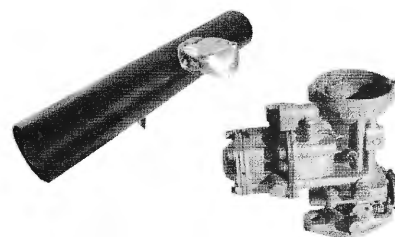
**Air Silencer,** tube type with inner cage.

Excellent condition, powder coated. £65.

**35FAIE Carburettor** £20. Contact: Steve Shine.

Tel: 020 8532 0813

email: steveshine@btinternet.com



## MISCELLANEOUS

### Difficult starting after standing or when hot?

Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming in the rain! Easy to fit and many satisfied customers. Send **£15** (includes P&P) to: David Boyd, 'Tanglewood', 114 The Ridgeway, Astwood Bank, Redditch, Worcs, B96 6NA. Tel: 01527 894599 TIC

### Quality B&B in the Highlands of Scotland.

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Discount given if you turn up in your Traction! Like to find out more?

Call Paula or Phil on 01854 633 704

e-mail: philandpaula@easter-badbea.co.uk for further informaton.

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