

Floating Power

July/August | 2006



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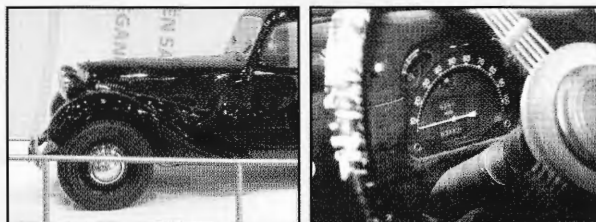
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- | | | | |
|----|------------------------|----|----------------------|
| 5 | A few days in Normandy | 15 | Gear Selector |
| 7 | TOC Correspondance | 18 | Big Six "Grand Luxe" |
| 10 | TOC Annual Rally 2006 | 20 | TOC Section Scene |
| 11 | TOCtech Forum | 22 | Classifieds |



Editorial

It only seems like yesterday I was preparing the first edition of Floating Power of the year and now we're in August!

I do hope you like the front cover of this edition – I think its fantastic. Its a picture of John Verity with one of his horses which was taken by Lynda Ogborne at one of their section meetings in the Forest of Dean.

On page 5 there's an article with beautiful photos taken by Mike Tebbett on a recent trip to Normandy. On page 21 there's and a lovely write up from Alec Bilney of the 30th anniversary run to the Rainbow Inn. Also Alan Crisp, Melvyn Ford and Walter Callens have sent in excellent and interesting articles and David De Saxe has contributed to this issue's toc tech. Thanks to all who have sent in letters and photos and brilliant snippets of information.

I'm sad to announce that I will be producing just two more editions of Floating Power. Due to a very demanding job, which involves the slog into London each day, plus running a home and trying to have a social life, I've decided to hand over the reigns and November/December will be my last issue. Its been a very interesting two years and on the whole I have enjoyed it. I've been in contact with some wonderful people that I wouldn't have otherwise had the pleasure to meet and thanks to all of you who have supported and encouraged me. However, I would like to take this opportunity to point out that I do edit the magazine completely on my own! There are still one or two who believe that Paul is doing it and send things to him for inclusion in the magazine. Although Paul is very supportive and gives invaluable advice I have to say sorry folks – its all my work, the good and the bad!

I believe there are a couple of members that are interested in taking over the role, but the Committee would be happy to consider anybody that might be interested. If you think this is something you would like to do, please call or email either Bernie or me.

Pat De Felice

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Email: toc_editor@btinternet.com

Chairman's Message

Our social Team continue to beaver away to ensure there will be every opportunity to use our cars throughout the coming year but, without doubt, the major social event on the majority of minds now must be the Annual Rally at York. As I write, just short of 100 people (in about 50 cars) have confirmed their participation. Anybody who has taken Tyrone P-Lott's advice and visited the website, where Mick Popka has listed details of all registered participants, will see how registrations are mounting. Please have a look and if you don't see a name that you think should be there give somebody a nudge.

I have not long returned from this year's Brittany Rally but, as we have been promised a "warts an' all" report for the next issue of FP, I shall say no more than the event was interesting and enjoyable and came up to all our expectations – especially the now legendary flexible timing. The weather in France was similar to that in England – but a bit hotter! Only six British registered cars took part this year, mainly due to ever increasing ferry costs and having to juggle holiday availability to suit busy Traction social calendars. I justified the ferry cost this year by making it part of a two week holiday and, despite all my ramblings (about the rumblings) the car performed well and reliably for the whole 2500k we covered.

One other thing I must draw to your attention is Pat de Felice's impending retirement as Editor after the next issue of FP. When she first took up the reins Pat made it clear it would be for two years only. Those two years have flown by and Pat has constantly produced a publication of the highest quality and yet still managed to reduce (not just contain) publication costs.

In the past we have almost had to press-gang new Editors into the role. This time we are more fortunate and a couple of members have already expressed an interest in the position. The Committee would still like to hear from anybody else who might also like to offer their services and then all options will be considered. If anybody would like to know more about what the job entails I am sure Pat will be pleased to answer any questions from possible volunteers.

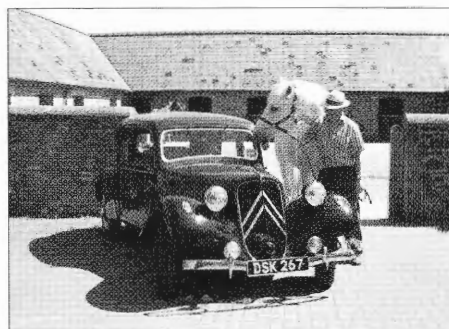
From my own experience of returning to the Chair for an agreed limited period I believe it could be an advantage if the Editorship does change more frequently in future. Of course it takes time to get into the job and establish your own mark but I believe the job will also be more enjoyable if there is light at the end of the tunnel (in that you know it is not a life-sentence). The Committee therefore expects to be swamped with volunteers in the coming weeks!

Meanwhile, I look forward to seeing many of you at York.

Bernie Shaw, 30 July 2006

Front Cover

Cover: John Verity tries adding some extra horse power!
Picture by Lynda Ogborne



(UVK 683) where is she now?

I have a good friend down here who is also a member of our local ex-pats classic car club. Back in the 1960s he sold his Traction and has never been the same since, and has always wondered what happened to it. Could it even be in the Club?

If the car is still in existence and receiving lots of TLC, it would make Dave Garnett a very happy man indeed. I understand he was strapped for cash at the time and foolishly sold it. It was a Slough built (1954 approx) car and was a silver grey colour. Registration UVK 683.

Dave in those days was a penniless student and he just couldn't afford to have one of the driveshafts replaced.

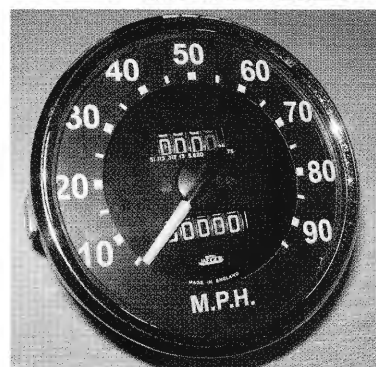
If the car can be traced and the owner could find the time to drop him a line with a photo or two it would absolutely delight him.

Dave can be reached at 19 Calle Mulhacen, Buzon 7028, Moraira 03724, Alicante, Spain. Tel 0034 96 649 1276.

Melvyn Ford, Alicante



Replacement of Round Gauge Decals on Slough Traction



Most round gauges on Slough built Traction's have yellowed with age. The cause is the deterioration of the plastic decal disc due to sunlight.

These can easily be renovated with a kit available from the T.O.C. The kit consists of instructions, a round glass to replace the plastic disc, decal transfer and new seal. Two kits are available, one for the speedometer and one for the Fuel/Ammeter gauge, priced at £14.99 each.

Ring T.O.C Spares on 01243 511378



123 High Performance Electrical Distributor

Traction Avant, Citroen ID and HY.
6 and 12 Volt Negative Earth.

New from Club Spares

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.



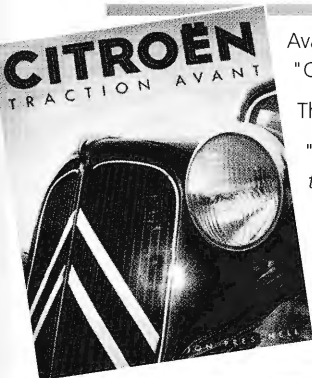
- Simple installation with no mechanical alteration.
- Better starting.
- Better fuel consumption.
- No maintenance – ever again!
- Smoother engine torque curve.
- Variable dwell angle prevents low speed overheating of ignition coil and gives a better spark at all speeds.
- Better emissions.
- No burning 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

Citroen Traction Avant



Available from the Club Shop is the fantastic new book "Citroen Traction Avant" by Jon Pressnell.

This is the first great book on the Traction in English!!!

"This authoritative and highly readable history looks at all aspects of the Traction, charting the car's development over its 23 year life, in all its many guises, with the help of nearly 400 illustrations"

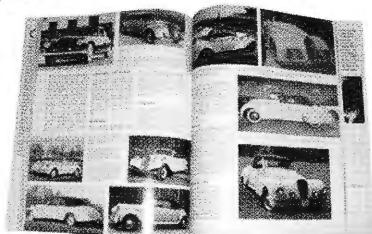
Contents include:

- The mythical V8 powered 22CV model
- Full history of the British built Traction Avant
- Weird and wonderful accessories
- Special bodied Traction Avants
- Traction Avants around the world
- The Traction Avant in French culture
- Detailed buying advice

Contact me to reserve your copy. Price £29.95
Postage and packing if required £6.25

Regards

Steve

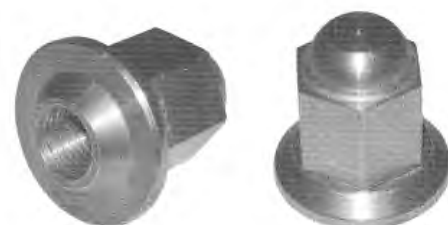


Are you NUTS about Slough cars?

Newly manufactured brass wheelnuts.

Limited Availability.

Ring T.O.C Spares on
01243 511378





A few days in **Normandy**



For some years now I have been able to escape to France and stay with a pal and his family in the small town of Neufchatel-en-Bray in Haute-Normandie. The pal in question is a teacher like me; unlike me he is a skilled linguist and teaches English – a fact that does little to foster my command of his native language since he always prefers to speak English!

I headed south for France again at Easter this year, this time using the Newhaven-Dieppe service operated by Transmanche Ferries. They now have a new ship on this route, the "Cote d'Albatre", and very nice she is too, mind you the journey down to Newhaven from the Midlands is very tedious.

I enclose a few snaps from the trip. The railway shots were taken on the 'Chemin de Fer de Baie de Somme' that runs around the estuary of the Somme river, connecting St Valery-sur-Somme with Noyelles and Le Crotoy, and there is also a long branch to Cayeux out on the coast. This is a metre gauge line with preserved steam, and the locomotive in the photographs was originally built for the construction of the Panama Canal. This is a lovely line and is heartily recommended, even for non-railway enthusiasts. It gives a real flavour of what the French minor railways must have been like in days gone by. St Valery is a delightful seaside town with a medieval centre, and the run around the bay across the salt marshes has wonderful views of the coast and of the abundant bird and wildlife. In St Valery the railway runs partially down the street in that delightfully casual way that Continental railways can sometimes do.

I also potted down to the River Seine area just



upstream of Rouen. The small town of Lyons-la-Forêt is one of my favourite places. The town is very unspoilt, although creeping gentrification and some upmarket bijou housing threatens to spoil things. The snaps show my Traction posed in front of the house where the composer Maurice Ravel lived, and the other in front of the Market House. There is an excellent café just behind this!

I found a picnic spot later in the day right on the banks of the Seine, though it was a little chilly to eat outside. The view from the rear window shows an overtaking barge, which saluted the Traction with a blast on the horn as it swept past.

Normandy has a great deal to offer; I often think it is a shame that so many dash through the area on their way to more southerly parts of France.

The Traction went well of course, with no problems at all. I have just fitted a rebuilt gearbox with a 9x31 crown wheel and pinion. This has made a huge difference to the driveability of the car. Mind you since then a front slave cylinder has started to leak, and in fixing this the connector from the brake hose to the cylinder has sheared – all good fun, serves me right for using the car!

Mike Tebbett



toc correspondence

South Yorkshire Capri

Dear Classic Car Enthusiast.

For the last three years the above Classic Car Club has held a show in September to raise money for a local charity. Last year we raised £1024 for the Sheffield Childrens Hospital.

The show has grown in size each year and we try to make it a day for all to enjoy not just Capri owners, all classic vehicle clubs are invited as well as any one we think would enhance the public enjoyment. This year's venue is the Ravenfield Sports Field, Ravenfield, just off junction 1 of the M18.

The event is on Sunday 24th September and we are raising money for the RYGATE Home Care Team for children who suffer from life limiting illnesses.

See their work at

<http://www.sheffield.nhs.uk/sc/rygatehomecareteam.htm>

We at South Yorkshire Capri Club would like to formally invite your club members to attend and display their vehicles.

Please let me know as soon as you can if you would like to be part of this event.

Thankyou on behalf of all the children it will benefit.

email: Ray at raypolaine@hotmail.com

Tel: Nicky 07890 052568
or Tony 07974 906727 or
www.southyorkshirecapriclub.co.uk



tocspares hotline
01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net

Woodcote Rally

Two tractions attended this year's Woodcote Rally, well I should say two tractions avants because we were outnumbered more than twelvefold by real traction engines. And this year there was a special gathering of a dozen or more Sentinel steam wagons - gosh I remember these from when I was a lad. However we were not really out of place - the event attracts more 500 vehicles of all shapes and sizes. So we were amongst some 133 classic cars - none of which of course could really compare with our tractions. John Joyes (very well presented black 1948 Light 15) and I (passable maroon 1953 Light 15) led the field into the parade arena. The spectators were delighted - well you have to set some standards don't you. Perhaps the weather helped - it was a truly perfect summer's day. Why not come along next year - have a look at their website
<http://www.woodcoterally.org.uk/>

Robin Dyke

tochelpline

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpline@ntlworld.com

Traction 15-Six Reine de la Route by Dominique Pagneux

This is a well-written, scholarly book in a large coffee-table format. There are 160 pages (in French) and 160 excellent photographs. Surprisingly the pages are not numbered, but referenced by chapter. The origins and evolution of the 15-Six are explained in detail. You can see how the Citroën power range was 7, 11, 15 and even 22, and that the body was not just a large saloon - in the early days there were a few roadsters and limousines, and later 9-seater familiales. There are of all sorts of examples of 15-Sixes in daily use in France. There are chapters on the competitive achievements, the production at Forest and Slough, the special bodied cars, and finally some tables of technical data. There is a chapter on the promotion of the 15-Six.

I particularly liked the document prepared for the new owner, advising him not to exceed 75 kph for the first 500 kms, then to run at 90 to 105 kph (occasionally touching 130kph), then after 2,000 kms you can really get going! The speed range in top gear is between 12 kph and 130 kph. It recommends you slow to 60 kph when going through a village, but then within 15 secs you can reach 100 kph, and in another 15 secs you reach 120 kph! The fuel consumption was claimed to be not more than 15 litres per 100km at an average speed of 80 kph (18.9 mpg). The performance was almost as good as Sue's new C5 Six. At 930,600 old Francs it was bargain. I think I will rush out to buy one.

The book (ISBN 2-7268-9449-6) is published by E.T.A.I. and it can be bought easily (and safely) from their website (www.etai.fr)

Robin Dyke



toc correspondence

Direct Debit??

Dear Editor

I have just returned from a two month trip away from home in my camping-car to find the March/April issue of Floating Power in my mailbox. Enclosed with that issue was an invitation for me to re-new my subscription.

The invitation advised me that if I didn't renew by June 30th I would be charged an additional ten pounds administration fee to rejoin. It's now June 27th and my cheque will be in the post tomorrow because, although I don't, as of this moment, own a Traction; I would really like to remain a member of a club, the membership of which has given me so much enjoyment over the years. So what's the point of this letter? I used to pay my subscription by Direct Debit which ensured continuous membership. Is it possible that the TOC could reintroduce DD as a method of payment? An awful lot of organisations use it without any apparent problems. Alternatively, do I need to be at home when the renewal invitation arrives to ensure continued membership without penalty?

On a lighter note, Kenny Cocker raised the "Readers Wives" issue again in Vol 30 Issue 2. C'mon Kenny, that could be anyone in the back of the Commerciale! Anyway, if you do get Chris's phone number...

Looking back I suppose, in Vol 27 issue 5, I continued Frank Grants original plea without any immediate response. However we now have Pat editing the magazine and doing an excellent job so why not a "Wives" page. Tell it like it is girls, how do you cope being married to a Traction owner?

Graham Jones

REPLY

Graham

We've checked the minutes and at the committee meeting on 5th December 2001 it was decided to discontinue DDs. It seems that our membership secretary had many administrative problems, mostly to do with DD payments being rejected by the member's bank, and that for the minority of members that had taken up the scheme it was more trouble than it was worth. It was agreed to discontinue the scheme and all those who had signed up were written to, to say that they would have to pay by cheque or credit card in future.

We are sure that many other clubs do have this arrangement but we are relatively few in numbers compared with the TR register, Morris Minor Club etc, who possibly have full-time staff running the show. Perhaps it is worth mentioning here that Peter does a lot of very unrewarding work which that perhaps members don't always realise.

Editor

Hi Graham,

I am sorry the decision to drop DD membership renewal has caused you a problem. I too used the facility when it was available and found it very convenient. However, the truth is very few took advantage of the system and the admin required at this end (i.e. by Peter Riggs) was disproportionately greater than that required for any of the other methods. Of course we do not pay Peter for his time but even I do not have the heart to insist his workload is any higher - or more complicated - than necessary.

The late despatch of the renewal notices generally shortened the available time to turn them round by the deadline but anybody who returns their form within a reasonable time from receipt will certainly not be penalised. (On the other hand I personally would like to introduce a penalty for anybody who can afford the time to take a 2 month trip in a camping car...)

On a serious note, I hope you are keeping well and am very pleased to know you are still keen to remain in the TOC despite having no car. I hope to see you again soon - whenever, wherever.

Kind regards,

Bernie.

Normandy Tour 2007?

Pete Simper and I (and Sue & Vicki), were talking recently about the possibility of us running another "Normandy Tour" in 2007; the first two events seemed to work quite well, but bearing in mind the lack of numbers participating in this year's "Brittany Tour", we thought we would see if there is sufficient interest to make a such a Tour viable.

The Tour would probably run in May or September, depending on other TOC Events.

If you are interested, could you contact me by e-mail on vicmarnic@wanadoo.fr or speak to Pete & Sue on UK tel 020 889 1093 and we'll see how things go.

Best Wishes to all.

Martin Nicholson

Spotted in Hanoi

A friend of mine was in Hanoi recently and saw this, knowing I have an interest in Tractions!

Andrew York



toc correspondence

At last the filthy thing is done...

I was clearing out some old magazine last week and found this poem in one of them. The magazine was our local SHVPS car club mag and the poem was anonymous.

Steve Reed

*At last the filthy thing is done,
So by the fire we sit
And talk about our future plans,
But never talk of it.*

*There's a baby in the carry-cot
Another on the stocks
There are bills upon the mantelpiece
And me upon the rocks.*

*So now we shall not share with Her
The roads of home again
He's coming to collect Her
On the early morning train*

*The ally of Her engine glows
Her paintwork shines a mile
When from these loving hands she goes
By God she'll go in style.*

*I've left the one-make-badge in place
He says he'll join the Club,
But I rather hope he doesn't
Lest we meet him in the pub*

*Maybe we're sentimental fools
But too much pain we'd feel
To see that pair of clueless hands
On our familiar wheel.*

*I've taken off the foglamp
And hidden it away
To grace another classic front
Another distant day.*

*But it won't mean a lot by then
How prosperous we are
For it's not by spending money
That you get to love a car.*

*Next week we'll have recovered
From this domestic stir
But to-night beside the fire we sit
And do not speak of Her.*

Be careful with PILOTE-wheels!

This type of wheel, devised by Michelin, was used for English and French Tractions from 1938 till 1946 and thus belongs on these models.

Though it's a beautiful wheel, did you know it can be unsafe? It needs a lot of attention.

When bumping against an obstacle, the rim is easily distorted and then the balance is disturbed. As a consequence it's possible that, during driving, the spokes can get loose from the outside rim and the wheel breaks off.

Also, dirt and dust will pile up between the spokes and rust appears, invisible from the outside. That rust continues its work towards the inside.

Finally the spokes tear off the outside rim, again there's a risk that the wheels break off or you can get an exploding tyre.

So, for safety reasons, it's best to do a regular check-up.

The tyres/tubes must be removed entirely from the rims.

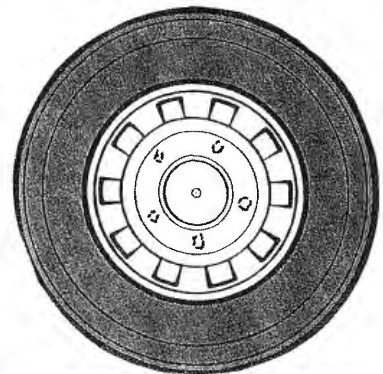
Pilote-rims must be checked thoroughly on possible rust under the inner-tube.

You won't have these problems with the other TA-wheels:

- before 1938 wheels had no spokes (full)
- from 1947 till 1951 again full wheels were used.
- After 1952 wheels with perforations were produced, they were better proofed against pressure and bumps.

Walter Callens

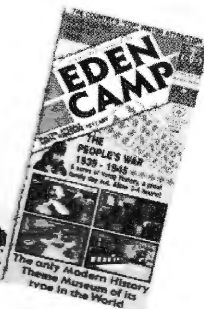
Wenduine-Belgium



toc annual rally 2006



Welcome to York



Friday September 15th to Sunday 17th September 2006

Venue: York, North Yorkshire and surrounding area.

Camping/Rally HQ: Chestnut Farm, Acaster Malbis.

Hotels and B&B: See list posted on yahoo group site or email me.

NOTE: Accommodation must be booked directly by you!

Name:

Address:

Postcode:

Telephone: Email:@.....

Car Details:

Registration No: Model: Year: Paris/Slough*

Event Details

Friday 15 th	Water taxi:	Adults:..... Children:
	Ghost Tour:	Adults:..... Children:
Saturday 16 th	Eden Camp:	Adults:..... Children:
	1940's Dinner Dance	Adults:..... Children:
		Vegetarian:.....
Sunday 17 th	National Rail Museum	Adults:..... Children:
	Yorkshire Air Museum	Adults:..... Children:

Registration Fee: Adults **£30** Children **£15** (under 14)

Attendees: Adults: Children:

Cheques to "Traction Owners Club" (in GB£ drawn on UK Bank)

Visa Card: _____ Expiry: __ / __ CVV _____

For Registration Fee only

Please send form to: Mick Popka, 151 Tadcaster Road, Dringhouses, York YO24 1QJ - GB

As of 8th July we have over 40 Cars and 80 people registered!
Last minute entries will be welcomed, however registration would be appreciated!

Questions? just email me at mick@popka.co.uk,

Please note that the CCC have scheduled an event at Stratford for the same weekend (15 - 17th September)

Full details of all registered entrants can be found on the **TOC web Site** www.traction-owners.co.uk

CITROËN

toctech



volume 1

Maintenance **30**

TECHNICAL

More Solutions

Coils and how they work

Not more on Brakes!

The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC, nor its officers and members, accept liability for any error, omissions or inaccuracies that it may contain.

more solutions

Three more potential solutions to the problem. Firstly a brief one from Roger Williams who is in agreement with several others about the likely cause.

I suggest he looks at his basic timing - my bet is that it is at least one tooth out on the camshaft wheel. He has done everything that avoided taking the engine out but I think he has no alternative now as everything else has proved unsuccessful - who knows it may not be the timing either...

Noel Davidson of Carlisle is also thinking along the same lines.

It would appear that all the usual items have been checked, except the valve timing and it is possible that the timing chain is worn and has jumped a tooth on one of the sprockets - hence the bent push-rod. Valve timing out of synchronisation by as little as one tooth would give the symptoms described.

Rectification is an engine-out job - sump and timing case off etc., and rebuild as required. I know that the owner needs an engine-out job like a hole in the head having just completed a big fifteen engine overhaul, new liners and pistons, head and oil pump plus water pump repair. Having got my engine back together, started and running - horror of horror - the liners leaked water into the oil! Back to the drawing board - engine out, head off etc., liners removed, new seals fitted and re-assembled. So far, no leaks and it runs as sweet as a nut.

Thanks for the interesting articles and I look forward to the answer and rectification of the mis-fire.

David Boyd has also been bending his mind to the problem and using his considerable experience to make some suggestions for a solution.

Almost certainly this is a fuel (or lack of!) problem. It suggests

1) Air leakage 2) Fuel starvation 3) Carburettor problem

Check the rubber pipes in the fuel line - preferably replace them. I say this because I had similar symptoms in "Emily" in France two weeks ago (early June) and nearly stopped the A6 - but that's

another story! Rubber pipes can perish on the inside and gradually close up to restrict fuel, which is what happened in my case. The engine backfires, loses power and stops, but very quickly the pipe opens up again and, on the surface, all seems well again with fuel coming through again. It was a real puzzle but, once the pipes were replaced, all was OK and we have no further problems. So take care with rubber pipes and, if you do use them, make sure that they are suitable for use with oil and petrol.

Presumably the carburettor is a 32PBIC or 34PBIC. Cleaning is OK but internal channels may not be cleaned properly.

- Try a new carburettor. The TOC sells them.
- Check carefully for air leaks. Are the flanges flat? Are proper gaskets being used under the carburettor?
- Are all the carburettor surfaces flat? Take it out and flatten the surfaces using an engineer's plate with 400 wet & dry abrasive paper. Use new gaskets on assembly.
- Are any of the carburettor parts missing?
- Is the accelerator pump defective? Renew gaskets and check diaphragm.
- Increase main jet to 140

Are there any air leaks at the inlet manifold?

- Are the manifold surfaces flat and have they been skimmed? If not, air can leak past the gaskets and this gets worse when the engine is hot.
- Check the air filter support screws on the inlet manifold (i.e. either side). Do they go straight through into the manifold chamber? This has been known and makes tick-over very rough.

Check the petrol tank outlet rubber for leaks and replace as necessary.

I will await the next article with the answer with interest!

the answer

Firstly, I must thank all of you who have taken the trouble to write in with suggestions. There has been a wealth of information that I am sure many of us will find useful at some time during our Traction ownership. However, there was no single reason for the fault and just about everyone came up with part of the story - with one exception!

As is so often the case, the cause was primarily electrical. Surprisingly, the problem might have been solved earlier if a less systematic approach had been taken. The general scientific principle of only changing one thing at a time meant that, because there were several things wrong, no one change resulted in a complete cure but simply modified the symptoms slightly. So, it was a case of new plugs, plug leads, points,

condenser, rotor arm and distributor cap... but what about the coil? This was the fly in the ointment.

At some stage in the diagnostic process, the coil was changed but inadvertently connected the wrong way round! The result was a much weakened and unreliable spark and rapid burning of the points and stressing of the condenser. Even when the original coil was replaced (that scientific principle again) the connections were transferred one at a time, thus perpetuating the fault.

It is worth mentioning that there is still something slightly odd about the fuel system as, although most Traction require priming after being unused for a while, priming seems to be needed more than usual. Renewal of the fuel pipe may well be a sensible thing to do.

coils and how they work

When I heard about the case of the reversed connections, it made me wonder why reversing the connections would make any difference. So, after a bit of thought and some revision, I thought that it would be beneficial to write a short article to explain coils in general and this effect in particular. I hope you find it informative. I have done my best to avoid jargon as far as possible and I have missed out the maths!

Let's start with a very simple coil of wire and see how it behaves when a current is passed through it.

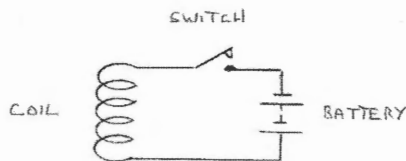


Figure 1

Coils do not like things to change – that is why they are called “reactive”. When the switch is closed the battery tries to pass current through the coil but the coil reacts to this initial current by creating an opposing voltage that tries to stop the current flow. This is called the “back emf” (electromotive force). The initial current creates a magnetic field inside the coil which, in turn, creates the back emf. However, the back emf is only momentary and gradually dies away, allowing a steady current to flow through the coil and maintaining the magnetic field. The magnetic field is the way that the coil stores energy.

So what happens when we open the switch?

The coil now expects to have a current passed through it, so when the switch is opened it reacts to the change by trying to maintain the current flow. The back emf tries to maintain the current flow by using the stored energy. Unfortunately, there is no longer a complete circuit for the current to flow in, so it will arc across the switch contacts. The back emf, and hence the amount of arcing, will depend on the number of turns and whether there is a magnetic core inside the coil – in brief, it depends on the coils “inductance”.

The whole process is known as “self inductance” and is fundamental to an understanding of the way in which coils function. However, we are still quite a long way from our car coil. The next step is to introduce a second coil, wound on the

same axis or on top of the first one, and to introduce a metallic core. See Figure 2.

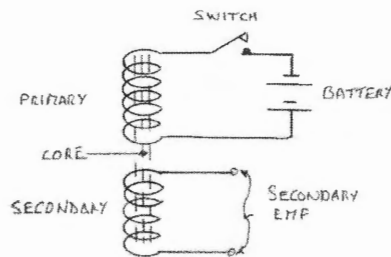


Figure 2

This time, when the switch is closed, the same self-induction occurs but now the magnetic field inside the first coil is also inside the second one. An emf is thus created in the second coil as well as the first. This process is called “mutual induction” and we have created a transformer. The effect of the metallic core is simply to increase the inductance for a given number of turns. With the right material the inductance can be increased by a factor of 100 or more.

The most common application of the transformer is in mains driven equipment where, instead of a switch, the mains supply is alternating between positive and negative 50 times per second (50 Hz, or 60Hz in USA). Transformers do not function with direct current – they only work when the voltage is changing. In the case of the car coil, the voltage change is provided by the points.

One important factor is the number of turns in the first coil (primary) compared with second coil (secondary) – this is termed the “turns ratio”. If we have an AC supply of 240V on the primary and a turns ratio of 2:1 (secondary:primary) the secondary will give us a voltage output of 480V.

We are now in a position to look in detail at the car coil.

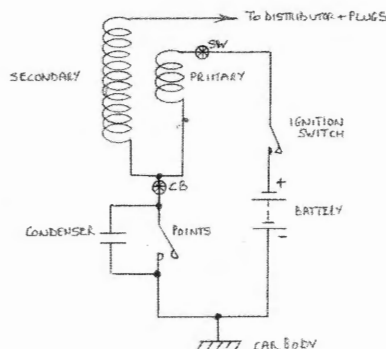


Figure 3

Figure 3 shows the circuit diagram of an ignition system for a negative earth car. The “coil” is in fact two coils wound on a laminated iron core (i.e. a transformer), the primary being the low tension (LT) one and the secondary being the high tension (HT) one. It can be seen that the two LT connections are not simply the two isolated ends of the primary coil, but that one end of the LT coil is connected to one end of the HT coil. The turns ratio varies from car to car but, typically the primary is about 400 turns and the secondary about 20,000 giving a turns ratio of 50:1. The primary wire is comparatively thick and the secondary wire is very thin to allow for 50 times more current in the primary than the secondary (if the voltage goes up by 50, the current goes down by the same amount).

We will start the cycle with the points closed. There is a steady state current in the primary (all “transient emfs” have settled down) and, because nothing is changing, there is no effect in the secondary and we have no spark. When the points open, the stored energy in the magnetic core generates an emf that is trying to maintain the current flow and this consequently generates an emf that is 50 times bigger in the secondary. The secondary is connected to the appropriate spark plug via the rotor arm and, all being well, the engine fires! The points then close and, after the transients have died down, the steady current is re-established ready for the next plug. Incidentally, this shows why the ignition should not be left on without the engine running; the points will almost certainly be closed and the steady state current will cause the coil to overheat. Coils are often oil-filled to help dissipate the heat because they become quite warm even in normal operation.

What about the condenser (modern name “capacitor”)? The self-induction in the coil, as opposed to the mutual induction that generates the spark, is more of a nuisance and needs to be dealt with because it causes arcing across the points and hence shortens their life considerably. A condenser is the opposite of a coil in terms of its electrical characteristics. It is quite happy with changes in current but it hates changes in voltage. The condenser therefore works in conjunction with the coil to absorb the unwanted self-inductive energy which would otherwise try to arc across the points – it forms a sort of tuned circuit with the coil and intensifies the spark.

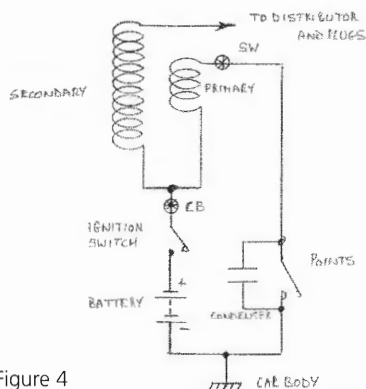


Figure 4

So why did reversing the connections have such a dramatic effect on the engine? Figure 4 shows it connected wrongly.

The primary and secondary are now in series with the points and the battery is connected to the junction of the primary and secondary. When the points open the usual induced emf is created but in the opposite direction. The secondary can only complete its circuit back to the car body via the battery in parallel with the

primary and the condenser. The analysis is quite complex but the overall effect is to produce a much weaker spark around half the normal voltage which is just about able to run the engine.

I hope that this has gone some way towards explaining how coils function - I would certainly welcome any comments or corrections. Perhaps I could cover other electrical components such as the dynamo, regulator and starter motor? I'll try to find another spare week or two!

not more on **brakes!**

Alistair Patillo ("Confused of Cardiff") has some comments on the continuing saga of Traction brakes and their foibles.

In the May/June FP there is a small article on Brakes again. Below is a scan from my very tatty 1935 Citroën workshop manual of the front pads which clearly shows the brake pads are fully lined. The same is true for the rears. My Light 12 (1939) also has fully lined brakes.

This begs the questions "why did they change them?" - (self-servo help??). Is not the self servo action increased as the friction lining of the leading shoe moved towards the hydraulic wheel cylinder? (as well as the coefficient of friction and the position of the shoe anchor). To achieve a leading and trailing shoe brake that has a high hydraulic braking power a large self-servo action is required. The energy from the drum rotation is used to minimize the effort applied by the wheel cylinder.

The negative servo action on the trailing shoe must be minimized in order to obtain a powerful brake. This is often achieved by placing the friction lining of the trailing shoe nearer to the cylinder than that of the leading shoe. With this setup care had to be taken during the reassembly of the shoes to ensure that the trailing edge shoe was correct otherwise brake lock up could result. This arrangement is clearly opposite to that of the Traction. There have been a few occasions where I have

removed my brake drums in the presence of "seasoned" mechanics to be told that the shoes are the wrong way around!!

A drawback of a brake that uses a high self-servo is the variation in braking power that occurs when force applied to the shoe is varied. Ideally, the drum-drag/ applied force should be constant because this gives a progressive braking action. However, the braking power increases with pedal pressure and often results in brakes locking. In the Traction case the trailing edges are reduced and moved further away from the wheel cylinder. Did Citroën reduce the high self-servo effect by reducing the trailing edge? Complete opposite to that expected?? Was the lining material so different??

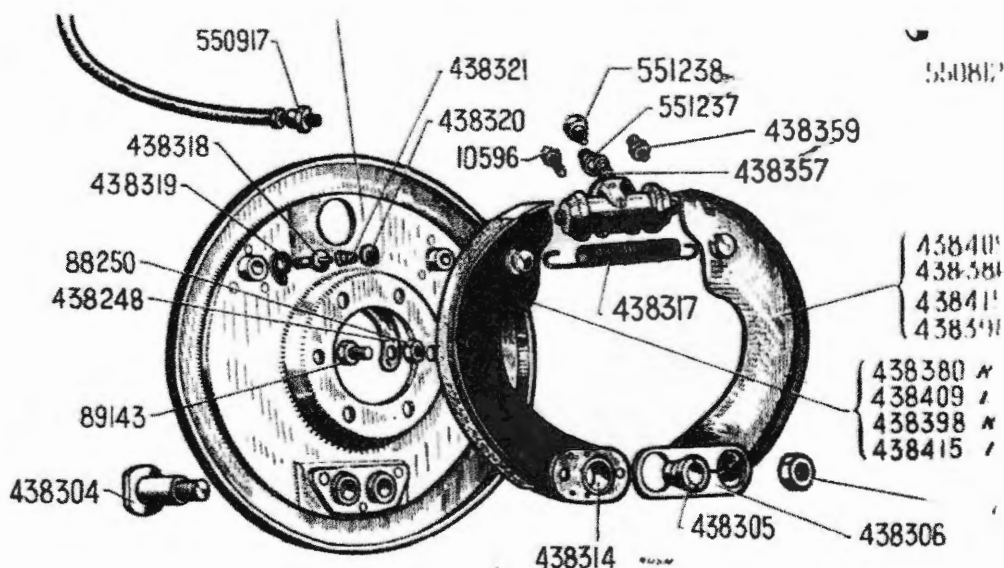
So why did they change the length of the linings? Who knows?!!! Maybe Citroën found the brakes to have too large a self-servo action and therefore reduced the length of the trailing lining, so increasing the negative servo action and reducing

the power of the brakes. Did the pre-war cars have a brake locking problem? Does anyone have fully lined shoes? Were the brakes always poorly adjusted? Should our older cars be fully lined or have the reduced trailing lining as is normally seen? Food for thought. I don't expect an answer just more confusion!!! As long as they work, I am happy!

Confused or what!

...and Alec Bilney has a comment on the item from Mike Wortley in the last issue.

The "Six" has two slave cylinders per side at the front, so all shoes are leading shoes taking equal load and the linings should be equal (full) size. I decided to renew the linings on the front brakes of my Six last summer and bought Chris Treagust's only set, which were quite old and plainly marked for the 15CV on the box. The new linings were all full size and fitted perfectly. Well done Chris Treagust and Mike Wortley!



gearselector

No, not suggestions for your next trip to M&S, but an excellent article from David de Saxe on reconditioning and adjusting the gear selector mechanism on the Traction. It's one of those components that we tend to forget about until it jams at a set of traffic lights in the centre of London! **The Traction Gear Selector**

As an example to illustrate the phenomenon of lost motion, the design of the Traction's gear selection mechanism is well worth a prize. No wonder, since each of the two selector rods requires six links from the dash-mounted lever before finally disappearing into the gearbox at the front of the car to do its duty. This is remote control with a vengeance!

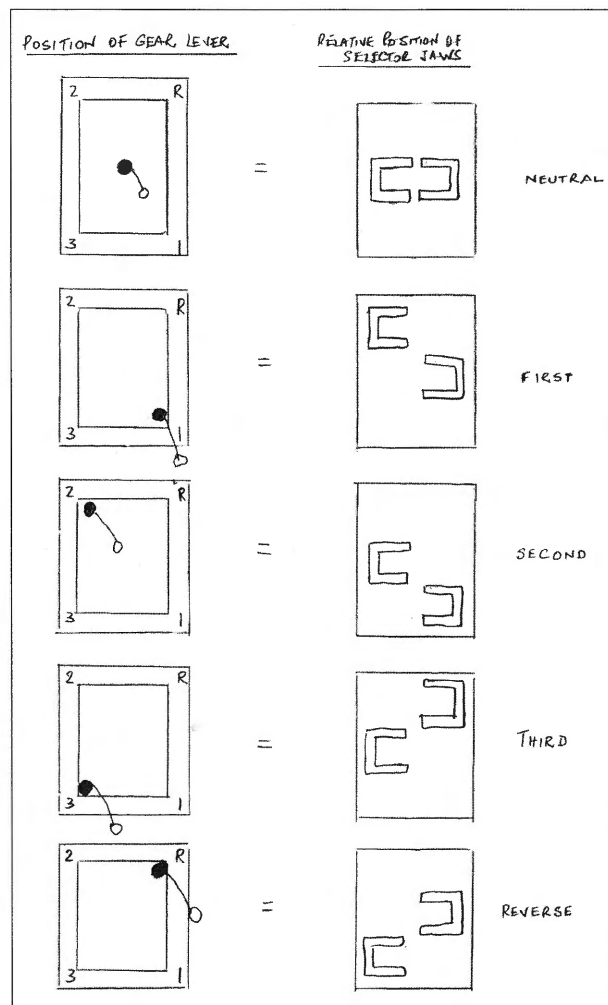
The way in which the Traction's gear selector works is perhaps best understood with the official (French) parts list open at page 169 or 170. I was obliged to discover matters the hard way when the gear lever protruding from the dash went all floppy with reverse in seemingly permanent selection. Further forward motion of the car being thus out of the question, I thought it necessary to remove and then dismantle the entire selector box (part no. 515597 – see bottom of parts list pages referred to above) from behind the dash. Merely to re-establish the facility to select at will any of the gears offered does not require removal of the box, but I discovered this only after I had carried out the somewhat tedious box-out operation. However, I will come to this later, because Dennis Ryland's advice is that a possible cause of selector lever malfunction could be that the springs (515891) keeping the selector lever jaws (508072 and 515893) in close proximity to each other have weakened or collapsed. In the case of my Traction, I found the springs to be serviceable, but the jaws were quite well rounded with age; however, any replacements I might find are unlikely to be better.

If it's just a matter of the selector fork(s) being in need of adjustment, complete removal of the selector box isn't required. I'll describe the necessary operation later in this article.

First, though, to restore selector lever operation: the starting point is to ensure that the dash lever is engaged in one of the jaws in the neutral position. It is also essential that the complete mechanism of rods and levers controlled by the jaw (which may be either the one operating Reverse and 1st, or the one operating 2nd and 3rd) is engaging neutral in the gearbox itself. Get someone to stand on the clutch pedal while you go to the left-hand side of the car and pull or push the relevant operating rod [515903 or 515797]: neutral will easily be "felt". Return to the cockpit and squint down the rectangular aperture, to make sure that neither the jaw nor the operating lever you located in it earlier has strayed from the neutral position.

Continue squinting, and now move the other jaw to the neutral position. You won't be able to use the dash lever for this purpose if the second jaw has moved to the "up" or "down" position. Instead, repeat the process at the side of the car to ensure that the rod mechanism is engaging neutral in the gearbox and ask your clutch pedal colleague to ensure that the second jaw has now moved into the central (neutral) position within the gate. End of exercise – selecting 1st or Reverse (dash lever to the right of the gate as seen by the driver), it's the jaws on the left that are engaged. Conversely, 2nd and 3rd engage the jaws on the right. (See accompanying sketch.)

It will have become obvious that the selector mechanism operates in such a way that, to select any gear, the selector lever must start in or pass through neutral – particularly when moving across the



gate. If the lever has "jumped" the gate (eg through wear), the above procedure will be necessary.

If there is too much slack in the gear operating mechanism or, less likely, an excess of tension, the forks [515490/515668] will need adjusting. To screw these in or out, first remove the split pin from the clevis pin [118300] holding the selector fork to the relay lever and remove the clevis pin. Then dismantle the ball joint (always keep these well lubricated!) connecting the relay lever with the selector rod. The lever is then free to drop forward and you can adjust the fork. The correct adjustment may require trial and error, but you should find the effect on future gear changing well worth the trouble. When satisfied, screw the locknut down and do be careful to synchronise in neutral the gears, rods and selector before reassembly of the mechanism. (If anyone's Traction still retains the adjusting caps and pawls [515509 and 515527] on the ball joints I should think they'd be collectors' items!)

*I said I'd come to describe removal and dismantling of the selector box, so if you have to do it, here's how:

Remove the bonnet and the battery. Inside the battery tray there's a bolt securing the selector box flange transversely; you probably can't get at it without removing the battery. After loosening this bolt, unscrew the nuts securing the selector box to the back of the dash. The bolt heads are held captive between the back of the dash and the frame of the box. You can remove the bolts when you move the box forward slightly. Now completely remove the nut on the transverse bolt. Remove the split pins from the castellated

...continued from page 15

nuts (or whatever may be connecting the forks [515505 and 515667] to the jawed selector levers), remove the nuts and bolts and allow the forks to fall free. It will then be possible to remove the selector box from under the dash. (Note: refitting the fore and aft bolts at the dash end of the frame while holding the box in position is a pig. Fortify yourself by quaffing plenty of whatever liquids you prefer before, while and after tackling this procedure.)

Finally, a warning: early cars (7's) have part of the selector mechanism in different relative positions. Consult the parts book!

David De Saxe

Tony Hodgekiss, a member of the TOC Technical Committee, adds some additional information from his own experience and knowledge of the club's spare parts supply:

This is a subject I had intended to cover in future technical articles but, having been prompted by David's article, I will jump ahead with some of the information here.

I must agree entirely with David on his comments here. The traction gear linkage is wonderful in its complexity, especially when compared to the direct action and simplicity of the 2CV system, which does the same job better and for 4 gears! I remember reading in a driving review that the Traction gearchange was not considered good, but was no worse than many of the early fifties cars with the steering-column mounted changes which were common then, so we should not be too critical of it.. TOC members of a certain age will be able to recall some of those other cars!

I expect few members have experienced an 'as-new' Traction gearchange as there are so many wearing points, but I tried one several years back which had been completely restored from knob to gearbox selector and was surprised at how slick and positive it was.

I also know that it's a really back-breaking job, laying over the sill and floor, trying to work under the dash and wondering where to put your feet.

For members with the Slough parts book [no.420, June 1956], its on pages 162-165.

There seems to be missing description in my book too. It shows pin no 118300, which David identifies, but also a similar pin, 11757, which is not described, so I can't tell the difference between these two.

Like many Traction bits, the linkage also suffers from the difficulty of lubricating it – there are lots of little bits needing oil, but nowhere to retain it, hence the slack and lost motion which occurs.

From my own experience, I have found that the scuttle vent is a good place to access the 'selector box', as David describes it. Open the vent fully, remove the 3 dome-headed screws and take off the flap. You then get a good view of the workings, access for tools and the chance to direct the oil a bit more precisely than trying to do it upside-down from below.

It is worth members knowing that the Club can supply either fully recoditioned selector box units [515597] or complete used ones which you can reconditon yourself [service exchange]. These are not shown in the recent new parts list, but should be listed in future.

The used ones are held for future club reconditioning, but if you want to tackle one yourself, it should be possible for the practical Tractioniste to do this. You could get one of our old units, overhaul and fit it and return your old one to the club. The Club has some of the parts you need:

500628 - Gear selector ball and pin [club part H14a]

515891/1579/1580s – Selector spring and rivet [H14b]

For any parts you need, contact Chris and if we dont have them in stock , they are almost certainly available from somewhere. If the ends of the selector jaws are worn rounded as David found, these can be rebuilt with a welding rod and filed back to their original shape.

When you have done the job, why not fit a new 515592, selector rod seal, club part F52, to keep out the noise and draught?

Its also worth ensuring that the little springs [515793] are all in place as these stop the rods from rattling and tension up the linkage to minimise any slackness.

Any further comments or experiences from members are most welcome.

Tony

REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

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Email: chris.treagust@tesco.net

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Tel: 0208 532 0813
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Oxford Street, Bilston
WV14 8AA
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636 Old Kent Road,
London SE15 1JE
Tel/Fax 0207 358 9969
Traction Renaissance
Services, Dennis Ryland
Woodholme, Frithwood,
Brownshill,
Stroud GL6 8AD
Tel 01452 771011

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065
Fax: 01608 642973

INTERIORS

South Bound Motor
Trimmers
Little Dean Yard,
London Road, Stockbridge,
Hampshire SO20 6EL
Tel: 01264 810080

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley,
North Humberside HU17 8BS
Tel: 01482 863344
Fax: 01482 888619
Email: rdrw@steam-car-dev.
karoo.co.uk

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road,
Mitcheldean, Gloucestershire
GL17 0DL

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

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

Club chat: inside_trac@egroups.com

exhibition at the national motor museum

"Ever eager to get even more of a Citroen fix as both my cars are in workshops I went to see what was on offer at Beaulieu. Well not much is the answer, it is really is a promotion for the new C6, and a nice car it looks.

For Traction enthusiasts there was but one example of what was said to be a French built L15 but strangely enough a RHD model which was not as good as some members cars; bits were missing.

There was also a very early model Traction, as the engine and gearbox are not on display it is difficult to see just how early the car is. The viewers are kept too far away for these exhibits for them to really be attractive. In the main hall you can get closer to the cars. There were two ID/DS cars, one in a cut away form but the Art of Citroen show was dull and if you knew little about what was so special about the Traction Avant you would

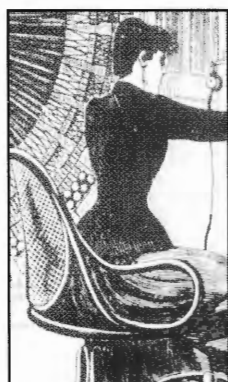
not learn much from this exhibition. The 2CV was not in the exhibition.

The brochure which was available was more an invitation to a test drive in a new car. But I did learn than the Traction Avant was further improved in 1936 when the torsion bar suspension was replaced by hydraulic shock absorbers.

News to me!"

Alan Crisp

visit www.chilbolton.com



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Anniversaries

8 July 1900	Speed limit in French towns set at 10 mph
10 July 1900	Paris Metro opened
28 July 1900	1st hamburger created in Connecticut
30 July 1900	Central Line opened (the fare was tuppence)
5 August 1914	1st traffic lights in the USA, Cleveland Ohio
7 August 1926	1st Grand Prix at Brooklands
10 August 1897	Automobile Club of Great Britain founded (now called the RAC)
22 August 565	1st recorded sighting of Nessie

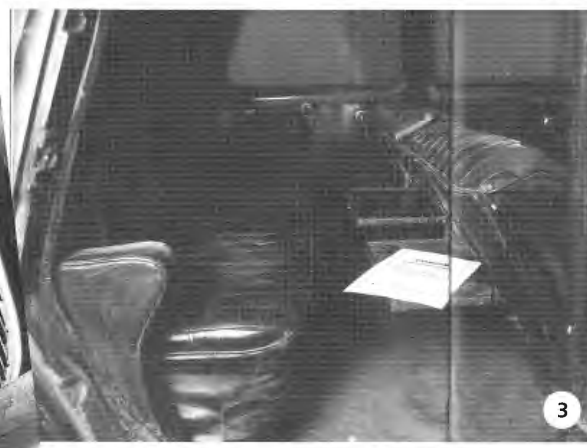
New Members



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

1932	K Herve	Grouville, Jersey
1933	T Barnby	Ore, Sussex
1934	D Barker	Nottingham
1935	D Murphy	Ardilea, Dublin
1936	A Carter	Bignall, Stoke-on-Trent
1937	R Kerby	Fishbourne, Chichester
1938	N Brooking-Clark	Bridgwater, Somerset
1939	S Jenkinson	Bradford
1940	J Fabre	Uckfield, East Sussex
1941	R Farrington	Alton, Hampshire

Big Six "Grand Luxe" for the happy few



Answering the question in Floating Power from May-June 2006:

Kunt u het Nederlands lezen? "Yes, we can."

...and we tried to translate the article as good as we can for FP...

The article attached was originally in English (!) from the magazine **The Autocar**, introducing the Big Six in the UK in 1939.

The Traction Avant 15-Six was presented to the public on the Paris-fair of 1938.

In August 1939 the car was introduced in the UK.

In 1940, 2 versions appeared in the British catalogues:

- the Big Six (de Luxe) as we all know, in fact a Paris model with right-hand drive
- the Big Six "Grand Luxe", equipped in the British tradition: 12V electro, extra-large Lucas High Power headlamps with 2 chromed claxons, 2 large fog lamps, sunroof, wooden dashboard in 3 parts and obviously also leather seats and high-quality carpets on the floor.

It is not certain that the Grand Luxe-model was available in the pre-war period in the UK.

50 serial numbers were reserved for the production of both types.

Slough-registers show that 12 to 15 Grand Luxe's eventually were produced....

Recently a Grand Luxe was found in South-Africa.

It could well be one of the pre-war UK-models.

Photo's were published in CITROExpert.

Photo 2: complete interior

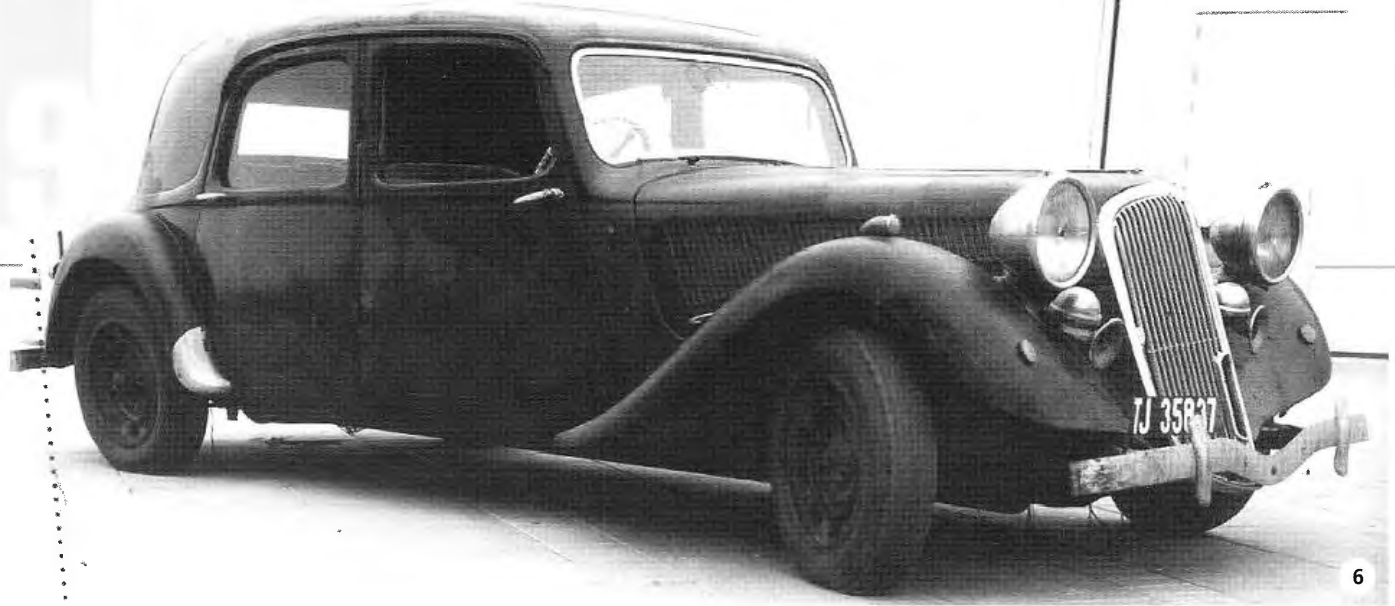
Photo 3: interior: rear-seats with catalogue from 1940

Photo 4: dashboard

Photo 5: steering-wheel

Photo 6 (right): pilote-wheel

Photo 7 (right): photo South-African Big Six Grand Luxe



6

This article is from the famous magazine **The Autocar**. (Another to follow in next FP!) Here is the one dated March 17th 1939.

FORETASTE OF A COMING MODEL

Impressions of a High-performance Citroën Six Advanced news of a six-cylinder f.w.d. Citroën, for which 80 m.p.h. is claimed, was given in **The Autocar**-report of the Paris show last October.

As it will probably make its appearance on the British market in the Autumn of this year, and may be on view at the Earl's Court, further details will be of interest.

Performance being the keynote of this car, some road-impressions are given, which will be supplemented when the car appears officially in this country, by performance figures taken under standard Road Test condition, which it was not possible to reproduce in France.

Since the mechanical specification has already been given, it is only necessary to summarise it by recalling that the new car is fundamentally a six-cylinder o.h.v. (push-rod operated) engine mounted in a de luxe edition of the chassis-cum-body used for the 15 h.p model.

Actually the bonnet is a little longer, but this is the only evident outward difference.

The suspension system is by torsion bars and is independent in front.

Vertically acting telescopic hydraulic shock absorbers are employed all round.

The engine is mounted at three points : two at the rear and one at the front.

The rubber mountings allow only restricted movement, and result in a total absence of low- speed "flutter"; yet the engine runs smoothly up to its maximum.

The steering was found to be pleasantly direct, but not unduly heavy at low speeds.

The Lockheed brakes are smooth in action and provide good emergency stops without swerving.

The usual Citroën f.w.d. gear change is employed, and there is synchromesh on second and top. Maximum speeds obtained were

approximately 28 m.p.h., 60 m.p.h., and 82 m.p.h., on its 1st, 2nd, and 3rd respectively by corrected speedometer; 85 m.p.h. was twice reached under slightly favourable conditions, the speedometer then showing the equivalent of nearly

95 m.p.h. Acceleration from 0-50 m.p.h. took 12 4/5 sec., using first and second speeds.

The chief noise when travelling at about 75 m.p.h. is that caused by wind roar.

Mechanically the vehicle is silent, there was a slight whine from the forward-positioned transmission on the particular car which was tried, but as this vehicle had been driven by some 400 different people since it left the factory, a little transmission protest was not without justification.

The road-holding was, for a five-seater saloon, extraordinarily good. Open bends could be taken at and above really "sporting" speeds, so long as the car was driven around them.

Cornering without acceleration cannot be undertaken at much more than average speeds.

The vehicle rode even better than the other models of this make over "colonial" surfaces.

No wheel movement was felt in the steering. In spite of its high maximum, the car seemed, if anything, undergeared. The engine was very flexible.

Ten miles an hour in top gear was possible at acceleration from this speed without changing down, did not give one the impression that the engine was being ill-treated... probably partly of the not too flexible engine mountings.

With this type of bodywork, the 22,6 h.p. Citroën costs 36.300fr, the approximate equivalent of £220 at the present rate of exchange.

Three people are easily accommodated at the rear, and an extra passenger can be placed in between the driver and the other front seat occupant for short runs.

Petrol consumption worked out at about 18 m.p.g., driving hard most of the time.

Walter & Noëlla, Wenduine, Belgium

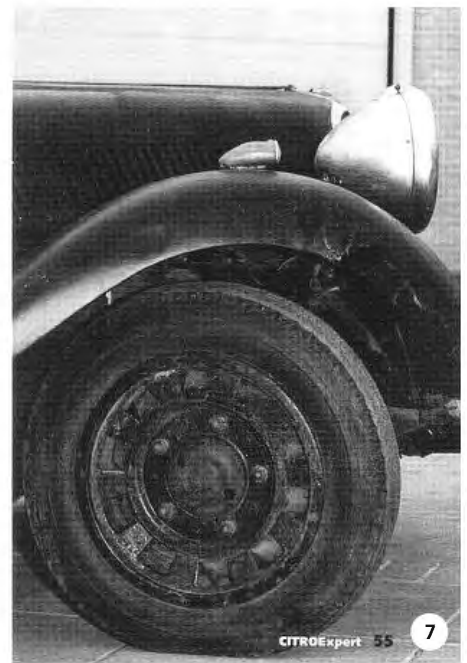


Photo 8: Comments (in the article from 1939):
 - (above) Citroën's f.w.d. system allows an extremely low, yet roomy, body. Note the new Michelin-wheels, now very popular on the continent.
 - (left) the carburetor of the six-cylinder o.h.v. engine is carefully screened

20 **toc** section scene

South Midlands

Sunday 15 October - Arley Estate Arboretum, Kidderminster

As I was only able to give short notice of the visit to Arley Arboretum on the 23 April the magazine arrived after the event, consequently Jane and I celebrated the inaugural meeting of the reformed South Midlands Section on our own! The arboretum is a lovely place, very peaceful with fine views of the Severn Valley, we really enjoyed ourselves. We think it is well worth a return visit so we propose to meet there again on the 15th October when hopefully we will benefit from the autumn colours. All the relevant details were set out in the March/April edition, please do come and join us.

Finally, please note that the section news is also posted on the club website.

Simon Saint (01905 454961),

E-mail: janeandsimonsaint@hotmail.com

Peak News

We are still meeting every 2 months at various pubs and events. Our next 2 meetings are:

Sunday August 6th - Cromford Steam Rally

Sunday October 1st - return visit to the Yew Tree Inn in Cauldon, near Ashbourne.

For more information on any of these events please email us or telephone - details on inside cover of FP.

West of England

August 20th You are all invited to a lunchtime B.B.Q. in Derek Fisher's garden. This is at Westwood near Bradford on Avon. Details nearer the time. This is for anyone not going to Norway.

September 15th to 17th Annual rally, York. Also Tredegar House on the 17th

October 22nd There was a suggestion that we might go up to see the Autumn colours at Westonbirt. However, this is not set in stone and it may be that as the other events this year have a "north-ish" tendency, something further south may be better. The solution will emerge as the year unfolds.

January 14th 2007 Tunnel House planning meeting. It will come round sooner than you think!!

London Section

Regular meetings on the last Tuesday of each month at the following locations:

Even months - From 8pm at Ye Old Cherry Tree, 22 The Green, Southgate London N14 (020 8447 802).

For further information please contact Paul De Felice on 07778 053 873.

Odd months - From 8pm at Cafe Dysart, Petersham Road, Richmond, London TW10 Tel 020 8940 8005). For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (eve).

Forthcoming Attractions

CLUB VISIT TO CITROEN CONSERVATOIRE at AULNAY and possible Factory Visit. plus Paris Motor Show!

I have made arrangements for a visit to the Citroen Conservatoire from 1400hrs to 1600hrs on Friday October 6th.

I am also trying to arrange a visit to the factory on the morning of the same day. This is during the period of the Paris Salon - Motor Show - so a visit to this can be added on the Saturday morning.

Numbers will be strictly limited so this will be for Club Members only and applications will be accepted in the order that they are received with priority going to those who sent me their names last year. Please use Email to reply. - It is not infallible, so if you do not receive acknowledgement I suggest that you send again to one of my other addresses - or all of them. If you must use post, please include SAE.

At this stage, I need to know:

- 1) Names of Club Members attending - plus non-club members who you would like to bring if there is room.
- 2) Which days you plan to travel and which nights you will be staying. - You will be responsible for your own travel arrangements, but I will suggest hotels in the area so that we can be at the same place.
- 3) How many in the car? Will you have spare seats? Would you prefer to travel with another member?

C David Conway International Liaison Officer

Some mail does not reach me. If I do not reply or acknowledge, here are some alternative Email addresses: conwaycv2@onetel.com, CITBOOKSANDDVD@Bigfoot.com conway@onetel.net, conwaycv2@bigfoot.com

We are now finalising our plans for the tour to visit our Norwegian friends for their 35th Annual Rally in Oslo.

One group of at least 4 or 5 tractions will take an overnight DFDS ferry from Newcastle (Monday 21 August) to Kristiansand in Norway. Then with 2 overnight stops in hytters or hotels they reach the Linne Hotel in Oslo on Thursday 24 August.

Another group of probably 2 tractions will take an overnight DFDS ferry from Harwich (Sunday 20 August) to Esbjerg in Denmark. Then with 1 overnight stop they reach Copenhagen, where they may stop for 1 or 2 nights. Then across the new bridge over the Oresund to Malmo in Sweden. Then either drive (2 or 3 stops) or by ferry to Oslo.

Most people will be staying at the Linne Hotel and leaving on Monday morning. Then touring to Bergen with 2 overnight stops in hytters or hotels. This should a scenic route, and may include Lillehammer - so pack your skis.

The last night (Wednesday 30 August) will be in an hotel in Bergen, as the FjordLine ferry sails at 11 am (Thursday 31 August). It then visits Haugesund and Stavanger (mini sea cruise) en route for Newcastle, arriving 11:30 am (Friday 1 September).

This return route could be extended by another 2 days.

There could be an alternative route back, taking a Sunday evening ColorLine ferry from Oslo to Frederikshavn in Denmark, then driving with 1 stop to take the Tuesday DFDS ferry from Esbjerg arriving at Harwich at 11:30 am (Wednesday 30 August).

There is still time to join the party.

Contact:

Mick Holmes m.holmes1@ntlworld.com
or Robin Dyke robindyke@btinternet.com

Robin Dyke

tocsection scene

Surrey & Hampshire Borders **THE 30th ANNIVERSARY RUN TO THE RAINBOW INN - 21 May 2006**

Helen Shelley is an enthusiast – for Tractions and the TOC, for 2CVs and the 2CVGB, for DSs and the CCC, and much else – so she is rarely looking for something to do. The monthly expeditions for the TOC's Surrey, Sussex and Hampshire borders Section are a regular feature for those who attend the meetings, and therefore the idea that we should mark the thirtieth anniversary of founding the TOC by a convoy drive to the Rainbow Inn at Barcombe was expected to be just another outing of five or six Tractions in company. Little did she know the extra work she was about to undertake.

When Helen published the outline programme for '06, news of the celebratory run began to spread, and interest in it grew outside our Section. Possibly stimulated by the story of the Club's formation published in FP in January, other people began to mark it in their diaries and asked to be booked in for lunch at the Rainbow Inn. Thus the number of participants doubled, then trebled and still increased to pass forty. Helen had to persuade the pub to reserve a main dining room for the TOC alone. Any reader who has arranged such things will know that it is a worrying business to make the details dovetail and avoid loose strings.

But she was still smiling as Tractions began gathering at the Fairmile near Esher on the appointed Sunday morning. Sadly, it was an '06-spring day. We had all imagined a run in sunshine, with blue skies reflected in the polished paintwork. Alas, the only reflections were in puddles of standing water that had fallen from the sky, and which were continuously augmented as the rain continued throughout the day.

No-one was heard to complain of an engine overheating, but several were seen to be bent over their scuttles while fiddling with windscreen wiper blades and arms.

With Helen's encouragement a rally plate had been designed, and everyone fixed it to their car using the ubiquitous gardening wire. Peter Simper had brought along his copy of the original TOC poster, and it was displayed beside Alec Bilney's 30th Anniversary display board. All our spirits were lifted when member no.1, Fred Annells, and his son Barry joined us, albeit not in a Traction. Fred transferred to John White's Normale so he could exchange views with the organisers during the run.

By 10.30, the necessary departure time, there were thirteen Tractions followed by four non-Tractions but containing Tractionists wearing the rally plate.

We zigzagged south, then east then south again for fifty miles to Barcombe near Lewes, the TOC's birthplace, and during the journey more Tractions joined us, and yet more were waiting at the pub. The weather did not relent at all, the rain falling continuously. (When is this forecast drought going to start, we ask.) The cloud had a silver lining, though, because it meant the ordinary traffic was much lighter than had been feared and so we arrived at the Rainbow – astonishingly for the TOC – exactly at the time agreed with mine hosts. Parking in the pub car park was like the Keystone Cops, happy and noisy but tightly packed since none of us would mind being parked in by others. Many yards of film were exposed and millions of pixels ...er ...set (?), despite the rain and grey skies, as people mingled and laughed while greetings were exchanged. We had done it, we were there – or here ? – where the founders had been.

By the time some order had been established, and everyone had found a seat, either among the thirty-five or so on the banquet table or among about ten on overflow tables, we had Fred Annells, Tony and Maria Hodgekiss, and Tricia Brice to represent the original founders (the CCC rebels), and Bernie Shaw, Brian Brockwell, Steve Hedinger and Alec Bilney from those who joined as soon as the TOC's existence was announced.

The lunch itself was no more than a prelude to the speeches and an opportunity for the three founders who were there to cut a remarkable celebratory cake prepared by Sue Simper. Tony Hodgekiss raised some smiles and knowing nods when he recalled the hectic early days before faxes, e-mails or mobile telephones, when the early social events and club meetings were co-ordinated by Tricia Brice using postcards, typed of course, posted to all likely participants.

By mid-afternoon when the party atmosphere broke up, and those faced with longer journeys began to depart, the skies were still emptying themselves into the car

park, so even the last photographs of the gathering showed cars standing in lakes. But all in all, it was an enjoyable day, presenting opportunities for some happy reunions.

Helen Shelley and John White had worked hard to arrange the function, but were clearly disappointed that other founders had not joined us. Surely it wasn't the rain that put them off. As Fred Annells said, this pub had been chosen for the original get-togethers just because it was handy for so many of them.

As a postscript, and inevitably, the rain moved away by about 5pm and the sky brightened, so most of us were able to finish our homeward journeys in sunshine, and to colour our memories of the day accordingly.

For details phone Helen or John 020 8330 7216 or mob 07790 530 383 email helenshelley@msn.com

Alec Bilney



Cutting the anniversary cake: Fred Annells, Tony Hodgekiss, Tricia Brice 30 years after cutting loose from CCC.



Bernie & Pearl Shaw - The Fairmile at 10.15 a.m.



Reflections at the Rainbow - The Rainbow at the end of the pot of gold?



The car park at The Rainbow Inn

tocclassifieds

tocsubscriptions



SUBSCRIPTION RENEWALS

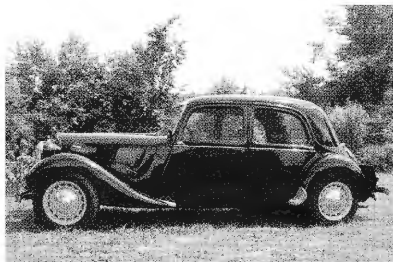
As you all know, subscriptions are due each year on 1st April; it helps the volunteer officers and the Club if you pay promptly.

Thank you - Peter Riggs

CARS FOR SALE



1936 Citroën 7C. - Paris built. Fully restored in 1980's and winner of several concours events including B&H. Still in excellent condition and running really well. Only three owners with history back to original French owner. Black with red pilotte wheels. £7750 Call Derek Swan. dellinda@hotmail.com or 01268 710 478 (Essex).



Light 15 small boot 11BL Paris built. I have enjoyed this vehicle for the last 18 years. It was already in the TOC in the 1970's. Its had a complete ground up, bare metal restoration, rustproofed (Dinitrol), complete new interior, rebuilt engine, lead free conversion, Roger Williams gearbox with new long ratio differential plus his lightened flywheel and diaphragm clutch conversion plus his modern CV driveshafts. It also has stainless steel bumpers and exhaust, a new wiring loom, 12 volt conversion, halogen headlights, rare Robergel period accessory wheels etc. The list is long so, if your interested, give me a call and I can email you a complete description and pictures. £7,800 ono. Call Rik Blote 0033 565 249052

Rare 1952 Paris built black Traction Avant Big Six, Reluctant sale, further details Email: rb@sanderum.com
Richard Boughton, Henley, Oxfordshire

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power

TOC members advertising Traction 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 @£15 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.



1954 Traction 11BL. Paris Build. Big Boot. Re-spray Black/cream, new headling, carpets, exhaust, master cylinder, bumpers, leather seating. MoT to Dec 06. Historic tax. Michelin. Regular dry usage. Very good mechanical. £7,600 - Call Bruce on 02380 463 568 (Southampton)

1938 7C POPULAR 12. An interesting winter restoration project. Paris built but RHD. Chassis number 208717. Single dial metal dashboard, pilote wheels, etc. Original and very rare. Only one other known surviving example. First registered in Sutherland. *Serious offers to Nigel Webb on 01458 831821*

1955 Traction Avant 11BL. 11D engined version. Black. One owner since date of import (1989), steadily restored ever since. Work includes respray, 12V conv, new headlining & doortrims, total brake overhaul, new Michelin tyres, s/steel exhaust - too much to list! Photos & more details sent on request. £6500. Call Jon Fraser on 01379 870434 or email jf_motobi@yahoo.com

1953 Slough Light 15, originally bought in 1956. Regal red with red interior. Generally good condition, mechanically and appearance. Last used in 2003. Original buff log book. This car has been everywhere, the Arctic Circle, Iberia, the Pyrenees, the Alps, Venice, Vienna, Dubrovnic, Quai de Javel, Cannes etc!! Some spares. Reluctant sale due to age and ill health. £2,900. Contact John Cliffe on 01780 720 911

Citroën Light 15, 1949, small boot, Slough built. Has been restored and is mechanically good. New wiring and updated electronics, new chrome, but needs to be re-trimmed, and final adjustments made. It carries the original registration and has a current V5 - £3,500. Contact D R Shepherd on 01243 527727 or 07946 141078

REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere,
Chichester, West Sussex
PO20 7LQ
Tel: 01243 511378
Email: chris.treagust@tesco.net

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad:
0044 115 911 0960

TOC CLUB SHOP

Steve Shinebroom,
2 Fallow Fields, Loughton,
Essex IG10 4QP

Tel: 0208 532 0813

Email:
steveshine@btinternet.com

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston
WV14 8AA
Tel 01902 495758

SALES, MAINTENANCE AND RESTORATION

Classic Restorations,
John Gillard
First Floor,
636 Old Kent Road,
London SE15 1JE
Tel/Fax 0207 358 9969
Traction Renaissance Services,
Dennis Ryland
Woodholme, Frithwood, Brownshill,
Stroud GL6 8AD
Tel 01452 771011

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065
Fax: 01608 642973

INTERIORS

South, Bound Motor Trimmers
Little Dean Yard,
London Road, Stockbridge, Hampshire
SO20 6EL
Tel: 01264 810080

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley,
North Humberside HU17 8BS
Tel: 01482 863344
Fax: 01482 888619
Email: rdrw@steam-car-dev.karoo.co.uk

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire
GL17 0DL

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

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

Club chat: inside_trac@groups.com

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CARS FOR SALE

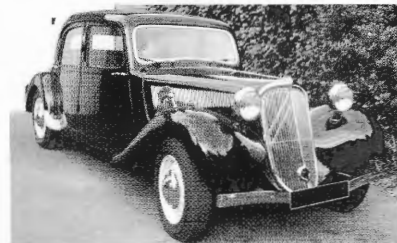
1951 11 BL - Black. Small boot, pilote wheels. Very reliable and very attractive. Owned by me since 1992. *Sensible offers to Allan Calvert on 01253 735 377 (home).*



2 Light 15s for restoration. Both French built one 1940. 7 cco. All welding professionally done. Engine re-bored, new pistons, white metalling, cylinder head inserts, some paintwork done. 1952 11BL. Body shot blasted-in primer. Good. Engine can be heard running. Please phone for more details. £2,500 for the pair (engine rebuild costs) all duties paid. *Call G Aherne on 01728 605 747.*



1955 Slough built light 15. RAF squadron blue, reg GAS 321. A genuinely straight car bought 2 years ago. Since then it has benefited from replacement sealed for life drive shafts, 4 new Michelin tyres, new water pump, reconditioned radiator, unleaded conversion, additional indicators, stainless steel rear bumper and a new headlining. Runs nicely and starts on the button. The seats are very tatty as I never got round to having them retrimmed. No rot or gob; at worst a little bubbling on the o/s door bottoms. £6000 ono. *Richard 07899912486 - Essex.*



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. Contact: Keith Norris on 01536 202207 (work)

PARTS FOR SALE

48 copies Floating Power - 1996 - Jan 2004. Original 1938/39 Traction Avant Citroën Catalogue. Profile publications, TA 1934/35. French Lt 15 TAV 34/57 key ring. 8 copies Autocar/Classic & Sports Car (Light 15 articles) £55 lot. *Tel: Bailey 0208 642 7808 (Surrey)*

Parts for sale - New:

Dynamo pulley (French) - £10, M Tennant W/ screen rubber - £10, Front brake shoes x set - £45, Fan belt - £4. All plus post. *Phone Martin Vickerstaff - 01209 821 979 after 6pm for full details*

Parts for Sale - Secondhand:

Fan belts x 3 - £6, French speedo cable - £10, N/S locking curly hands new lock & key - £15, Pre war 10" front hubs, backplates/shoes - £80, FP Vol 2 - No. 3,5,6 / Vol 4 - No. 1,2,4 - Lot £18, Clutch pressure plate - £10, Set of flaps for pre war bonnet ex cond - £50, Lucas 12 volt dynamo type C39 PV - L-O - £25, Lucas cut out pre war type, long type - £10. All plus post *Phone Martin Vickerstaff - 01209 821 979 after 6pm for full details*

Front chrome bumper for Lt 15 in reasonable condition - £35. Rear bumper in need of re chroming but solid - £20. Damaged rear bumper, no overrides - Free! *Keith Boyes 01482 631 088 (Swanland Yorks)*

Parts for Sale:

- 1 off c. 1956 ID block complete with crank, pistons, liners, camshaft, oil pump etc.
- 3 off 1956 Alloy ID/DS type cylinder heads.
- 2 off 1954/55 Slough bumpers complete with backframe mounting irons and front type with hole for starting handle.
- 1 off second-hand radiator, suitable for all types of Light 15.
- 2 off ID 4-speed gearboxes, casings and all gear clusters differentials etc.
- 1 off ID/DS type flywheel,
- 2 off ID/DS clutch assemblers.

All the above parts are suitable for upgrading a 3-speed Traction into a 4-speed car. *Contact: Alan Smith on 0117 924 9821*

For Sale: Citroën 2 part factory manual for Traction Avant (Slough) - £35. André Citroën (The Man and the Motor Cars) by Reynolds - £8. Citroën Traction Avant 1934-1957 by Clarke - £9. All plus postage. *Contact: Clive Hoskins on 01726 813207*

Free to a good home (or anybody those's interested!) A year or two's copies of Citroënian 1972/3. Light Fifteen corner and all that. Some of the ads are quite interesting, if only I'd had the space!!! Will throw out if no interest. (I must clear some stuff out!) *Tom Evans (Norwich) 01603 628668 or tiger.tom@zen.co.uk*

WANTED

French registered, LHD, any age/model considered BUT must be in good running order. Departement 56. *Contact Chris Brown eckaf@wanadoo.fr*

Vol 1 No.3 of FP (photocopy acceptable) *Call Martin Vickerstaff - 01209 821 979*

Original French brochure for 1950 11BL. Also, pair period French spotlights for 1950 11BL. *Telephone: 01726 813207 - Clive Hoskins*

Wanted - 6V dynamo to fit 1955 11BL. Must be complete and capable of reconditioning. *Please ring John Barnes 07796 337691 or email mjoh.n.barnes@btinternet.com*

Wanted: 11D head and 11D flywheel. *Steve Shinebroom 07798 841 005*

MISCELLANEOUS

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet per 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 T/C*

Quality B&B in the Highlands of Scotland.

Visit the wonderful north west highlands of Scotland and enjoy a stay at Easter Badbea, situated on the shores of Little Loch Broom. We have one twin-bedded and two double rooms with full facilities and a spacious guest lounge with panoramic views of the loch and the mountains. Ideally situated for hill walking and bird watching. B&B £25 per person, based on 2 sharing one room.

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

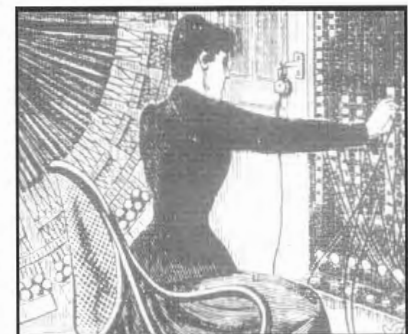
Call Paula or Phil on 01854 633 704 e-mail: philandpaula@easter-badbea.co.uk for further informaton. 1/1

EXCELLENT B&B & SELF-CONTAINED

SELF-CATERING in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France).

Bring your traction or simply visit mine! Poitiers 40 mins & La Rochelle 1 hour with cheap Ryanair flights. Well behaved children & dogs welcome. Stabling & garaging also available. Double, twin & single B&B rooms from £25 pppn. Breakfast from organic home produce, continental or Full English. Vegetarian option available. Self catering sleeping up to 6. Also Expert bilingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance & I can arrange viewings & accompany you if required.

Further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82



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from abroad

0044 115 911 0960

email: toc.helpline@ntworld.com

